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Appendix A Federal and State Requirements

APPENDIX A FEDERAL AND STATE REQUIREMENTS

Table A-1 – Federal Requirements

Requirement #	Requirement	Where and How Addressed
A-1	Does the plan cover a 20-year horizon from the date of adoption? 23 C.F.R. 450.324(a)	Section 11.0
A-2	Does the plan address the planning factors described in 23 C.F.R. 450.306(b)?	Section 2.0
	Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?	Section 5.0
	Does that plan enhance travel and tourism? 23 C.F.R. 450.324(a)	Section 8.0
A-3	Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? 23 C.F.R. 450.324(b)	Section 2.0 Section 6.0 Section 8.0
A-4	Was the requirement to update the plan at least every five years met? 23 C.F.R. 450.324(c)	Yes, last adoption was October 8, 2015. This Plan was adopted on September 10, 2020.
A-5	Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? 23 C.F.R. 450.324(d)	Not Applicable to SCTPO as area is in Attainment. Section 5.0

Table A-1 Cont. – Federal Requirements

Requirement #	Requirement	Where and How Addressed
A-6	<p>Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity?</p> <p>23 C.F.R. 450.324(e)</p>	Section 9.0
A-7	<p>Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>23 C.F.R. 450.324(f)(1)</p>	Section 9.0
A-8	<p>Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?</p> <p>23 C.F.R. 450.324(f)(2)</p>	<p>Section 8.0</p> <p>Section 11.0</p>
A-9	<p>Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)?</p> <p>23 C.F.R. 450.324(f)(3)</p>	Section 2.0

Table A-1 Cont. – Federal Requirements

Requirement #	Requirement	Where and How Addressed
A-10	<p>Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data?</p> <p>23 C.F.R. 450.324(f)(4)(i)</p>	<p>Section 2.0 Appendix D</p>
A-11	<p>Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:</p> <p>(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;</p> <p>(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;</p> <p>(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);</p> <p>(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;</p> <p>(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;</p> <p>(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);</p>	<p>Section 2.0, Section 6.0 Appendix D</p> <p>Section 2.0, Section 4.0</p> <p>Appendix D</p> <p>Section 4.0 and Appendix D</p> <p>Section 5.0 and Appendix D</p> <p>Section 8.0 and Appendix K</p>

Table A-1 Cont. – Federal Requirements

Requirement #	Requirement	Where and How Addressed
A-11 Cont.	<p>Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:</p> <p>(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and</p> <p>(viii) Other State transportation plans and transportation processes required as part of a performance-based program.</p> <p>23 C.F.R. 450.306 (d)(4)</p>	<p>Section 2.0 and Appendix B</p> <p>Section 2.0 and Appendix D</p>
A-12	<p>Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods?</p> <p>23 C.F.R. 450.324(f)(5)</p>	<p>Section 2.0</p> <p>Section 7.0</p> <p>Section 8.0</p>
A-13	<p>Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide?</p> <p>23 C.F.R. 450.324(f)(6)</p>	<p>Section 5.0</p>
A-14	<p>Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?</p> <p>23 C.F.R. 450.324(f)(7)</p>	<p>Section 5.0</p> <p>Section 11.0</p>

Table A-1 Cont. – Federal Requirements

Requirement #	Requirement	Where and How Addressed
A-15	<p>Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)?</p> <p>23 C.F.R. 450.324(f)(8)</p>	<p>Section 6.0 Section 12.0 Appendix D</p>
A-16	<p>Does the plan describe all proposed improvements in sufficient detail to develop cost estimates?</p> <p>23 C.F.R. 450.324(f)(9)</p>	<p>Section 11.0 and Appendix N</p>
A-17	<p>Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan?</p> <p>23 C.F.R. 450.324(f)(10)</p>	<p>Section 5.0</p>
A-18	<p>Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented?</p> <p>23 C.F.R. 450.324(f)(11)</p>	<p>Section 10.0 and Appendix M</p>
A-19	<p>Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?</p> <p>23 C.F.R. 450.324(f)(11)(i)</p>	<p>Section 10.0 Section 11.0 Appendix M</p>

Table A-1 Cont. – Federal Requirements

Requirement #	Requirement	Where and How Addressed
A-20	<p>Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)?</p> <p>23 C.F.R. 450.324(f)(11)(ii)</p>	<p>Section 6.0</p> <p>Section 12.0</p>
A-21	<p>Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability?</p> <p>23 C.F.R. 450.324(f)(11)(iii)</p>	Section 10.0 and Appendix M
A-22	<p>Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?</p> <p>23 C.F.R. 450.324(f)(11)(iv)</p>	Section 10.0 and Appendix M
A-23	<p>Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP?</p> <p>23 C.F.R. 450.324(f)(11)(vi)</p>	<p>The active SIP does not contain any TCM's. Florida is in attainment.</p> <p>Section 5.0</p>
A-24	<p>Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)?</p> <p>23 C.F.R. 450.324(f)(12)</p>	<p>Section 6.0</p> <p>Section 11.0</p>
A-25	<p>Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?</p> <p>23 C.F.R. 450.324(h)</p>	<p>Section 2.0</p> <p>Appendix B</p>

Table A-1 Cont. – Federal Requirements

Requirement #	Requirement	Where and How Addressed
A-26	<p>Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?</p> <p>23 C.F.R. 450.324(g)(1)</p>	Section 9.0
A-27	<p>Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)?</p> <p>23 C.F.R. 450.324(j)</p>	<p>Section 3.0</p> <p>Section 8.0</p> <p>Appendix G</p> <p>Appendix I</p>
A-28	<p>Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web?</p> <p>23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)</p>	<p>Section 3.0</p> <p>Appendix G</p> <p>Appendix H</p> <p>Appendix I</p>
A-29	<p>Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan?</p> <p>23 C.F.R. 450.316(a)(1)(i)</p>	<p>Section 3.0</p> <p>Appendix F, Appendix G, Appendix H, Appendix I</p>

Table A-1 Cont. – Federal Requirements

Requirement #	Requirement	Where and How Addressed
A-30	<p>In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households?</p> <p>23 C.F.R 450.316(a)(1)(vii)</p>	<p>Section 3.0 Appendix H</p>
A-31	<p>Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan?</p> <p>23 C.F.R. 450.316(a)(1)(vi) & 23 C.F.R. 450.316(a)(2)</p>	<p>All comments were addressed and considered in plan development. Section 3.0 Section 14.0</p>
A-32	<p>Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts?</p> <p>23 C.F.R 450.316(a)(1)(viii)</p>	<p>The Draft Plan did not differ significantly from the Final Plan.</p>
A-33	<p>Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities?</p> <p>23 C.F.R. 450.316(b)</p>	<p>Section 1.0 Section 8.0</p>
A-34	<p>If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan?</p> <p>23 C.F.R 450.316(c)</p>	<p>Section 5.0 Appendix J</p>

Table A-1 Cont. – Federal Requirements

Requirement #	Requirement	Where and How Addressed
A-35	<p>If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan?</p> <p>23 C.F.R 450.316(d)</p>	<p>Section 5.0 Appendix J</p>
A-36	<p>In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?</p> <p>23 C.F.R. 450.314(e)</p>	<p>Regular LRTP coordination occurs with surrounding MPOs and FDOT Districts 4 and 5 in the development of the Central Florida Regional Planning Model.</p>

Table B-1 – State Requirements

Requirement #	Requirement	Where and How Addressed
B-1	<p>Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan?</p> <p>ss.339.175(1), (5) and (7), F.S.</p>	Section 2.0
B-2	<p>Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?</p> <p>ss.339.175(1) and (7)(a), F.S.</p>	<p>Section 9.0</p> <p>Appendix L</p>
B-3	<p>Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO’s metropolitan planning area?</p> <p>ss.339.175(5) and (7), F.S.</p>	<p>Section 8.0</p> <p>Appendix K</p>
B-4	<p>Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions?</p> <p>ss.339.175(1) and (7) F.S.</p>	Section 8.0
B-5	<p>Were the goals and objectives identified in the Florida Transportation Plan considered?</p> <p>s.339.175(7)(a), F.S.</p>	<p>Section 2.0</p> <p>Appendix B</p>

Table B-1 Cont. – State Requirements

Requirement #	Requirement	Where and How Addressed
B-6	<p>Does the plan assess capital investment and other measures necessary to:</p> <p>1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and</p> <p>2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?</p> <p>s.339.175(7)(c), F.S.</p>	<p>Section 11.0</p> <p>Section 7.0</p>
B-7	<p>Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?</p> <p>s.339.175(7)(d), F.S.</p>	<p>Section 5.0</p> <p>Section 6.0</p>
B-8	<p>Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?</p> <p>s.339.175(13) F.S.</p>	<p>Yes, the Plan was adopted September 10, 2020</p>

Table C-1 – Proactive Recommendations

Requirement #	Requirement	Where and How Addressed
C-1	Does the plan attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation? 23 C.F.R 450.306(b)(9)	Section 2.0 Section 5.0 Section 9.0
C-2	Does the plan proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	Section 5.0 Section 6.0 Section 9.0 Section 11.0 Appendix J
C-3	Do the plan consider the transportation system’s accessibility, mobility, and availability to better serve an aging population?	Section 6.0
C-4	Does the plan consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	Section 1.0 Section 7.0 Section 8.0
C-5	Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?	Section 9.0



Appendix B
Goals, Objectives,
and Evaluation
Criteria Tech Memo

A horizontal band across the middle of the page shows a blurred photograph of people riding bicycles. The background is dark and out of focus, emphasizing the motion of the cyclists. The text is overlaid on this band.

2045 Long Range Transportation Plan

GOALS, OBJECTIVES, AND EVALUATION CRITERIA

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**Space Coast Transportation Planning Organization
2045 Long Range Transportation Plan – Goals, Objectives, and
Evaluation Criteria Technical Memorandum
10/22/2019**

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I. INTRODUCTION

The 2045 Long Range Transportation Plan (LRTP) for the Space Coast Transportation Planning Organization (SCTPO) includes Vision and Goals, Objectives, and Evaluation Criteria formulated as a framework to guide the Plan update process. The Vision, developed during the 2040 LRTP update, reflects a bold future for Brevard County that embraces the potential of premium transit and emerging technologies, derived from the hopes and desires of Brevard County's residents, stakeholders, and decision makers. The process to develop the Vision is described below. The Goals and Objectives represent the desired outcomes of the planning process, in a much more tangible way than the Vision, and actionable steps or targets for those outcomes, respectively.

The current federal legislation dictating the long-range planning requirements for TPOs, the Fixing America's Surface Transportation (FAST) Act signed into law in December 2015, includes a requirement to practice performance-based planning (PBP), is a data-driven process that involves goal setting, target setting, and performance monitoring to track progress toward the targets. A review of the Planning Factors and National Goals as set forth by the U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA) is a necessary preliminary step in the establishment of LRTP Goals and Objectives. The relationship of the LRTP Goals, Objectives, and Evaluation Criteria to the PBP requirements also established by FHWA is also important, and the Plan's Goals, Objectives, and Evaluation Criteria used to prioritize investments must align with performance monitoring requirements.

Finally, the Florida Department of Transportation (FDOT) has established planning factors and goals, as laid out in the Florida Transportation Plan (FTP). Consistency with Statewide goals and requirements is critically important, as the LRTP represents a coordinated effort with FDOT, as well as local planning partners.

The following sections describe the 2060 Space Coast Vision, Federal and State goals and planning factors, as well as a detailed description of the Goals, Objectives, and Evaluation Criteria developed to guide the Space Coast 2045 LRTP. **Appendix A** through **C** of this report also include a comparison of the LRTP Goals and Objectives to the National Goals, Florida Transportation Goals and Objectives, and the Florida Highway Safety Plan Program Areas and Strategies.

II. 2060 VISION

The 2040 LRTP update included an extensive scenario planning exercise to establish a vision for the future of a county that, for years, has been in a process of transition, particularly since the retirement of the Space Shuttle. The scenarios conceptualized and tested included the status quo, a connected communities scenario, a high tech lifestyle scenario, and a port center scenario. All the scenarios examined alternative growth and development patterns and respective transportation infrastructure investment strategies. Over 100 participants, including SCTPO Board members, attended a Transportation Vision Workshop where they vetted the scenarios and arrived at a vision that incorporates the desired aspects of all the alternative scenarios into a composite that reflects the goals and priorities of participants. The 2060 Vision, which was recognized as a longer-term scenario than the 2040 horizon year of the LRTP, is comprised of the following three principal themes:

- **Economic Prosperity** – To build on that which is uniquely Brevard. Participants in the scenario planning process came to a consensus that facilitating the growth and diversification of Brevard’s high-tech and logistics economies should be a focal point of long range planning.
- **Sustainable Growth** – To protect that which is uniquely Brevard. Another theme that emerged from the scenario planning focused on environmental protection through compact and sustainable growth and transportation strategies.
- **Quality of Life** – To provide transportation and housing choices to Brevard residents. The third and final element of the Vision that was broadly agreed upon includes providing a variety of housing and transportation options that can contribute to a high quality of life, or livability in Brevard County.

III. STATE GOALS AND REQUIREMENTS

Chapter 339.155 in the Florida Statutes requires that FDOT develop a Statewide Long Range Transportation Plan that mimics the federal legislation pertaining to TPOs. This Statewide LRTP would require a minimum 20 year planning horizon, regular plan updates every 5 years, and coordination/reconciliation with local LRTPs. The FDOT Metropolitan Planning Organization (MPO) Program Management Handbook requires that MPOs consider the goals and objectives in the FTP in metropolitan long range plans. Section 175(6)(b) of the statute also requires that metropolitan plans also consider the following in the identification of improvement strategies, consistent with Planning Factors established in federal statute:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

Florida Statewide Plans

The FTP is a Statewide plan developed by FDOT to fulfill Chapter 339.155. The FTP includes three separate documents. The first is the Vision Element, which examines growth and development trends and establishes a desired direction for a longer term period of 50 years. The second piece of the FTP is the Policy Element, which is essentially a strategic plan that establishes goals and objectives and sets a policy framework for the State and for regional and local partners. The final document is the Implementation Element, which is action oriented in terms of the short- and long-term investments and, as such, is a more fluid plan that is updated on a more regular basis. The goals of the FTP, as outlined in the Policy Element, address the core elements of both the State and Federal legislation guiding transportation planning. The FTP goals include:

- Safety and Security for Residents, Visitors, and Businesses
- Agile, Resilient, and Quality Infrastructure
- Efficient and Reliable Mobility for People and Freight
- More Transportation Choices for People and Freight
- Transportation Solutions that Support Florida’s Global Economic Competitiveness
- Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play
- Transportation Solutions that Support Florida’s Environment and Conserve Energy

Other Statewide plans that were reviewed for consistency include the Florida 2017 Highway Safety Plan (HSP), Florida Strategic Highway Safety Plan (SHSP), updated in 2016, and the Strategic Intermodal System (SIS) Policy Plan, also updated in 2016. Objectives and strategies in those respective plans are listed below.

SIS Plan Objectives

Interregional Connectivity

- Ensure the efficiency and reliability of multimodal transportation connectivity between Florida’s economic regions and between Florida and other states and nations.

Intermodal Connectivity

- Ensure the efficiency and reliability of multimodal transportation connectivity between Florida’s economic regions and between Florida and other states and nations.

Economic Development

- Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment

HSP Program Areas

- *Aging Road Users*
- *Community Traffic Safety*
- *Comprehensive Traffic Enforcement & Education*
- *Distracted Driving*
- *Florida Law Enforcement Liaison*
- *Impaired Driving*
- *Motorcycle Safety*
- *Occupant Protection & Child Passenger Safety*
- *Paid Media*
- *Pedestrian Bicycle and Safety*
- *Public Traffic Safety Professionals Training*
- *Speed/Aggressive Driving*
- *Teen Driver Safety*
- *Traffic Records*

SHSP Strategies

Engineering

- Identify, develop and deploy engineering solutions that encourage safe driving behavior and reduce roadway fatalities and serious injuries
- Incorporate policies and practices into roadway design, construction, operation, and maintenance that make Florida’s transportation system safer for all users
- Ensure infrastructure design allows for safe and efficient access for first responders

Enforcement

- Increase targeted enforcement activities in high-crash locations and at relevant times
- Increase enforcement of high-risk driving behaviors
- Coordinate with prosecutors and the courts to improve prosecution and adjudication of traffic safety-related cases

Education

- Educate all road users on sharing the road
- Develop and implement communication strategies for all road users and improve public awareness of highway safety.
- Increase training and educational opportunities for first responders and other traffic safety partners focused on reducing roadway-related fatalities and serious injuries.
- Increase motorists’ understanding of engineering solutions and best practices, and vehicle technologies that can reduce the number and injury severity of crashes

IV. FEDERAL PLANNING REQUIREMENTS

One of the key provisions of the FAST Act is the requirement that states and MPOs improve project decision making through a performance-based planning process. The FHWA's rule implementing the FAST Act includes seven goals to guide that process and the establishment of targets and measurement of progress toward those targets in 23 U.S.C. 150(b). FHWA also included a set of ten planning factors in the final rule, including two new planning factors since passage of the FAST Act.

National Goals

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

National Planning Factors

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the **safety** of the transportation system for motorized and non-motorized users;
- Increase the **security** of the transportation system for motorized and non-motorized users;
- Increase the **accessibility and mobility** of people and freight;
- Protect and enhance the **environment**, promote energy conservation, improve the **quality of life**, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the **integration and connectivity** of the transportation system across and between modes for people and freight;
- Promote **efficient system management and operations**;
- Emphasize the **preservation** of the existing transportation system;
- **NEW**: Improve the **resiliency and reliability** of the transportation system, and reduce or mitigate storm water impacts of surface transportation; and
- **NEW**: Enhance travel and **tourism**.

Performance Measures

The 2045 LRTP cycle is the first time MPOs are required to set performance targets based on consistent federal performance measures and monitor progress towards those measures. The requirement involves a successive process beginning with the establishment of National Goals by Congress, followed by USDOT establishing performance measures, culminating in states, MPOs, and public transit agencies setting targets and monitoring progress toward them. The target setting process is also successive, with states setting targets first, followed by metropolitan target setting within 180 days of state targets being set. There are three performance measure programs for which targets have been set by FDOT, including:

- **Safety Measures** – including traffic fatalities and serious injuries, pedestrian/bicycle fatalities and serious injuries; and transit incidents.
- **System Maintenance Measures** – including roadway, bridge, and transit capital asset condition and how well they are maintained.
- **System Performance Measures** – including highway congestion, travel reliability, freight movement reliability, and mobile source emissions.

The SCTPO Board has adopted targets for the Safety, System Maintenance, and Performance Measures consistent with FDOT targets at the February 2018 and November 2018 SCTPO Governing Board meetings.

The target setting and monitoring process, as mandated by Moving Ahead for Progress in the 21st Century Act (MAP-21), is an important part of performance-based planning, but it must also be complemented by a performance-oriented assessment and evaluation process in the prioritization of investments. There are two parts to evaluating performance from a planning standpoint. The first is to identify currently or historically under-performing facilities and the second is to forecast performance using the travel demand model and other tools to estimate the impacts of growing demand on the system.

V. SCTPO 2045 LRTP GOALS, OBJECTIVES, AND EVALUATION CRITERIA

Table 1 – 2045 LRTP Goals, Objectives, and Evaluation Criteria

Goals	Objectives	Evaluation Criteria
Goal 1: Improve Safety and Security for All Users	Objective 1.1 - Improve safety of infrastructure for motorized and non-motorized users	Vehicular crash frequency and severity
		Vulnerable road user crash frequency and severity
	Objective 1.2 - Support the Highway Safety Improvement Program	Addresses a goal or objective of the Highway Safety Improvement Program
Goal 2: Improve Economic Development with a Connected Multi-Modal System	Objective 2.1 - Promote economic development through the improved performance of multi-modal facilities providing connections to intermodal hubs and commerce centers	Level of connection to intermodal hub (direct, indirect, none)
		Level of connection to commerce centers (direct, indirect, none)
	Objective 2.2 - Improve connectivity between major activity centers	Corridor connects major activity centers (direct, indirect, none)
	Objective 2.3 - Promote intergovernmental coordination to redevelop historic communities and concentrate development within multimodal hubs	Project supports redevelopment/infill
		Project improves accessibility or connectivity to existing development
		Project supports future land use plans

Table 1 Cont. – 2045 LRTP Goals, Objectives, and Evaluation Criteria

Goals	Objectives	Evaluation Criteria
Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce	Objective 3.1 - Improve mobility of people and freight by increasing the use of emerging technologies (ITS).	Existing volume/maximum acceptable volume ratio to represent levels of congestion (high ratio ranks higher) ITS applications included
	Objective 3.2 - Enhance access to tourist destinations	Corridor connects to a tourist destination(s) (direct, indirect, none)
	Objective 3.3 - Improve the reliability of the transportation system through operational and incident management strategies	Includes Transportation Systems Management and Operations (TSMO) strategies that improve reliability (high, medium, low)
	Objective 3.4 - Enhance access to travel options in transportation disadvantaged areas	Improves access to transit facilities Provides improved bicycle and/or pedestrian facilities for a transportation disadvantaged area (direct, indirect, none)
Goal 4: Preserve and Provide a Resilient Transportation System through Balancing Social and Environmental Resources	Objective 4.1 Improve security through improvements to the capacity and efficiency of the County's evacuation routes	Improvement to evacuation routes (direct, indirect, none)
	Objective 4.2 - Improve air quality by lowering mobile source emissions with energy efficient vehicles and reduced vehicle miles traveled	Supports connected or electric vehicles Encourages carpooling, transit, or other ride-sharing options
	Objective 4.3 - Improve the resiliency of the transportation system through mitigation and adaptation strategies to address sea level rise and other shocks and stressors	Improves treatment of storm water Includes adaptation strategies concerning sea level rise, flooding, and extreme weather events
	Objective 4.4 - Integrate a "fix-it-first" mentality to keep existing infrastructure (roads, bridges, transit assets, etc.) in a state of good repair	Supports maintenance of system

Appendix A: SCTPO LRTP Goals vs National Goals

Space Coast Goals	Space Coast Objectives	National Planning Factors									
		Economic Vitality	Safety	Security	Accessibility and Mobility	Environment and Quality of Life	Integration and Connectivity	Efficient Management and Operation	System Preservation	Resiliency and Reliability	Travel and Tourism
Goal 1: Improve Safety and Security for All Users	1.1 Safety		1	1		1					
	1.2 Support HSIP		1	1	1	1					2
	1.3 Multimodal System	1	1	1	1	1	1		1		1
Goal 2: Improve Economic Development with a Connected Multi-Modal System	2.1 Economic Development	1			1	1	1		2	2	1
	2.2 Connectivity	1			1	1	1				1
	2.3 Intergovernmental Coordination	1			1	1	1		1		2
Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce	3.1 Mobility/ITS	2	1	1			1	1		1	2
	3.2 Tourism	1			1	2	1				1
	3.3 Reliability		1	1			1	1		1	
	3.4 Equity	1	1		1	1	1				2
Goal 4: Preserve and Provide a Resilient Transportation System through Balancing Social and Environmental Resources	4.1 Security		1	1		1		1	1	1	2
	4.2 Air Quality				1	1	2		1	1	
	4.3 Resiliency			1					1	1	
	4.4 State of Good Repair	1	1			1		1	1	1	2

1 = Directly addresses National Planning Factor
 2 = Indirectly addresses National Planning Factor

Appendix B: Florida Transportation Plan Goals and Objectives

- Goal 1: Safety and Security for Residents, Visitors, and Businesses
 - Objective 1: Prevent transportation-related fatalities and injuries
 - Objective 2: Reduce the number of crashes on the transportation system
 - Objective 3: Prevent and mitigate transportation-related security risks
 - Objective 4: Provide transportation infrastructure and services to help prepare for, respond to, and recover from emergencies
- Goal 2: Agile, Resilient, and Quality Infrastructure
 - Objective 1: Meet or exceed industry, state, national, or international standards for infrastructure quality, condition, and performance for all modes of transportation
 - Objective 2: Optimize the functionality and efficiency of existing infrastructure and right-of-way
 - Objective 3: Adapt transportation infrastructure and technologies to meet changing customer needs
 - Objective 4: Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions
- Goal 3: Efficient and Reliable Mobility for People and Freight
 - Objective 1: Reduce delays related to bottlenecks, gaps, and crashes and other incidents for all modes of Florida’s transportation system
 - Objective 2: Increase the reliability of all modes of Florida’s transportation system
 - Objective 3: Increase customer satisfaction with Florida’s transportation system and regulatory processes for residents, visitors, and businesses
 - Objective 4: Increase the efficiency of the supply chain for freight moving to, from, and through Florida
 - Objective 5: Increase the efficiency and flexibility of transportation related regulatory processes
- Goal 4: More Transportation Choices for People and Freight
 - Objective 1: Increase the use of new mobility options and technologies such as shared, automated, and connected vehicles
 - Objective 2: Increase the share of person trips using public transportation and other alternatives to single occupancy motor vehicles
 - Objective 3: Increase the number of quality options for visitor travel to, from, and within Florida
 - Objective 4: Increase the number of quality options for moving freight to, from, and within Florida
 - Objective 5: Increase the efficiency and convenience of connecting between multiple modes of transportation
- Goal 5: Transportation Solutions that Support Florida’s Global Economic Competitiveness
 - Objective 1: Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters
 - Objective 2: Increase transportation connectivity between Florida’s economic centers and regions

- Objective 3: Increase transportation connectivity between Florida and global and national trading partners and visitor origin markets
 - Objective 4: Increase the number of skilled workers in Florida's transportation-related industries
- Goal 6: Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play
 - Objective 1: Plan and develop transportation systems that reflect regional and community values, visions, and needs
 - Objective 2: Increase customer satisfaction with Florida's transportation system
 - Objective 3: Provide convenient, efficient accessibility to the transportation system for Florida's residents and visitors
 - Objective 4: Provide transportation solutions that contribute to improved public health
- Goal 7: Transportation Solutions that Support Florida's Environment and Conserve Energy
 - Objective 1: Plan and develop transportation systems and facilities in a manner that protects, and where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts
 - Objective 2: Decrease transportation-related air quality pollutants and greenhouse gas emissions
 - Objective 3: Increase the energy efficiency of transportation
 - Objective 4: Increase the diversity of transportation-related energy sources, with emphasis on cleaner and more efficient fuel

Appendix C: Florida Highway Safety Plan Program Areas and Strategies

Aging Road Users Program Strategies

- Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources
- Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility
- Provide information and resources regarding aging road user safety, access, and mobility
- Inform public officials about the importance and need to support national, State, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility
- Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users)
- Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation
- Promote safe driving and mobility for aging road users through licensing and enforcement
- Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles)
- Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders
- Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia friendly transportation)

Community Traffic Safety Program

- Increase public awareness and highway traffic safety programs
- Expand the network of concerned individuals to build recognition and awareness about traffic safety
- Support initiatives that enhance traffic laws and regulations related to safe driving

Comprehensive Traffic Enforcement and Education Program

- Increase public awareness of highway traffic safety programs
- Expand the network of concerned stakeholders to build recognition and awareness of traffic safety
- Support initiatives that enhance traffic safety laws and regulations related to safe driving
- Support and promote effective law enforcement efforts related to safe driving

Distracted Driving Program

- Increase public awareness and outreach programs on distracted driving
- Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles
- Support legislative initiatives that enhance distracted driving-related traffic laws and regulations
- Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers
- Increase law enforcement officer understanding of Florida traffic crash reporting and distracted driving data collection

- Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving
- Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation

Florida Law Enforcement Liaison Program

- No specific strategies

Impaired Driving Program

- Improve DUI enforcement
- Improve prosecution and adjudication of impaired driving cases
- Improve the DUI administrative suspension process
- Improve prevention, public education, and training
- Improve the treatment system (i.e., DUI programs, treatment providers, and health care providers)
- Improve data collection and analysis

Motorcycle Safety Program

- Collect and analyze data on motorcycle crashes, injuries, and fatalities to provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida
- Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort
- Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity
- Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation
- Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at State-approved training centers
- Reduce the number of alcohol, drug, and speed-related motorcycle crashes in Florida
- Support legislative initiatives that promote motorcycle safety-related traffic laws and regulations
- Ensure State and local motorcycle safety programs include law enforcement and emergency services components
- Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance
- Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles
- Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs

Occupant Protection and Child Passenger Safety Program

- Support the Occupant Protection Resource Center which provides stakeholders with occupant protection public information and education materials, information regarding child passenger safety inspection stations, and child passenger safety technician and instructor training
- Promote safety belt and child restraint use to high-risk groups through the Florida Occupant Protection Task Force
- Support the national Click It or Ticket mobilization through overtime enforcement efforts targeting safety belt and child restraint use during day and nighttime hours

Paid Media Program

- Increase public awareness of highway traffic safety programs and enforcement
- Expand the network of concerned individuals to build recognition and awareness

Pedestrian and Bicycle Safety Program

- Increase awareness and understanding of safety issues related to vulnerable road users
- Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement
- Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures
- Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking
- Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety

Public Traffic Safety Professionals Training

- Increase traffic safety professionals' awareness of highway safety issues
- Improve traffic enforcement and detection skills
- Improve crash investigation and prosecution skills
- Improve detection, prosecution, and adjudication of impaired driving cases
- Increase understanding of the importance of accurate data collection and analysis

Speed/Aggressive Driving Program

- Support and promote effective law enforcement efforts to reduce aggressive driving
- Support and promote effective law enforcement efforts to reduce speed-related crashes
- Increase training and education on the problems of speed/aggressive driving
- Identify and support initiatives that reduce instances of speeding and aggressive driving

Teen Driver Safety Program

- Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and support for the Florida Teen Safe Driving Coalition
- Create a safe driving culture for teen drivers through outreach and education
- Support initiatives that enhance safe teen driving-related traffic laws and regulations related to safe teen driving

Traffic Records Program

- Develop and maintain complete, accurate, uniform, and timely traffic records data
- Provide the ability to link traffic records data together
- Facilitate access to traffic records data
- Promote the use of traffic records data



Appendix C System Performance Report

**Space Coast Transportation Planning Organization
2045 Long-Range Transportation Plan
System Performance Report**

June 2020



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1 - PURPOSE & BACKGROUND

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Space Coast TPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

The Space Coast TPO 2045 Long-Range Transportation Plan was adopted on September 10, 2020. Per the Planning Rule, the System Performance Report for the Space Coast TPO is hereby included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), and Transit Asset Management.

This report outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

FEDERAL PERFORMANCE MEASURES

Performance-based planning is key in making 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. The FHWA goals include:

¹ The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

- 1 – Improving Safety;
- 2 – Maintaining Infrastructure Condition;
- 3 – Reducing Traffic Congestion;
- 4 – Improving the Efficiency of the System;
- 5 – Improving Freight Movement;
- 6 – Protecting the Environment; and
- 7 – Reducing Delays in Project Delivery.

Annually, the TPO produces a State of the System (SOS) Report as part of its Congestion Management System (CMS), which provides metrics related to goals 1 through 5. Establishing targets and analyzing data to identify trends, provides a snapshot of how the system is performing. Reviewing the data and compiling with community needs, the SCTPO is taking steps towards meeting FHWA performance measurement requirements which may lead to additional federal funding opportunities.

STATEWIDE PERFORMANCE MEASURES

FDOT has established performance measures and targets for the transportation network in the State that also support and meet FHWA requirements. Florida’s transportation system improvement needs exceed available funding, so resources must be invested in the most strategic, effective, and efficient ways possible. Performance measures provide useful “feedback” and are integrated into FDOT’s business practices on three levels:

1. At the Strategic Level: Performance measures provide strategies for goal setting and achievement.
2. At the Decision-Making Level: Performance measures provide guidance in how resources should be allocated to specific needs.
3. At the Project Delivery Level: Performance measures help monitor the efficiency and effectiveness of projects and services in the Five Year Program.²

MPOs were provided the option of either adopting the State targets, or they could establish their own. The Space Coast TPO opted to support the statewide targets for all of the performance measure areas. The measures and targets were adopted per the resolutions below.

- Resolution 18-13: FDOT Safety Performance Measures and Targets (2/18/2018)

² <https://www.fdot.gov/planning/performance/default.shtm>

- Resolution 19-07: FDOT Safety, Bridge and Pavement, and System Performance Measures (10/11/2018)
- Resolution 19-13: FDOT Transit Asset Management Plan and Targets (12/13/2018)

FHWA will not assess whether or not TPO’s reach their targets. However, FHWA and the Federal Transit Administration (FTA) will review TPO adherence to performance management requirements as part of periodic transportation planning process reviews, including certification reviews, reviews of adopted and amended LRTPs and approval of MPO TIPs. The SCTPO is integrating performance management and measures in all of its programs where appropriate. The SOS is one mechanism in which the SCTPO will be reporting on how well it is performing and what efforts are underway to support the established targets.

2 - HIGHWAY SAFETY MEASURES (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures³ to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

Performance Measure	Description
Number of Fatalities	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
Rate of Fatalities per 100 million VMT	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT) in a calendar year.
Number of Serious Injuries	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
Rate of Serious Injuries per 100 million VMT	The ratio of total number of serious injuries to the number of VMT in a calendar year.
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

³ 23 CFR Part 490, Subpart B

The Florida Department of Transportation (FDOT) publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2020. For the 2020 HSIP annual report, FDOT established statewide at “0” for each performance measure to reflect Florida’s vision of zero deaths.

The Space Coast TPO adopted safety performance targets on February 13, 2020 (via Resolution 20-10) which supports the State’s target of “0” for each safety performance measure.

Statewide system conditions for each safety performance measure are included in Table 2.1, along with system conditions in the Space Coast metropolitan planning area. System conditions reflect baseline performance (2013-2017). The latest safety conditions will be updated annually on a rolling five-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

Table 2.1. Highway Safety (PM1) Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average)			Calendar Year 2020 Florida Performance Targets
	2012-2016	2013-2017	2014-2018	
Number of Fatalities	2,688.2	2,825.4	2,972.0	0
Rate of Fatalities per 100 Million VMT	1.33	1.36	1.39	0
Number of Serious Injuries	20,844.2	20,929.2	20,738.4	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	0

BASELINE SAFETY CONDITIONS

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 (2013-2017) 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	Space Coast TPO
Number of Fatalities	2,979	81
Rate of Fatalities per 100 Million VMT	1.398	1.3
Number of Serious Injuries	20,653	616
Rate of Serious Injuries per 100 Million VMT	9.732	9.9
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,267	91

Source: FDOT 2018 FHWA Performance Measures per MPO.

SAFETY TRENDS ANALYSIS

The MPO uses crash data tracking fatalities and serious injuries in Brevard County to analyze past trends and identify regional safety issues. Tracking these measures will help to estimate the effectiveness of future TPO transportation investment, as reflected in the TIP. Table 2-3 shows the changes in Safety Performance Measures for Brevard from 2013 through 2017. The measures shown in Table 2-3 were calculated by following the same methodology as that used to calculate the baseline conditions.

Table 2-3. Trends of Brevard Safety Performance Measures 2013-2017

Performance Measure	2009-13	2010-14	2011-15	2012-16	2013-17
Number of Fatalities	63.8	66.25	69.6	74.8	81.6
Rate of Fatalities per 100 Million VMT	1.052	1.100	1.159	1.218	1.297
Number of Serious Injuries	587.0	307.4	301.4	630.8	616.2
Rate of Serious Injuries per 100 Million VMT	9.666	10.097	10.033	10.363	9.897
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	79.8	82.2	86.6	90.2	91.0

Source: FDOT 2018 FHWA Performance Measures per MPO.

In support of the state targets of zero fatalities and serious injuries, the SCTPO adopted **Vision Zero**, the goal to achieve zero traffic deaths and serious injuries on Brevard County roadways, per Resolution 20-02 (July 11, 2019). The Resolution included developing a Vision Zero Action Plan and encouraging local

municipalities to adopt their own Vision Zero Action Plans. This effort will be on-going and will be an integral program used to help achieve zero fatalities and serious injuries. The Action Plan will include initiatives in engineering, enforcement, education and equity and is anticipated to be adopted in October 2020. Tracking the implementation of actions over time will assist in measuring the success of the program in helping reach the target of “0”.



COORDINATION WITH STATEWIDE SAFETY PLANS AND PROCESSES

The Space Coast TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Space Coast TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida’s 27 metropolitan planning organizations (MPOs) through Florida’s Metropolitan Planning Organization Advisory Council (MPOAC). 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.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment 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. MPOs and local governments consider safety data analysis when determining project priorities.

LRTP SAFETY PRIORITIES

The Space Coast TPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle

safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Space Coast TPO 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The TPO will document the progress on any safety performance targets established by the TPO for its planning area.

The Space Coast TPO has incorporated into its 2045 LRTP, goals and objectives that directly link back to performance measures to ensure the achievement of the national transportation goals and statewide performance targets. The LRTP directly reflects the goals in other public plans and processes that include:

Project Ranking Criteria in the 2045 LRTP – The prioritization of projects in the cost feasible plan, included scoring utilizing the recently adopted project prioritization criteria (March 2020) that address safety concerns on the transportation network. The criteria specifically targets roadways that have high crashes or would include improvements for vulnerable road users.

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.

Space Coast TPO Vision Zero Action Plan – Development of an action plan and toolkits for each municipality to catalyze the development of their own local Vision Zero Action Plans. Actionable strategies that consider engineering, enforcement, education, and emergency response will be identified for the TPO using a data-driven approach.

Road Safety Audit Program – A look at high crash sections as well as pedestrian and bicycle safety reviews with a focus on crash frequency and severity reduction and both short-and long-term solutions to identified safety issues on roadways. TPO Staff is working with the District Five Safety Office and local municipalities to determine specific safety funding for each section identified.

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.

School Routes Analysis – Pilot project to analyze a 2-mile radius around nine schools in the Melbourne and Palm Bay area. This approach will create a framework for moving forward in implementing Safe Routes to School projects.

3 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

PAVEMENT AND BRIDGE CONDITION PERFORMANCE MEASURES AND TARGETS OVERVIEW

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This 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 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.

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

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 rating 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.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and

- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six 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.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

PAVEMENT AND BRIDGE CONDITION BASELINE PERFORMANCE AND ESTABLISHED TARGETS

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the TPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Space Coast TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 3.1 presents baseline performance for each PM2 measure for the State and for the TPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 3.1. Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measures	Statewide (2017 Baseline)	Statewide 2019 Actual	SCTPO 2019 Actual	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)
Percent of Interstate pavements in good condition	66.0%	68.5%	90.7%	n/a	≥60%
Percent of Interstate pavements in poor condition	0.1%	0.2%	0%	n/a	<5%

Percent of non-Interstate NHS pavements in good condition	76.4%	41.0%	42.1%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	3.6%	0.2%	0.4%	<5%	<5%
Percent of NHS bridges (by deck area) in good condition	67.7%	74.19%	57.83%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	1.2%	0.40%	0%	<10%	<10%

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. 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.

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.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

The Space Coast TPO agreed to support FDOT's pavement and bridge condition performance targets on October 11, 2018. By adopting FDOT's targets, the Space Coast TPO agrees to plan and program projects that help FDOT achieve these targets.

The Space Coast TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Space Coast TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Space Coast TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Although the Space Coast TPO does not directly have control over pavement and bridge conditions, the TPO does support the state, county and local jurisdictions on their efforts to improve existing conditions. Participation in resurfacing projects helps ensure that not only are aware of pavement conditions but can ensure that projects include other attributes such as transit, bicycle and pedestrian improvements when financially feasible.

Brevard County has over 160 bridges crossing over lakes, canals and rivers. Currently, the NASA Causeway Bridge is in PD&E and beginning the Design phase. The bridge project will replace this critical infrastructure linking the mainland to the Kennedy Space Center. SR 528 is also under design to widen from four to six lanes spanning from just west of US 1 to SR 401 in Cape Canaveral. The 2045 LRTP also has included a list of critical causeway bridges linking the mainland to barrier islands and projects related to maintaining these systems are vital to the economy and citizens.

In late 2020, the Space Coast TPO will also begin development of a Resiliency Master Plan that will include identifying critical and vulnerable structures that will be incorporated into the next LRTP.

On or before October 1, 2020, FDOT will provide FHWA and the Space Coast TPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the Space Coast TPO also will have the opportunity at that time to revisit the four-year PM2 targets.

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

SYSTEM PERFORMANCE/FREIGHT/CMAQ PERFORMANCE MEASURES AND TARGETS OVERVIEW

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish 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 TPOs to set 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.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed measures above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR ≥ 1.50 during any of the above time

periods are considered unreliable. The two LOTTR measures are 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. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted by segment length, then the sum of the weighted values is divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and TPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable⁴; and
- Two-year and four-year targets for truck travel time reliability

TPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

⁴ Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

PM3 BASELINE PERFORMANCE AND ESTABLISHED TARGETS

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the TPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Space Coast TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline performance for each PM3 measure for the state and for the TPO planning area as well as the two-year and four-year targets established by FDOT for the state.

Table 4.1. System Performance and Freight (PM3) - Performance and Targets

Performance Measures	Statewide (2017 Baseline)	Statewide 2019 Actual	SCTPO 2019 Actual	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable	82.2%	83.0%	100%	≥75.0%	≥70.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%	87%	90%	n/a	≥50.0%
Truck travel time reliability index (TTTR)	1.43	1.45	1.14	≤1.75	≤2.00

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of

uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Space Coast TPO agreed to support FDOT's PM3 targets on October 11, 2018. By adopting FDOT's targets, the Space Coast TPO agrees to plan and program projects that help FDOT achieve these targets.

The Space Coast TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Space Coast TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The Space Coast TPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. The availability of travel time data is critical to assessing how well the targets are being met for this performance measure. The installation and operation of traffic signal timing systems using Intelligent Transportation System technologies directly impact the reliability of the system. Current efforts in support of this performance measure include:

ITS Master Plan – The Space Coast TPO is currently updating its ITS Master Plan that provides the framework and priority projects that will be implemented to improve reliability of the system.

Operational Support - The Space Coast TPO is currently coordinating with Brevard County on ITS and provides \$225,000 annually in Federal Surface Transportation funds (SU) to the county for this program. Appropriate levels of operations and maintenance are critical to keeping the availability of data needed to determine travel times.

Transportation Management Center - The design of a Transportation Management Center is also underway that will provide the physical location to house the “brains” of the ITS system. As additional ITS projects are implemented, Brevard will be able to advance the performance of the system so that it reaches the targets and goals set.

Project Ranking Criteria in the 2045 LRTP – The prioritization of projects in the cost feasible plan, included scoring utilizing the recently adopted project prioritization criteria (March 2020) that address innovation efforts that support improved travel time and reliability both for vehicles and freight.

On or before October 1, 2020, FDOT will provide FHWA and the Space Coast TPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the Space Coast TPO also will have the opportunity at that time to revisit the four-year PM3 targets.

5 - TRANSIT ASSET MANAGEMENT MEASURES

TRANSIT ASSET PERFORMANCE

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 5.1 below identifies performance measures outlined in the final rule for transit asset management.

Table 5.1. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. 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 and service frequency.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each TPO in which the transit provider's projects and services are programmed in the TPO's TIP.

TPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, TPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent TPO targets must be established when the TPO updates the LRTP.

When establishing transit asset management targets, the TPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the TPO planning area.

To the maximum extent practicable, transit providers, states, and TPOs must coordinate with each other in the selection of performance targets.

The TAM rule 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 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management 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 by a plan sponsor, typically a state DOT, for the entire group.

A total of 20 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 5.2). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

Table 5.2. Florida Group TAM Plan Participants

District	Participating Transit Providers	
1	Good Wheels, Inc Central Florida Regional Planning Council	DeSoto County Transportation
2	Suwannee Valley Transit Big Bend Transit Baker County Transit Nassau County Transit	Ride Solutions Levy County Transit Suwannee River Economic Council
3	Tri-County Community Council Big Bend Transit Gulf County ARC	Calhoun Transit Liberty County Transit JTRANS Wakulla Transit
4	<i>No participating providers</i>	
5	Sumter Transit Marion Transit	
6	Key West Transit	
7	<i>No participating providers</i>	

The Space Coast TPO planning area is served by the Space Coast Area Transit, a Tier II provider. There are no Tier I providers within the TPO’s planning area.

On December 13, 2018, the Space Coast TPO agreed to support Space Coast Area Transit’s asset management targets, thus agreeing to plan and program projects in the TIP and LRTP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

Table 5.3. FTA TAM Targets for Space Coast Area Transit

Asset Category Performance Measure	Asset Class	SCAT Useful Life Benchmark	FY 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	9-12 Years 350,000-650,000 Miles	0%
	Cutaway Bus (CU) Paratransit	6-7 Years 160,000-175,000 Miles	0%
	Van (VN) Paratransit	4-5 Years 100,000 Miles	0%
	Agency Paratransit Vanpool Vans	4-7 Years 100,000 Miles	0%
	Commuter Vanpool Vans	4-6 Years 100,000	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non Revenue/Service Automobile	9 Years 125,000 Miles	0%
	Misc. Equipment	Under TERM 3.0	0%

Asset Category Performance Measure	Asset Class	SCAT Useful Life Benchmark	FY 2022 Target
Infrastructure			
% of track segments with performance restrictions	Rail fixed guideway track	N/A	N/A
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Facilities	Under TERM 3.0	0%
	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%

These targets for the TPO planning area reflect the targets established by Space Coast Area Transit through their Transit Asset Management Plans, as well as the statewide targets established by FDOT for those providers participating in the Group Transit Asset Management Plan.

TAM PERFORMANCE

The Space Coast TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the SCAT Transit Development Plan, and the current Space Coast TPO 2045 LRTP.

The Space Coast TPO 2045 LRTP was developed in cooperation with Space Coast Area Transit. It reflects the investment priorities established of the local transit provider. 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.

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
- Repair, rehabilitation, and replacement of transit facilities and infrastructure
- ADA Bus Stop Assessment – improvements to bus stops, benches and shelters.

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 TPO's planning area. The Space Coast TPO's LRTP 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.

6 - TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP- 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTASPs is anticipated to help ensure that public transportation systems are safe nationwide.

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

TRANSIT SAFETY PERFORMANCE MEASURES

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Space Coast TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

In Florida, each Section 5307 and 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.

TRANSIT PROVIDER COORDINATION WITH STATES AND TPOS

Key considerations for TPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and TPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and TPOs in the selection of state and TPO safety performance targets.
- TPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. TPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent TPO targets must be established when the TPO updates the TIP or LRTP. When establishing transit safety targets, the TPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the TPO planning area. In cases where two or more providers operate in an TPO planning area and establish different targets for a given measure, the TPO has the option of coordinating with the providers to establish a single target for the TPO planning area, or establishing a set of targets for the TPO planning area that reflects the differing transit provider targets.
- TPOs and states must reference those targets in their long-range transportation plans. States and TPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

Over the course of 2020-2021, the Space Coast TPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. LRTP amendments or updates after July 20, 2021 will include the required details about transit safety performance data and targets.



Appendix D Goal Ranking Survey Summary



2045 Long Range Transportation Plan

GOAL RANKING SURVEY SUMMARY

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Space Coast Transportation Planning Organization
2045 Long Range Transportation Plan – Goal Ranking Survey Summary
04/20/2020

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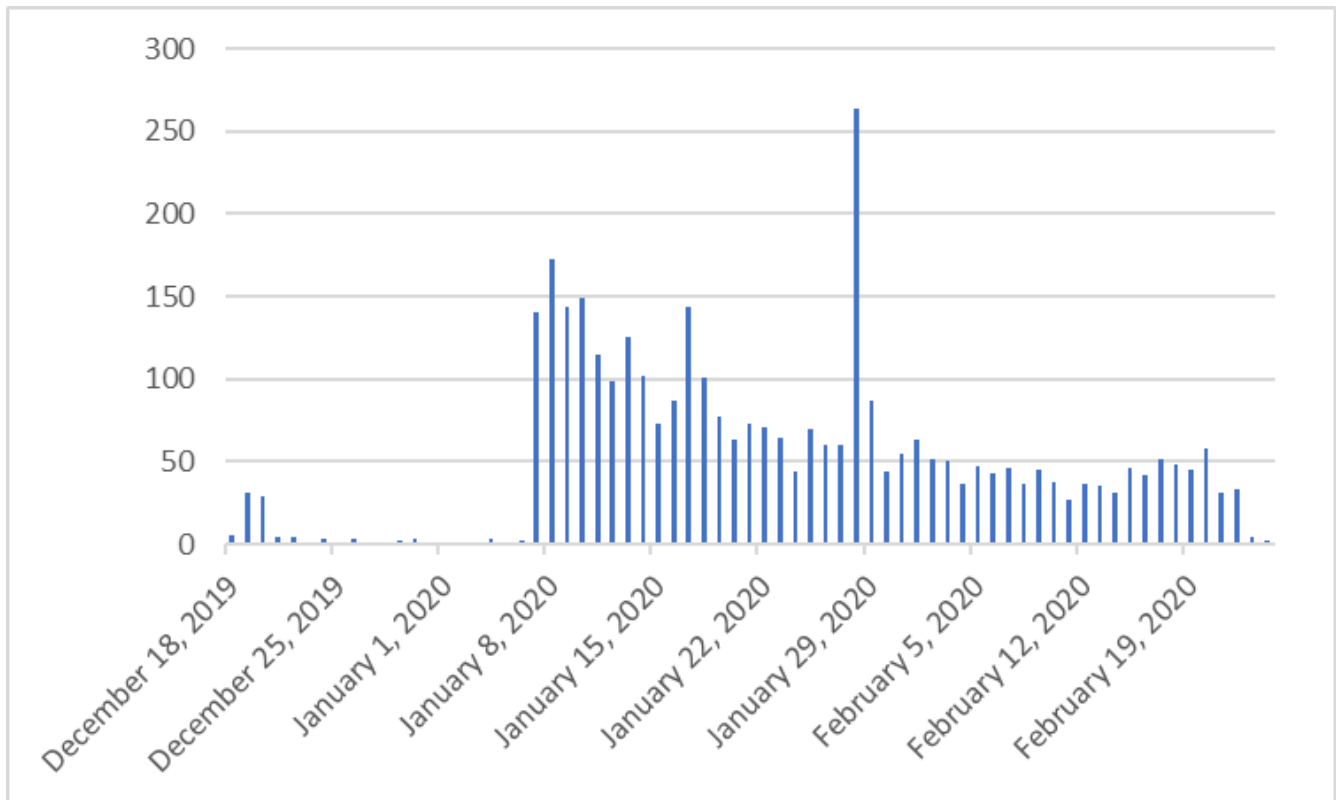
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I. INTRODUCTION

The following provides an overview of the process and results of the Goal Ranking Survey and its use on the Space Coast Transportation Planning Organization (SCTPO) 2045 Long Range Transportation Plan (LRTP). The survey was conducted using Survey Monkey, an online interactive survey software used to maximize public participation, solicit informed input, and create actionable results while conveying information to increase project awareness. The Goal Ranking Survey was available online from December 12, 2019 through February 24, 2020 and had **3,720 respondents**.

Figure 1 illustrates public participation levels over the course of the Goal Ranking Survey. Six questions were used as part of the survey and asked participants to rank each of goals defined for the LRTP, which included safety, environmental preservation, economic development, and mobility. Each question of the survey asked participants to choose what they felt to be the more important of two goals and the six questions allowed every combination of goals to be tested. *Appendix A includes the Goal Ranking Survey questions.*

Figure 1: Goal Ranking Survey Public Participation



As shown in **Figure 1**, public participation levels significantly increased at the outset of January and continued with similar levels of participation through the conclusion of the survey in February. The spike in participation was the result of BowStern Marketing Communications and SCTPO survey promotion through online social media outlets, such as Facebook, Twitter, and the project website.

The following sections detail the marketing efforts, the specific questions asked in the survey, and the public responses.

II. MARKETING EFFORTS SUMMARY

Marketing efforts were conducted to establish a brand identity for the survey, educate the public about the purpose of the survey through accessible visuals and copy, and ultimately drive residents of Brevard County to the website to complete the survey. *Appendix B includes the digital media plan which established the methodology for the marketing efforts.*

The SCTPO set preliminary goals to 1) Garner 150,000 impressions on social media; 2) Track 500 visitors to the website; and 3) Gather 3,000 Facebook video views. A byproduct of these goals was increased survey completions during the second phase of the LRTP.

The SCTPO set a goal of engaging underrepresented populations (minority groups, the elderly, and residents with limited education) both through digital media and by handing out paper surveys at key locations throughout the County. By targeting these audiences specifically, they were to be given a better opportunity to engage and respond to the LRTP.

Methods

Deliverables included a custom brand, website, digital ad graphics and copy, and an animated campaign video to explain the purpose of the survey. A seamless look was created by utilizing the same branding across all content and featured the consistent call to action to “Voice Your Vision,” and contribute to the survey.

In addition to the digital outreach, paper surveys were distributed at several Senior at Lunch visits performed by the University of Florida Institute of Food and Agricultural Sciences (UF/IFAS). Paper surveys were also given to members of the Transportation Disadvantaged Local Coordinating Board (TDLCB) for distribution. Further outreach to underrepresented populations occurred when members of the Study Team rode buses on February 17th and 21st, 2020 in lower income areas to obtain survey responses.

Results

During outreach for the user survey, the marketing efforts garnered 398,931 impressions, 2.5 times the preliminary goal of 150,000. The project website, the target of all of the campaign advertisements, tracked 5,697 sessions (preliminary goal of 500) and gathered 16,842 video views (preliminary goal of 3,000). In total, these efforts helped users complete 3,720 surveys.

Underrepresented populations made up 35.2 percent of campaign impressions and 35.5 percent of campaign engagement (link clicks directing users to the website). These percentages are 5 to 10 percent higher than the Voice Your Vision Survey outreach during the first phase. As noted in the *Methods* section above, paper surveys were distributed to underrepresented populations and a total of 45 paper surveys were collected/analyzed. Transit buses were also ridden and 85 surveys were collected/analyzed.

Each of the following sections includes a short summary of results based on surveys collected. *Appendix C includes the combined January/February 2020 marketing summary.*

III. GOAL RANKING SURVEY RESULTS – VIA SURVEY MONKEY

Participants were asked to rank each of goals defined for the LRTP, which included safety, environmental preservation, economic development, and mobility. Each question of the survey asked participants to choose what they felt to be the more important of two goals and the six questions allowed each combination of goals to be compared against one another. **Figure 2** through **Figure 8** illustrate the results of the survey.

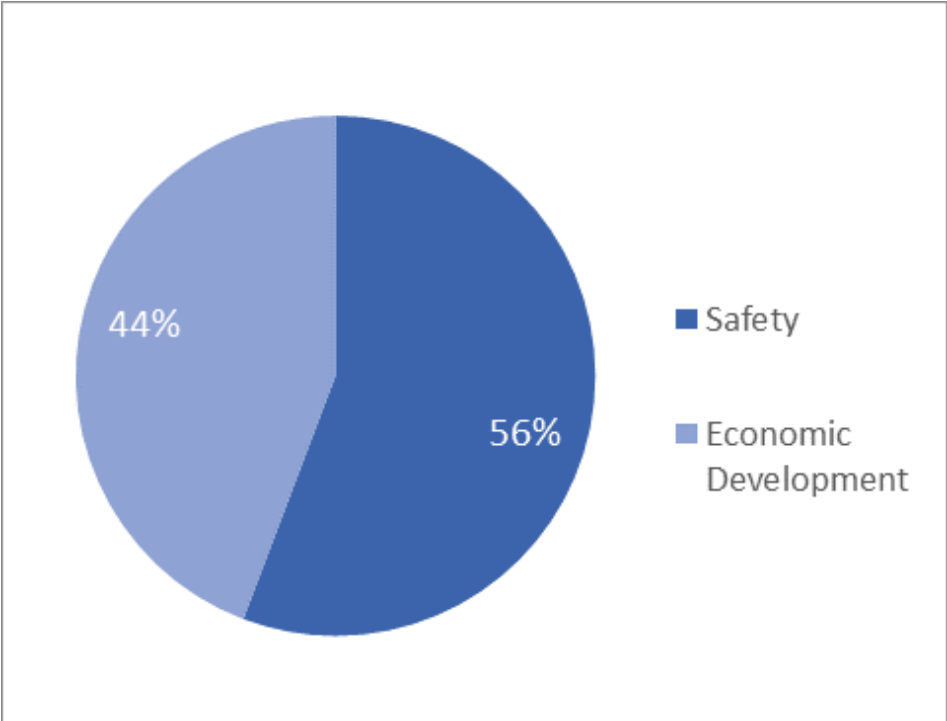


Figure 2: Comparison of Safety vs Economic Development

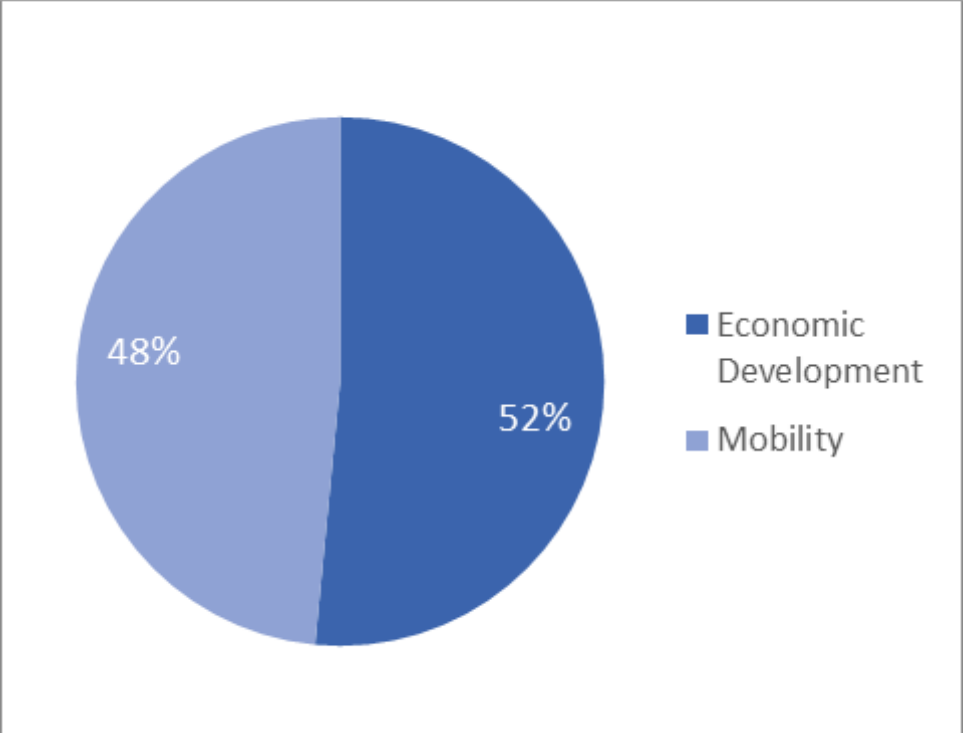


Figure 3: Comparison of Economic Development vs Mobility

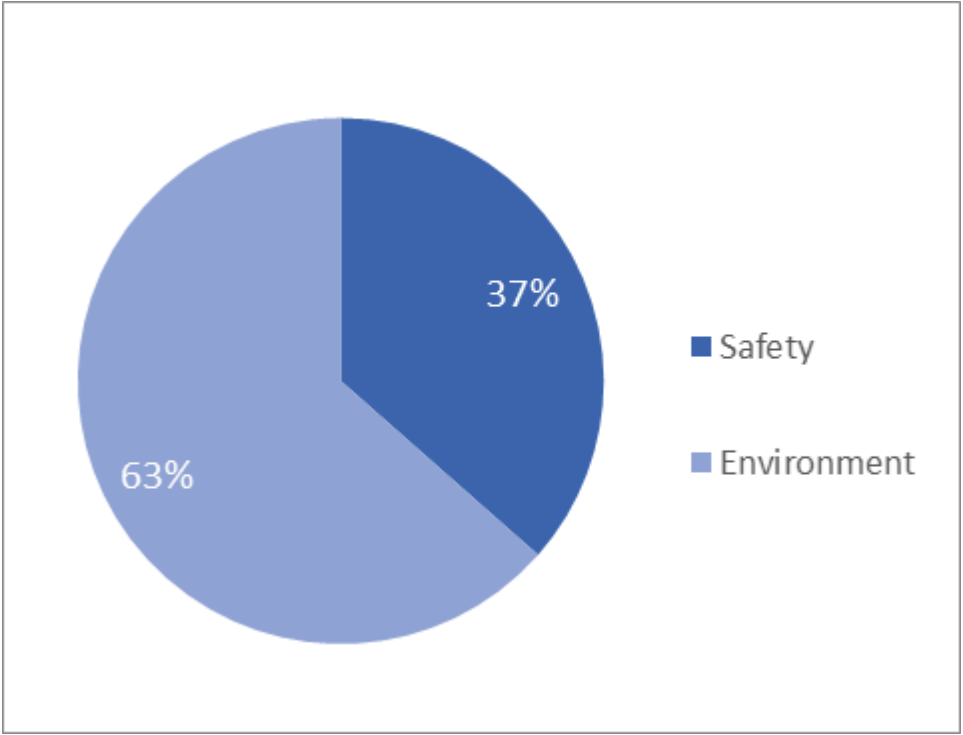


Figure 4: Comparison of Safety vs Environment

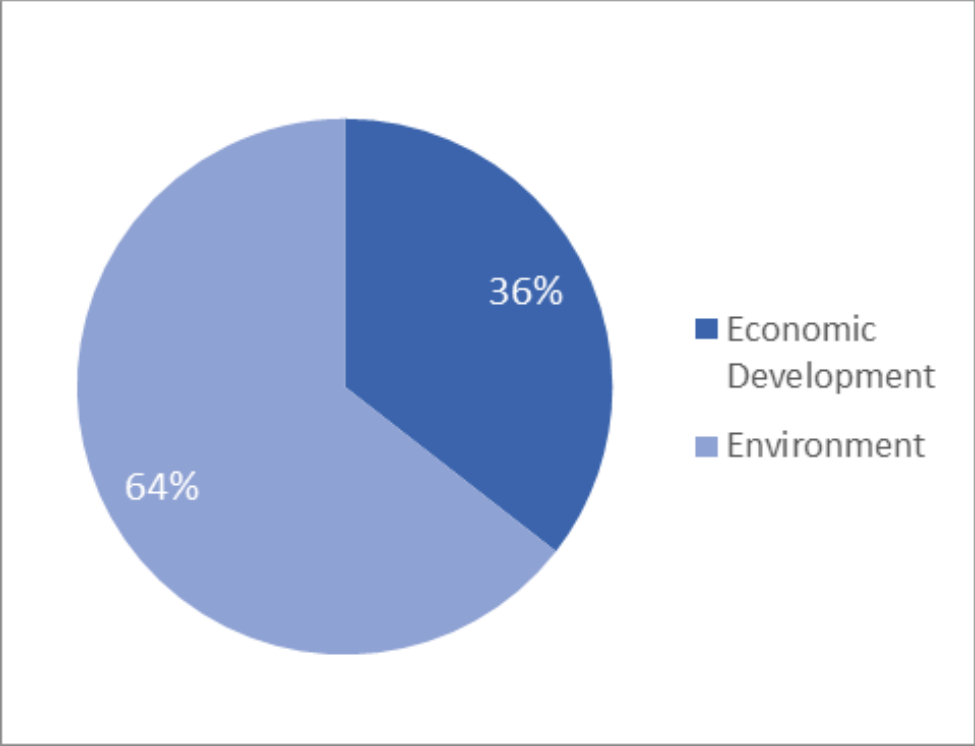


Figure 5: Comparison of Economic Development vs Environment

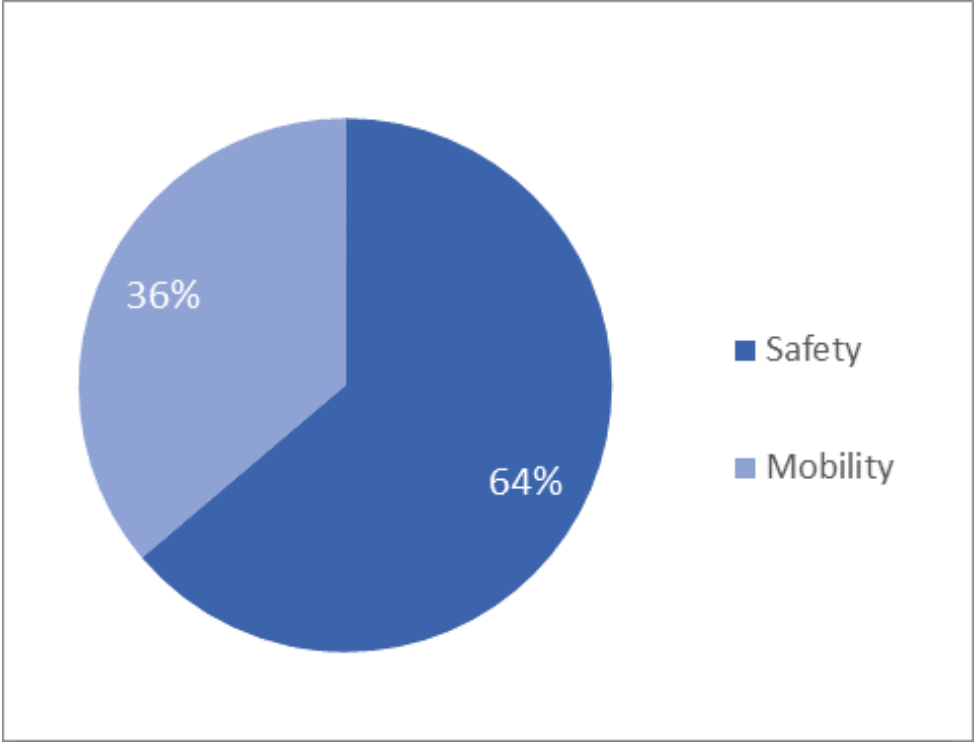


Figure 6: Comparison of Safety vs Mobility

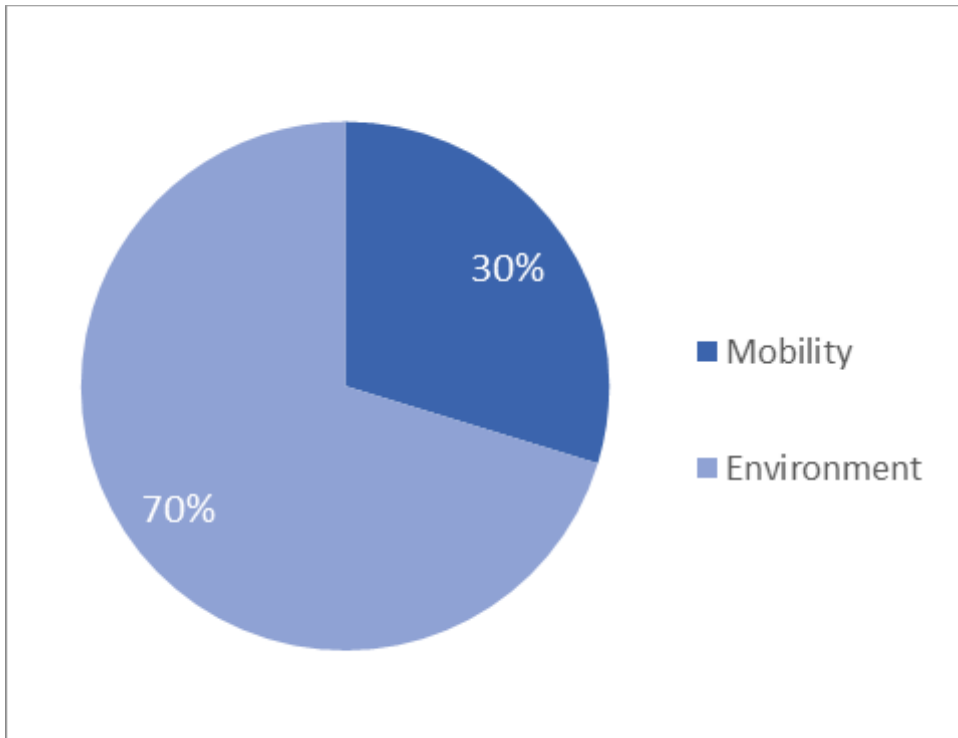


Figure 7: Comparison of Mobility vs Environment

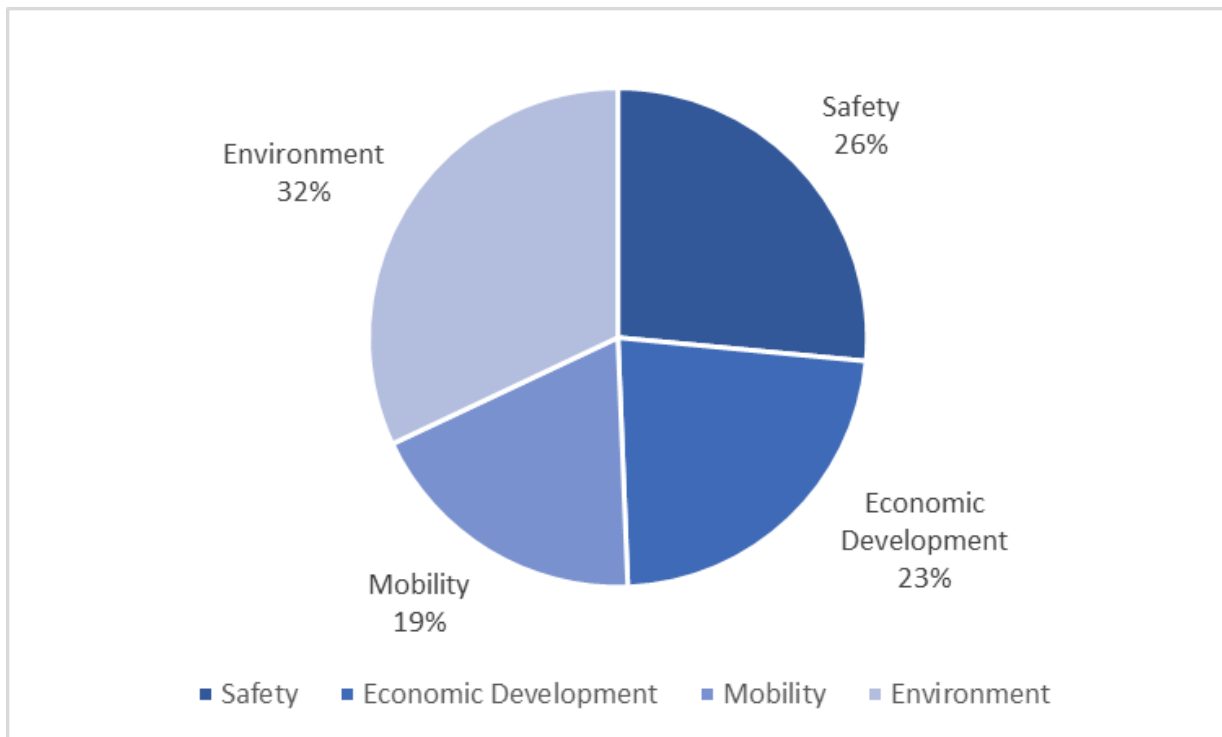


Figure 8: Goal Ranking Survey – Percent of Total Responses

Goal Ranking Survey – Key Findings

The following section provides a summary of the key findings of survey. The following findings are representative of the people who completed the survey and do not represent entire population of Brevard County.

- Nearly two-thirds (approximately 63%) of people in Brevard County rank environmental preservation as more important than safety.
- Nearly two-thirds (approximately 64%) of people in Brevard County rank environmental preservation as more important than economic development.
- More than two-thirds (approximately 70%) of people in Brevard County rank environmental preservation as more important than mobility.
- Approximately 56% of people in Brevard County rank safety as more important than economic development.
- Nearly two-thirds (approximately 64%) of people in Brevard County rank safety as more important than mobility.
- Slightly more (approximately 52%) people in Brevard County rank economic development as more important than mobility.
- The overall survey results show that environmental preservation is the highest ranked goal (selected 32% of the time), followed by safety (26%), economic development (23%), and mobility (19%).

IV. GOAL RANKING SURVEY RESULTS – PAPER SURVEYS

As discussed previously, paper surveys were distributed to underrepresented populations and 45 surveys were collected/analyzed. **Figure 9** through **Figure 15** illustrate the results from the paper surveys.

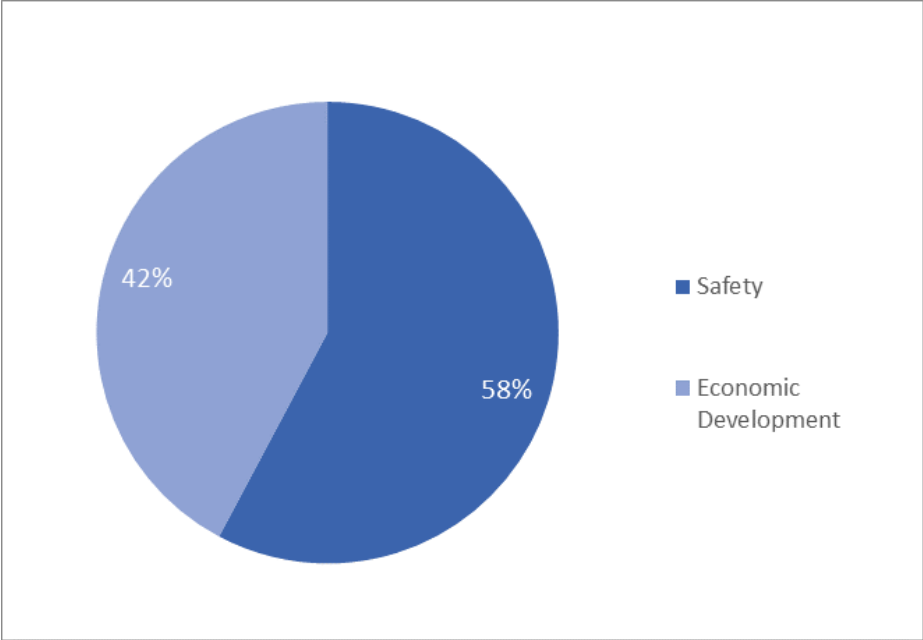


Figure 9: Paper Survey Comparison of Safety vs Economic Development

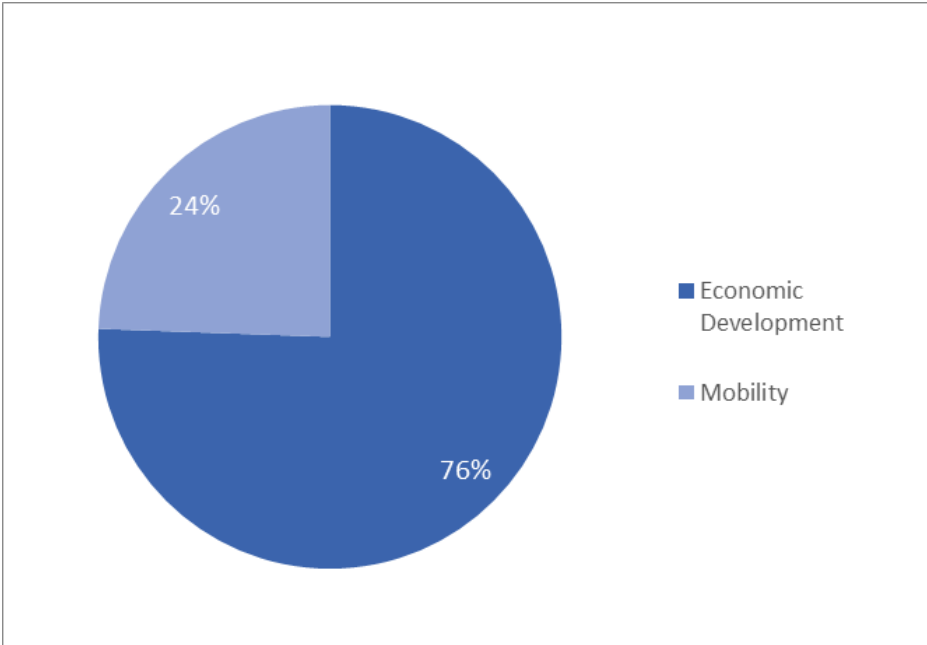


Figure 10: Paper Survey Comparison of Economic Development vs Mobility

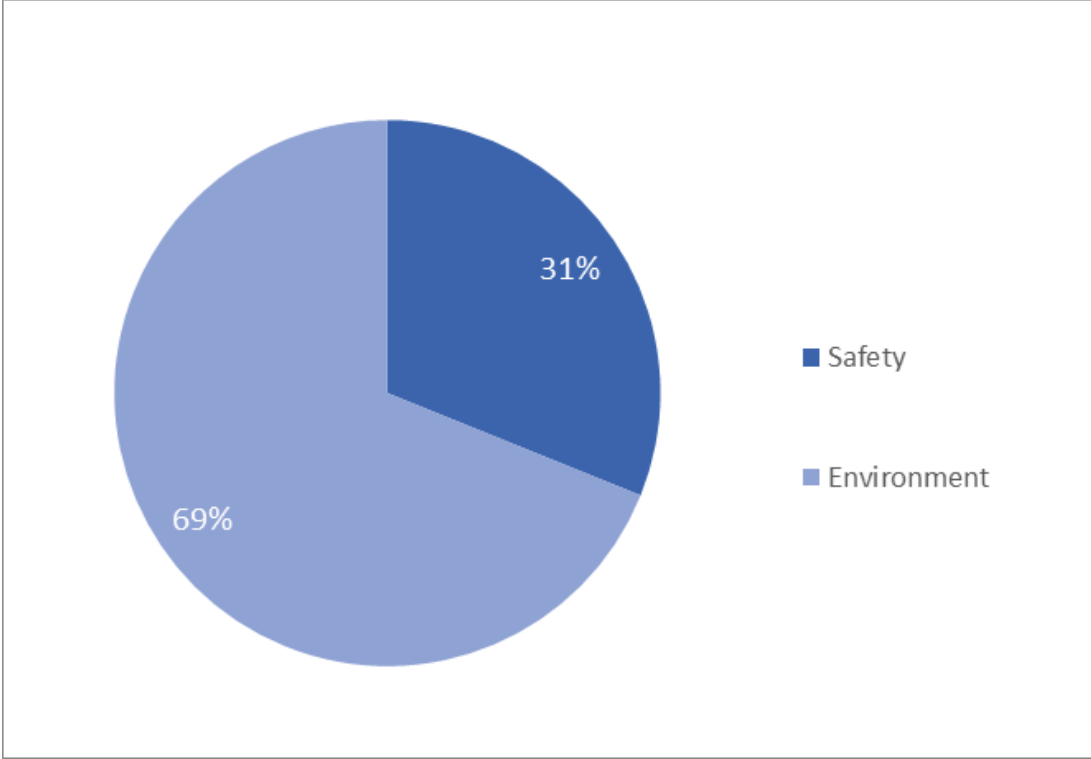


Figure 11: Paper Survey Comparison of Safety vs Environment

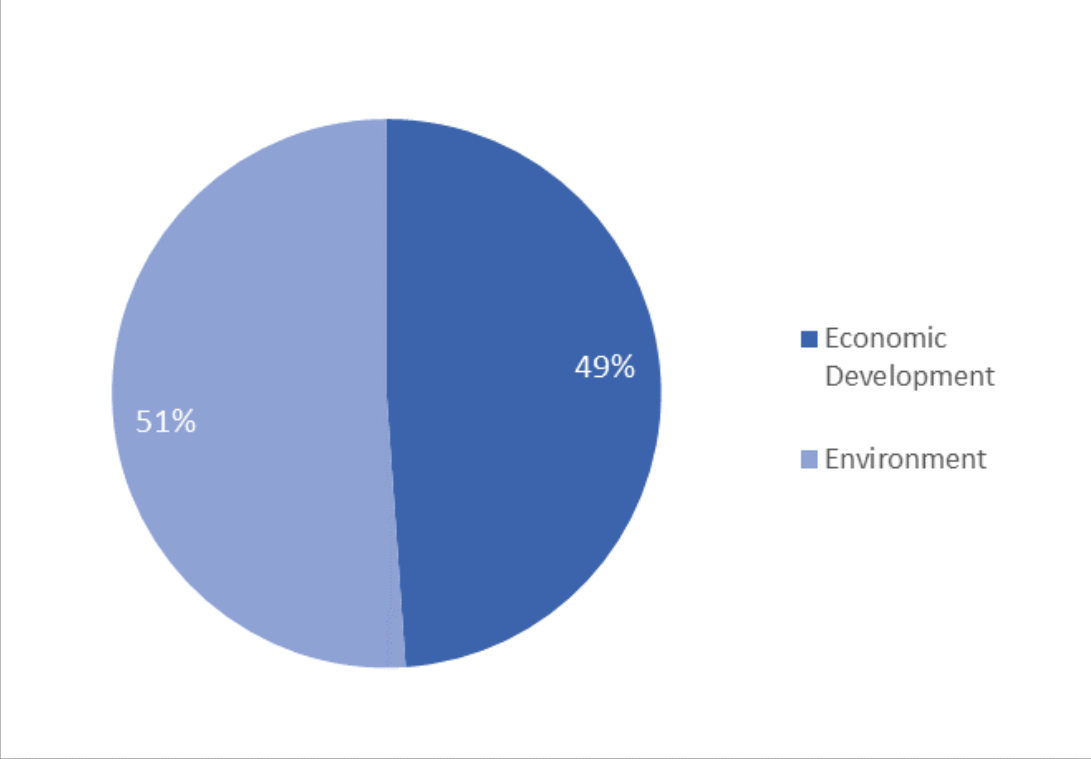


Figure 12: Paper Survey Comparison of Economic Development vs Environment

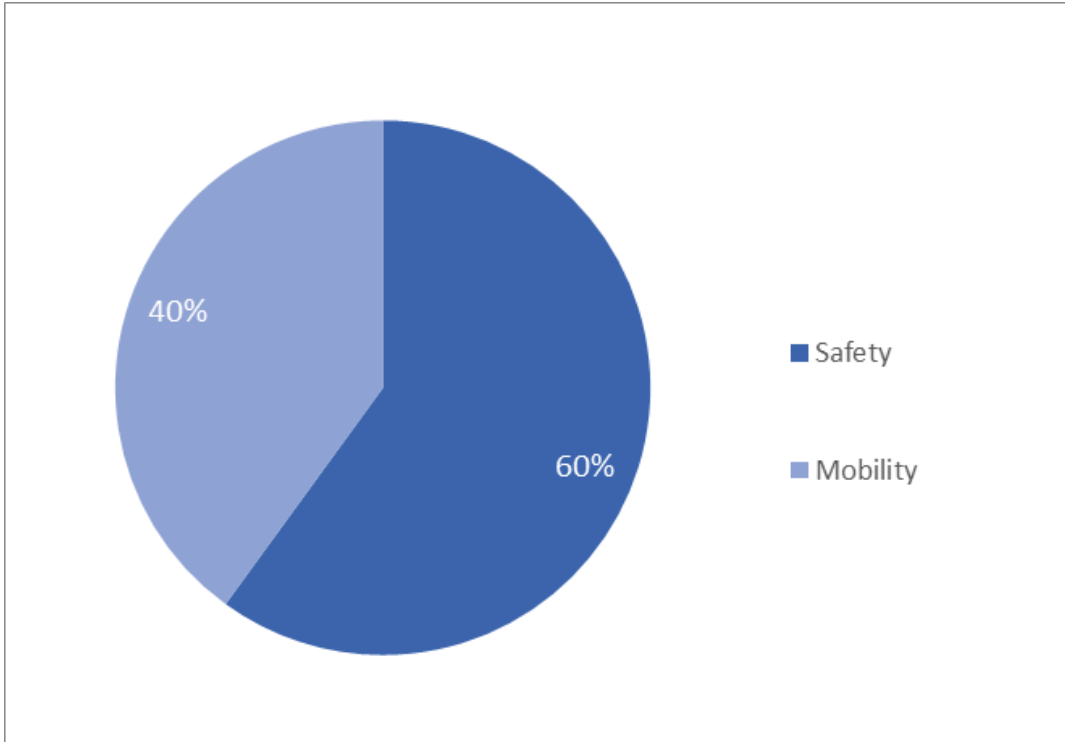


Figure 13: Paper Survey Comparison of Safety vs Mobility

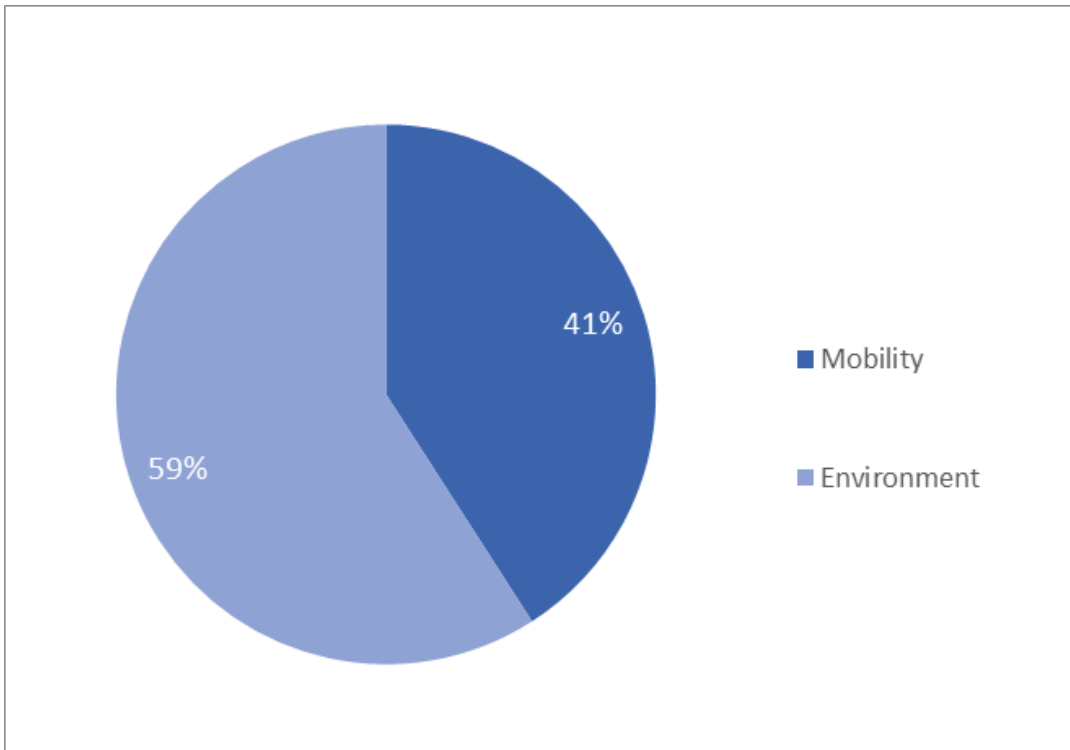


Figure 14: Paper Survey Comparison of Mobility vs Environment

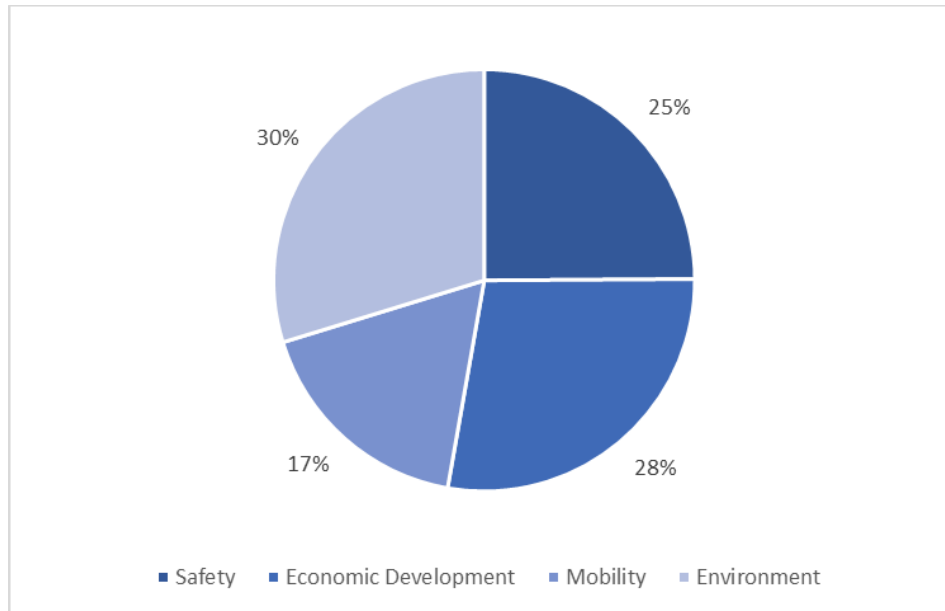


Figure 15: Goal Ranking Paper Survey – Percent of Total Responses

Goal Ranking Survey – Key Findings from Paper Surveys

The following section provides a summary of the key findings from the paper survey.

- More than two-thirds (approximately 69%) of the paper surveys rank environmental preservation as more important than safety.
- Just over half (approximately 51%) of the paper surveys rank environmental preservation as more important than economic development.
- Approximately 59% of the paper surveys rank environmental preservation as more important than mobility.
- Approximately 58% of the paper surveys rank safety as more important than economic development.
- Approximately 60% of the paper surveys rank safety as more important than mobility.
- Approximately 76% of the paper surveys rank economic development as more important than mobility.
- The overall survey results show that environmental preservation is the highest ranked goal (selected 30% of the time), followed by economic development (28%), safety (25%), and mobility (17%).
- When compared against the Survey Monkey data, environment was still selected a majority of the time. But economic development was selected more often than safety (28% vs 25%).

V. GOAL RANKING SURVEY RESULTS – TRANSIT SURVEYS

As discussed previously, transit buses were ridden and 85 surveys were collected/analyzed. **Figure 16** through **Figure 22** illustrate the results from the transit riders who took the survey.

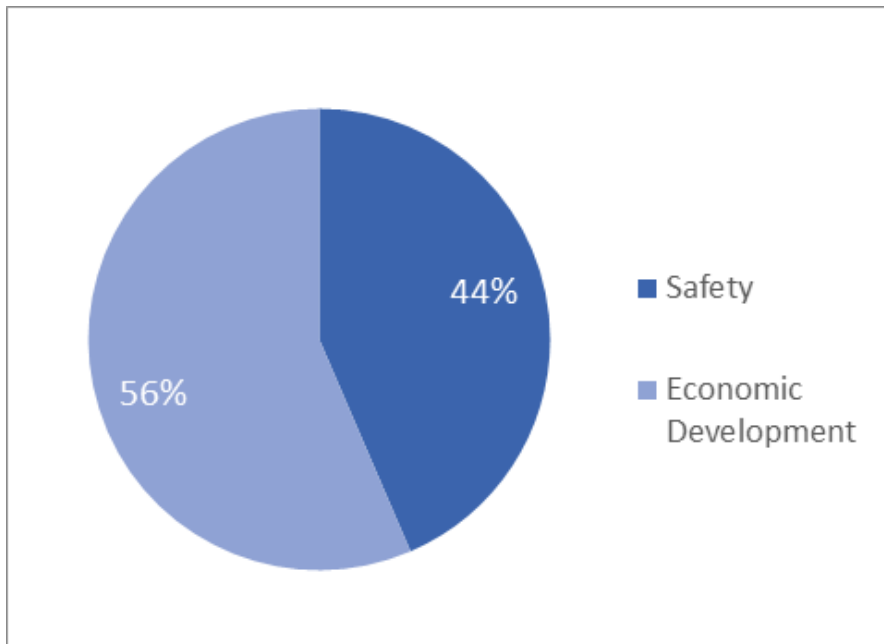


Figure 16: Transit Survey Comparison of Safety vs Economic Development

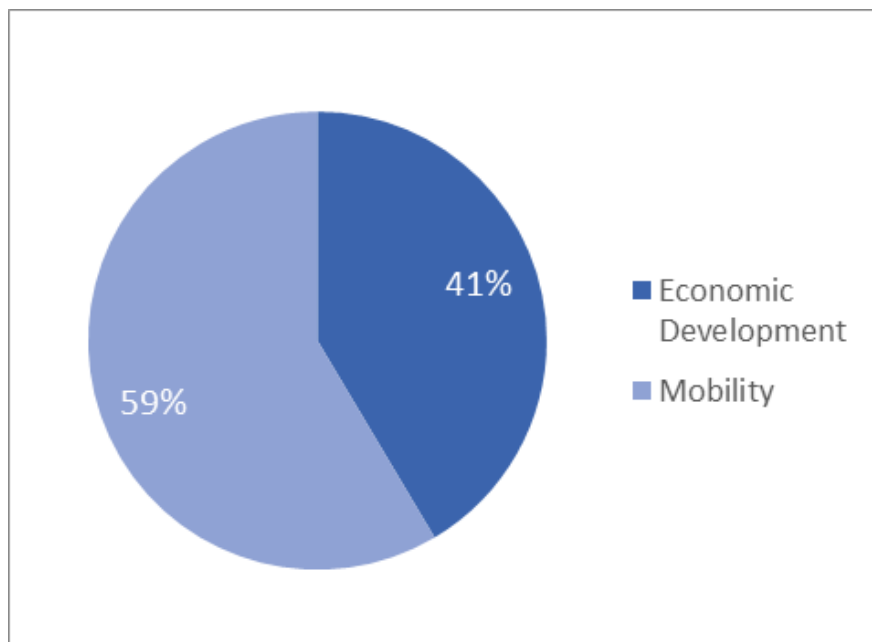


Figure 17: Transit Survey Comparison of Economic Development vs Mobility

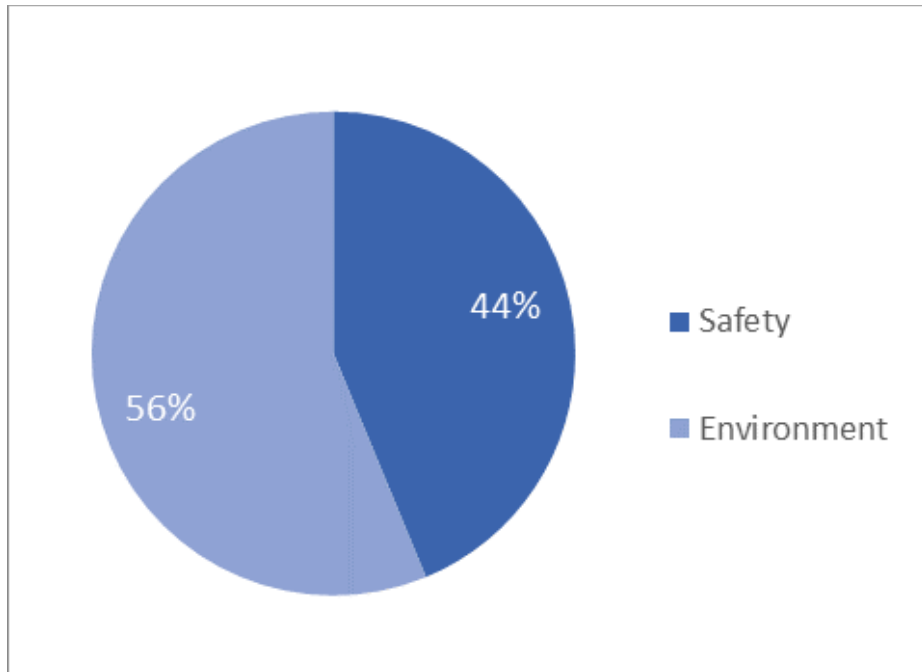


Figure 18: Transit Survey Comparison of Safety vs Environment

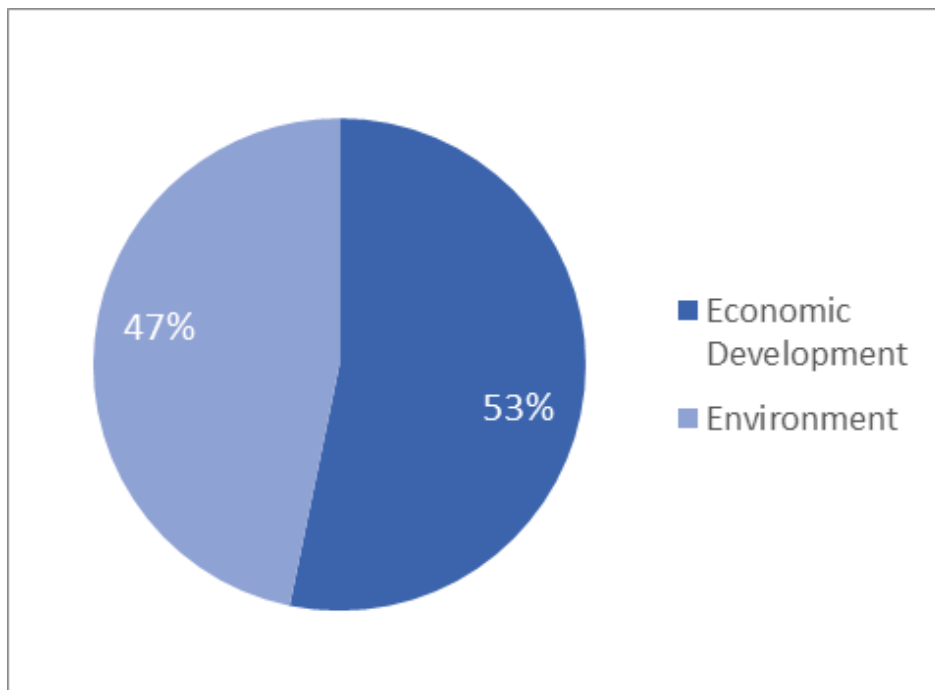


Figure 19: Transit Survey Comparison of Economic Development vs Environment

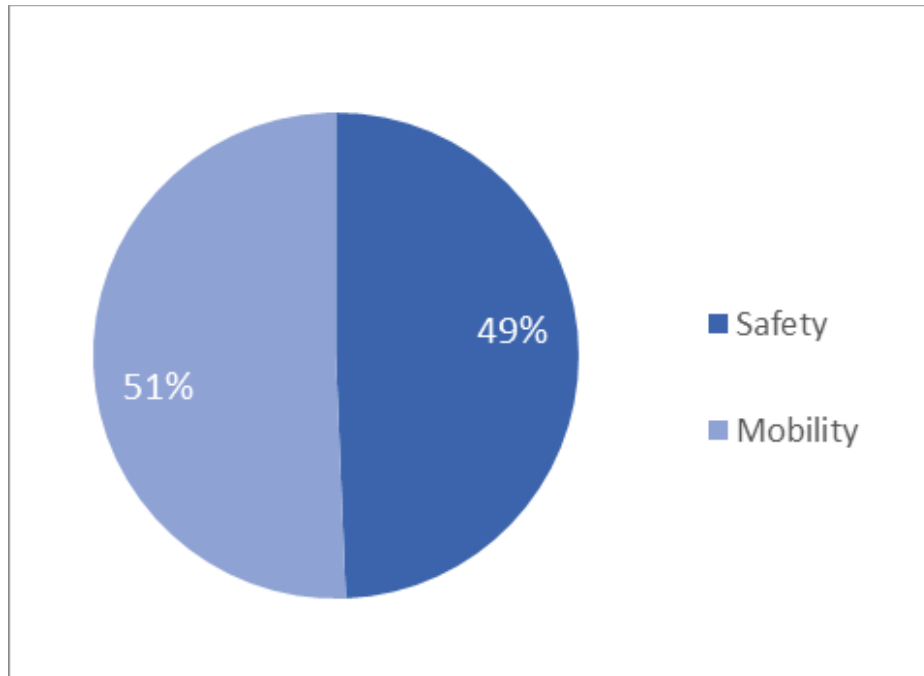


Figure 20: Transit Survey Comparison of Safety vs Mobility

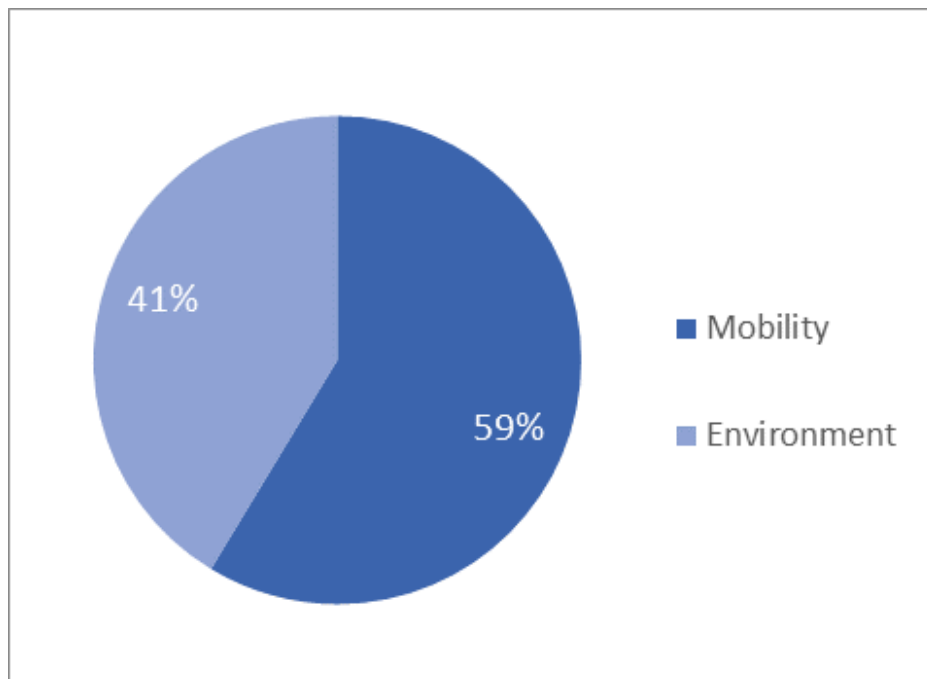


Figure 21: Transit Survey Comparison of Mobility vs Environment

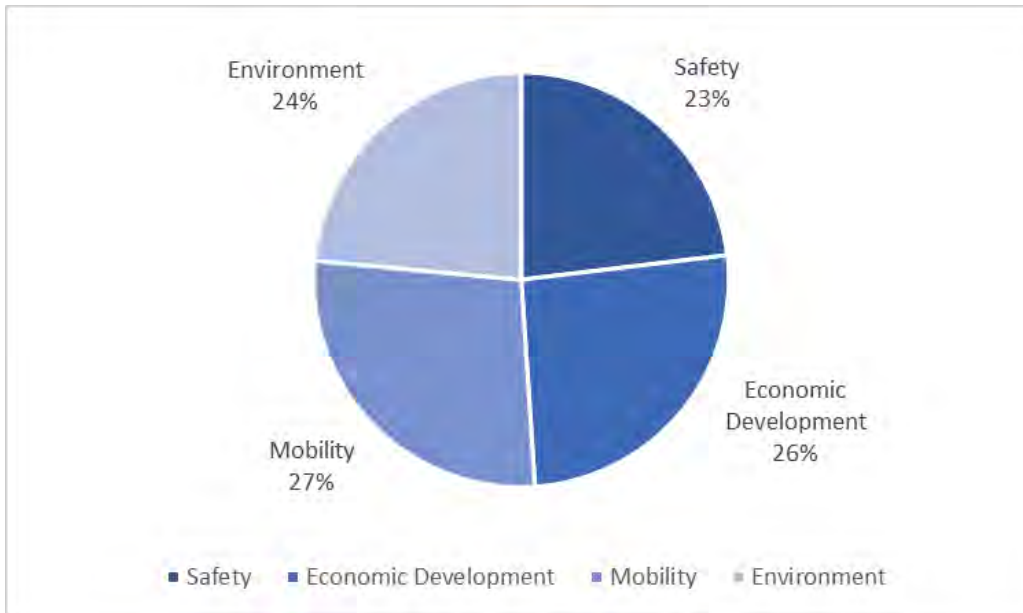


Figure 22: Goal Ranking Transit Survey – Percent of Total Responses

Goal Ranking Survey – Key Findings from Transit Surveys

The following section provides a summary of the key findings as part of the survey based on the 85 survey responses received during the transit bus rides.

- More than half (approximately 59%) of transit users surveyed rank mobility as more important than economic development.
- More than half (approximately 59%) of transit users surveyed rank mobility as more important than environmental preservation.
- Just over half (approximately 51%) of transit users surveyed rank mobility as more important than safety.
- More than half (approximately 56%) of transit users surveyed rank economic development as more important than safety.
- Just over half (approximately 53%) of transit users surveyed rank economic development as more important than environmental preservation.
- More than half (approximately 56%) of transit users surveyed rank environmental preservation as more important than safety.
- The overall survey results show that mobility is the highest ranked goal (selected 27% of the time), followed by economic development (26%), environmental preservation (24%), and safety (23%).
- When compared against the Survey Monkey data, mobility was still selected a majority of the time and the environment was selected the second to least amount of time.

Appendix A Goal Ranking Survey Questions

Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Please indicate which LRTP goal is more important to you.

* 1. Which of the following is more important to you as a transportation user?

- Improve safety for all transportation users.



- Support economic development with better transportation connections between major centers of commerce and travel (downtown areas, seaport, spaceport, airports).



Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Please indicate which LRTP goal is more important to you.

* 2. Which of the following is more important to you as a transportation user?

- Support economic development with better transportation connections between major centers of commerce and travel (downtown areas, seaport, spaceport, airports).



- Improve reliability and travel choices for a more diverse group of users.



Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Please indicate which LRTP goal is more important to you.

* 3. Which of the following is more important to you as a transportation user?

- Improve safety for all transportation users.



- Balance transportation needs while preserving the environment.



Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Please indicate which LRTP goal is more important to you.

* 4. Which of the following is more important to you as a transportation user?

- Support economic development with better transportation connections between major centers of commerce and travel (downtown areas, seaport, spaceport, airports).



- Balance transportation needs while preserving the environment.



Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Please indicate which LRTP goal is more important to you.

* 5. Which of the following is more important to you as a transportation user?

- Improve safety for all transportation users.



- Improve reliability and travel choices for a more diverse group of users.



Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Please indicate which LRTP goal is more important to you.

* 6. Which of the following is more important to you as a transportation user?

- Improve reliability and travel choices for a more diverse group of users.



- Balance transportation needs while preserving the environment.





Space Coast TPO Long Range Transportation Plan Goal Importance Survey

7. Please fill out the contact information if you are interested in receiving project updates. Thank you.

Name

Email Address



Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Thank you for taking the survey.

For more information about the SCTPO LRTP, please visit the link below.

voicemyourvisionbrevard.com



Appendix B SCTPO Digital Media Plan



Digital Media Plan

Space Coast Transportation Planning Organization

December 2018

Fulfilling your desire to communicate.

Advertising | Design | PR | Web | Social Media



DIGITAL MEDIA PLAN

Situational Analysis:

The Space Coast Transportation Planning Organization (TPO) retained BowStern Marketing Communications to lead digital marketing efforts for their “Voice Your Vision” campaign. The awareness campaign aims to increase public involvement in the 2045 Long Range Transportation Plan. Survey responses will be collected during select months throughout the 2019 and 2020 calendar years and will dictate the scope and trajectory of the plan in the coming years. As part of the Public Involvement Plan, the TPO wants to reach Brevard County’s citizens, and specifically speak to underrepresented populations.

The following recommendations are made based on BowStern’s experience orchestrating several similar campaigns for other transportation organizations in the southeast. The descriptors below outline the qualifiers to build audiences on Facebook, Instagram, Twitter and the Google Ad Network. Online advertisements will then be distributed to each audience as indicated.

Audiences were identified in both the Public Involvement Plan and were discussed by the TPO directly. Each audience descriptor features self-reported information and is intentionally extremely impersonal – leaving little margin for error and broadening reach to encompass various opinions and lifestyles. Broad reach generates greater response and a better representation of Brevard County as a whole.

Targeting Brevard County's Citizens:

The largest audience for online advertisements is the general population, and therefore, the bulk of available ad dollars will be allocated to this audience. Casting a wide net ensures that the TPO provides ample opportunity for Brevard County citizens to participate in the survey. The following descriptors will be used to build this audience within ad networks:

General Population

- Age 18+
- Residents of Brevard County

The TPO has also identified young professionals and parents of young children in the county as audiences of interest. The desire to retain educated young professionals in Brevard County is tied to the economic vitality of the region and is of paramount importance to local leaders and citizens. It is with this understanding that BowStern developed an audience to reflect this desire:

Young, Childless Professionals (looking to put down roots)

- Age 20-30
- No children
- College educated
- Residents of Brevard County

Parents of young children are an ideal target because they are expected to communicate both their own needs and the needs of their children. This audience also was selected to contribute to talent retention in the area.

Parents (have already established roots)

- Household income: Top 50 - 10% of targeted zip codes
- Aged 25 - 50
- Parents of children age one - 13 years
- Residents of Brevard County

Spend

The preapproved budget reflects a total spend of \$13,000 on Facebook, Instagram, Twitter and the Google Ad Network. We recommend breaking the budget into two increments of \$5,000 (for Phase 1 and 2) and \$3,000 allocated for Phase 3. We weight the budget to increase exposure during the first two phases because the success of the campaign is dependent upon participation during those phases. Industry standard allocates more funding to campaigns that require response, thus, a greater portion of the budget is front-loaded during Phases 1 and 2.

Audience Type	Phase 1	Phase 2	Phase 3	Total Spend
Brevard Residents	\$5,000	\$5,000	\$3,000	\$13,000

Equal minority shares of the total ad spend will be distributed among young professionals and the parents of young children, with a larger sum of the budget allocated towards the general population audience. As the campaign runs, funds

will be funneled toward the demographics with the best response. In doing so, the ads that encourage the most participation will be served to the audience that is most participatory.

An Emphasis on Underrepresented Populations:

The Public Involvement Plan identifies underrepresented populations as recipients of specific marketing dollars over the course of the three-year campaign. BowStern recommends further breaking out this subcategory based on audience archetypes. Each archetype listed below includes descriptors to further narrow results.

Hispanic

- Ethnicity: Hispanic
- Age 25 - 50
- Residents of Brevard County

African-American

- Ethnicity: African-American
- Age 25 - 50
- Residents of Brevard County

Low-Income

- Household income: lower 50% of targeted zip codes
- Age 25 - 50
- Residents of Brevard County

Elderly

- Age 50+
- Residents of Brevard County

Spend

The TPO has dedicated \$3,000 in ad spend to underrepresented populations during the campaign. At this time, we recommend allocating \$1,250 for ad promotion during Phases 1 and 2 of the campaign as the success of the campaign and plan relies heavily upon survey response.

During Phase 3, we recommend allocating \$500 to share the results of the survey with underrepresented populations. Because reporting is more passive than eliciting a response, a smaller budget is appropriate.

Audience Type	Phase 1	Phase 2	Phase 3	Total Spend
Underrepresented Populations	\$1,250	\$1,250	\$500	\$3,000

At the beginning of each phase of the campaign the corresponding budget will be evenly distributed among the audiences identified above. As the campaign runs and optimizes, funds will be funneled to promoted advertisements with audiences with the best response. In doing so, the ads that inspire the most participation will be served to the audience that is most participatory.

Reporting:

Reporting will occur on a monthly basis while ads are running and budget can be reallocated based on key performance indicators. Following the completion of each phase, the TPO and BowStern teams will evaluate the success of the campaign and adjust any audiences or creative accordingly. Budget changes will be reflected in an update to this plan.

Appendix C Marketing Summary

SCTPO

Digital Report

Cumulative 2020



Facebook Page Performance

Cumulative 2020

Page Impressions 398,931	Avg. Daily Reach 5,318	Video Views 16,842	Link Clicks 5,014	Reactions 1,368
Posts 48	Shares 341	Comments 515	Avg. Daily Eng. Users 142	Page Eng. Rate 1.81%

OBSERVATIONS AND RECOMMENDATIONS

During our Phase II campaign, we tracked 398,931 total page impressions with an average daily reach of 5,318. Traffic was heaviest during January as a result of our heavy marketing push to recapture our audience when the survey first launched. We also saw large engagement in the form of link clicks to the VoiceYourVisionBrevard site to take the survey.

In total, Phase II garnered 3,527 survey replies.

We saw a total of 169,675 page impressions in February (229,256 in January) and 1,418 link clicks (3,596 in January).

Although link clicks tapered (due to quick saturation in January) in February, we saw an increase in reactions, 863 this month compared to 505 in January. People engaged with ad content through comments and reactions, further amplifying our reach.



Facebook/Instagram Marketing

Cumulative 2020



FACEBOOK CAMPAIGNS

Name	Objective	Spend	Imp.	React	Comment	Share	Link Clicks	Video Views	Eng. Rate	Results	CPR
January 2020 - Website Conversions	Conversions	\$3,104	180,833	121	111	61	2,654	0	1.63%	1,540	\$2.02
January 2020 - Website Conversions (Underrepresented Population)	Conversions	\$1,246	77,480	45	34	22	924	0	1.32%	528	\$2.36
January 2020 - Website Conversions (Video) - NEW	Conversions	\$999	51,441	39	33	31	652	14,738	30.1%	359	\$2.78
January 2020 - Website Conversions (Past Participants)	Conversions	\$849	28,014	19	12	5	324	0	1.29%	186	\$4.57
Total		\$6,198	337,768	224	190	119	4,554	14,738	5.87%	2,613	\$2.37

INSTAGRAM CAMPAIGNS

Name	Objective	Spend	Imp.	Reach	React	Comment	Share	Link Clicks	Video Views	Eng. Rate	Results	CPR
January 2020 - Website Conversions	Conversions	\$6	665	512	0	1	0	11	0	1.80%	2	\$2.88
January 2020 - Website Conversions (Past Participants)	Conversions	\$40	643	214	0	0	0	4	0	0.622%	1	\$39.77
January 2020 - Website Conversions (Underrepresented Population)	Conversions	\$4	310	310	0	0	0	4	0	1.29%	0	\$-.-
January 2020 - Website Conversions (Video) - NEW	Conversions	\$1	138	120	0	0	0	1	27	20.3%	0	\$-.-
Total		\$50	1,756	1,156	0	1	0	20	27	2.73%	3	\$16.73

TOP ADS

Top ads by Cost per Result

Ad Set: General - South
Ad Name: Take Survey Graphic



Obj: Conversions

Spend: \$0.10 Paid Impressions: 23 Reactions: 0
Comments: 1 Shares: 0 Link Clicks: 1 Eng. Rate: 8.70%
CPE: \$0.05 Results: 2 CPR: \$0.05

Ad Set: African American - North
Ad Name: Safety vs. Economic Development



Obj: Conversions

Spend: \$0.61 Paid Impressions: 52 Reactions: 0
Comments: 0 Shares: 0 Link Clicks: 2 Eng. Rate: 3.85%
CPE: \$0.30 Results: 2 CPR: \$0.30

Ad Set: Parents - East
Ad Name: Safety Vs. Reliability



Obj: Conversions

Spend: \$0.35 Paid Impressions: 32 Reactions: 0
Comments: 0 Shares: 0 Link Clicks: 1 Eng. Rate: 3.13%
CPE: \$0.35 Results: 1 CPR: \$0.35

OBSERVATIONS AND RECOMMENDATIONS

As we moved into the second month of the Phase II survey campaign, we were able to maintain similar results garnered during January's strong ad run. In total, the ads reached over 51k people with 340k impressions, generated 3,724 link clicks--and most importantly--2,616 clicks on the "Take Survey" button. Overall, we produced an average cost per conversion of just \$2.43.

The final total for survey Phase II survey responses reached 3,527, a metric on par with that seen in Phase I (3,778).

During the month of February, our team made a slight strategy shift by reallocating the budget allotted for ads targeting past participants to one of our general campaigns as we saw a drastically higher cost per conversion being produced. This shift allowed us to get more survey submissions with your budget without compromising the exposure to our underrepresented populations who initiated 35% of clicks to Phase II ads.

The top 4 ad graphics in terms of conversions remained the same as January:

- Take Our Survey
- Safety vs. Economic Development
- Safety vs. Reliability
- Video



Facebook Marketing: Adsets

Cumulative 2020



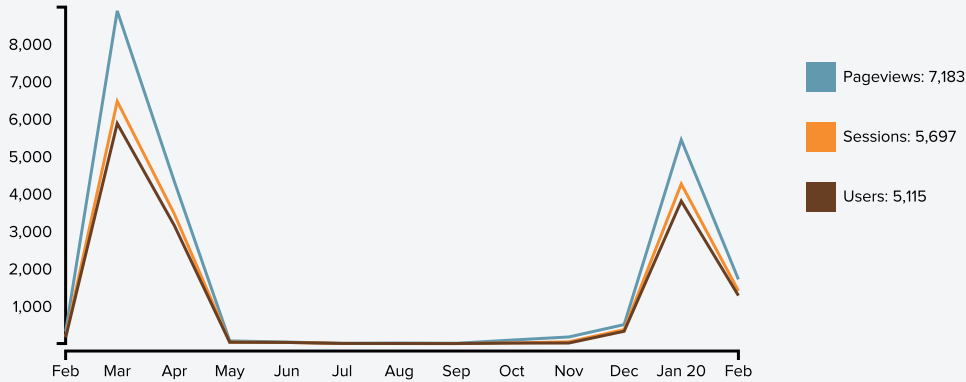
ADSETS

Name	Objective	Spend	Imp.	React	Comment	Share	Link Clicks	Video Views	Eng. Rate	Results	CPR
Parents - East	Conversions	\$1	84	0	0	0	1	0	1.19%	1	\$0.74
Low Education - North	Conversions	\$3	368	0	0	0	5	0	1.36%	4	\$0.80
African American - Central	Conversions	\$2	259	0	0	0	3	0	1.16%	2	\$1.11
Elderly - East	Conversions	\$165	9,399	12	5	4	199	0	2.34%	125	\$1.32
Elderly - East	Conversions	\$122	6,557	5	4	2	139	0	2.29%	91	\$1.35
Elderly - Central	Conversions	\$192	11,479	11	11	6	237	0	2.31%	137	\$1.40
Elderly - South	Conversions	\$122	7,279	4	8	1	139	0	2.09%	84	\$1.46
Elderly - North	Conversions	\$183	10,362	11	6	4	191	0	2.05%	120	\$1.52
African American - East	Conversions	\$2	143	0	0	0	2	0	1.40%	1	\$1.54
Elderly - North	Conversions	\$142	9,387	7	9	1	138	0	1.65%	86	\$1.65
Hispanic - East	Conversions	\$2	131	2	0	0	1	0	2.29%	1	\$1.72
Low Education - East	Conversions	\$2	194	0	0	0	2	0	1.03%	1	\$1.78
Elderly - South	Conversions	\$55	3,122	1	0	0	57	0	1.86%	28	\$1.98
General - Central	Conversions	\$1,245	69,724	44	47	23	1,003	0	1.60%	605	\$2.06
Elderly - Central	Conversions	\$201	12,205	7	6	1	193	0	1.70%	97	\$2.07
General - South	Conversions	\$348	19,795	11	17	6	289	0	1.63%	159	\$2.19
General - East	Conversions	\$336	19,805	13	10	2	276	0	1.52%	152	\$2.21
General - North	Conversions	\$509	29,256	21	10	11	385	0	1.46%	222	\$2.29
African American - North	Conversions	\$5	510	0	0	0	5	0	0.980%	2	\$2.52
African American - South	Conversions	\$5	557	0	0	0	5	0	0.898%	2	\$2.60
General - South - Video	Conversions	\$103	5,873	2	7	3	80	1,665	29.9%	39	\$2.65
General - East - Video	Conversions	\$148	7,349	7	1	5	105	2,203	31.6%	55	\$2.69
General - Central - Video	Conversions	\$430	22,173	20	21	14	277	6,250	29.7%	159	\$2.70
General - North - Video	Conversions	\$319	16,212	10	4	9	191	4,659	30.1%	106	\$3.01
African American - East	Conversions	\$39	2,400	1	0	0	18	0	0.792%	12	\$3.29
Hispanic - Central	Conversions	\$39	2,789	1	0	0	20	0	0.753%	10	\$3.90
African American - North	Conversions	\$119	8,227	1	1	2	57	0	0.741%	27	\$4.42
African American - Central	Conversions	\$376	23,674	10	11	6	159	0	0.786%	84	\$4.47
General - Past Participants Remarketing	Conversions	\$890	28,689	19	12	5	328	0	1.27%	187	\$4.76
African American - South	Conversions	\$38	2,835	0	0	1	12	0	0.459%	7	\$5.39
Low Education - Central	Conversions	\$57	4,297	2	1	0	26	0	0.675%	8	\$7.13
Low Education - North	Conversions	\$21	1,562	0	0	1	7	0	0.512%	2	\$10.38
Parents - Central	Conversions	\$1	68	0	0	0	0	0	0.00%	0	\$-.-
Parents - South	Conversions	\$1	121	0	0	0	0	0	0.00%	0	\$-.-
Parents - North	Conversions	\$1	168	0	0	0	1	0	0.595%	0	\$-.-
Young Professionals - North	Conversions	\$2	216	1	0	10	2	0	6.02%	0	\$-.-
Young Professionals - South	Conversions	\$1	186	0	0	0	5	0	2.69%	0	\$-.-
Young Professional -										D - 40	

Young Professionals - East	Conversions	\$1	180	0	0	0	1	0	0.556%	0	\$-.-
Young Professionals - Central	Conversions	\$3	389	0	0	0	5	0	1.29%	0	\$-.-
Low Education- Central	Conversions	\$2	198	0	0	0	2	0	1.01%	0	\$-.-
Low Education - East	Conversions	\$1	133	0	0	0	0	0	0.00%	0	\$-.-
Low Education - South	Conversions	\$4	546	0	0	0	2	0	0.366%	0	\$-.-
Hispanic - North	Conversions	\$2	239	0	0	0	1	0	0.418%	0	\$-.-
Hispanic - South	Conversions	\$1	168	0	0	0	0	0	0.00%	0	\$-.-
Hispanic - East	Conversions	\$1	86	0	0	0	0	0	0.00%	0	\$-.-
Hispanic - Central	Conversions	\$2	199	1	0	2	3	0	3.02%	0	\$-.-
Hispanic - North	Conversions	\$1	129	0	0	0	1	0	0.775%	0	\$-.-
Hispanic - South	Conversions	\$1	106	0	0	0	2	0	1.89%	0	\$-.-
Low Education - South	Conversions	\$3	324	0	0	0	2	0	0.617%	0	\$-.-
Total		\$6,250	340,152	224	191	119	4,577	14,777	5.85%	2,616	\$2.39



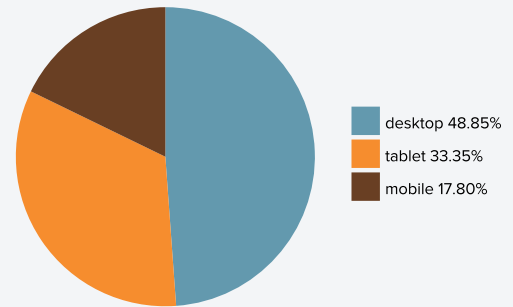
TRAFFIC HISTORY



TOP PAGES

		Sessions
1	Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	2,318
2	Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	623
3	Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	15
4	Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	6
5	Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	4

DEVICE TYPES



TOP CHANNELS

		Sessions
1	Social	5,090
2	Direct	566
3	Organic Search	38
4	Referral	3

TOP SOCIAL SOURCES

		Sessions
1	Facebook	5,090



Website Performance Overview

Cumulative 2020

Users
4,949



New Users
4,927



New Users %
86.5%



Bounce Rate
43.2%



Avg. Time on Site
0:29



Pageviews/Session
1.26



OBSERVATIONS AND RECOMMENDATIONS

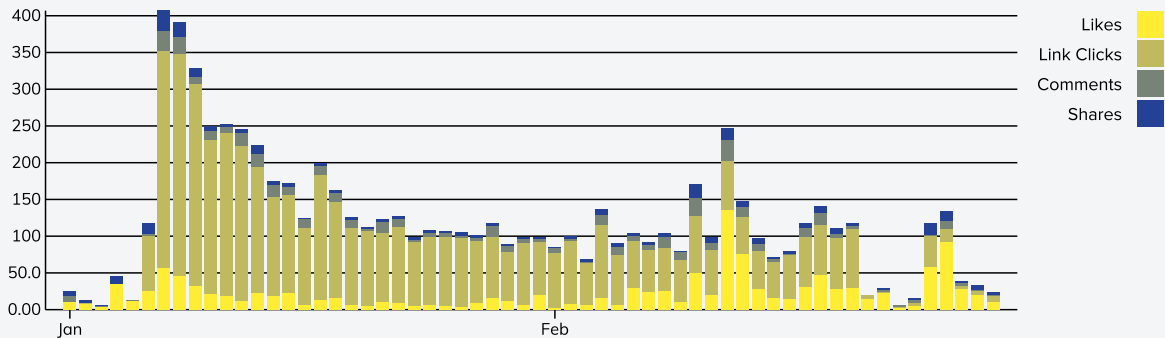
Throughout the course of Phase II, we tracked more than 4,900 website users who initiated 5,697 sessions. The majority of visitors to the site arrived in January, with the launch of the campaign. Of those, the vast majority of site users were new (86.5%), meaning we generated many fresh eyes interested in taking the survey.

A few things to note as we review the data at hand:

- We saw a total of 5,697 sessions with social advertising driving the majority of traffic (5,090), followed by direct and organic search.
- As you may recall, time on site was relatively low because upon clicking on the survey button, mobile users were directed to survey monkey.
- 71% of site visitors took the survey, indicating strong intent and good functionality of the site itself.



ENGAGEMENTS BY DAY



TOP POSTS BY REACTIONS, COMMENTS, AND SHARES

Space Coast Transportation Planning Organization
Published 2020-02-25

Did you know? The Florida East Central Regional Rail Trail located in parts of the City of Titusville, Florida - Gateway to Nature and Space, is part of a larger trail network? The Rail Trail is part of three converging trails: the St Johns River...

2,859 people reached

Post/Share Likes: 182 Impressions: 2,950
Organic Impressions: 2,950 Engagements: 208
Organic Reach: 2,859

Space Coast Transportation Planning Organization
Published 2020-02-12

Happy #CrossingGuardAppreciationMonth! Our crossing guards are vital to the public safety and health of our communities. We are incredibly grateful for both our local city and Brevard County Government crossing guards, who work tirelessly to prote...

5,734 people reached

Post/Share Likes: 133 Impressions: 5,756
Organic Impressions: 5,756 Engagements: 528
Organic Reach: 5,734

Space Coast Transportation Planning Organization
Published 2020-02-07

Are you ready to learn all about Titusville Trails?! Happening March 18 – 21: the #2020TrailTrifecta. Three awesome trail-related events will take place in Historic Downtown Titusville, to celebrate this space of converging trails. • March 18: B...

3,350 people reached

Post/Share Likes: 49 Impressions: 3,422
Organic Impressions: 3,422 Engagements: 84
Organic Reach: 3,350

OBSERVATIONS AND RECOMMENDATIONS

This month's performance was generally in line with expectations.



Appendix E Public Involvement Plan



2045 Long Range Transportation Plan

PUBLIC INVOLVEMENT PLAN

2725 Judge Fran Jamieson Way
Building. B, Room 105, MS #82
Melbourne, FL 32940
321-690-6890
www.spacecoasttpo.com

Adopted October 11, 2018



Space Coast Transportation Planning Organization
2045 Long Range Transportation Plan – Public Involvement Plan
09/25/2018

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Your Role in Transportation Planning

Public involvement and participation are **vital** to the transportation planning process. Community members often have unique and insightful perspectives on their transportation systems, and those perspectives may be very different from transportation officials. That is why it is so important that you stay involved.



Share Your Input

- Attend public hearings and open houses to learn more about projects in your neighborhood.
- Attend meetings of local and regional transportation boards.
- Volunteer to serve on a focus group or advisory committee.
- Add your e-mail address, to the SCTPO's mailing list to receive newsletters and updates.
- Ask a SCTPO staff member to attend a meeting of your community organization, such as a Rotary Club, Neighborhood Watch, Chamber or HOA meeting, to explain transportation planning efforts in your area to you and your friends.

Stay Connected

Stay up to date on the latest transportation planning news, projects, and initiatives by following us on our social media outlets or by visiting our website. Connect with us today!



@SCTPO



@SpaceCoastTPO



Space Coast TPO



www.sctpo.com

I. INTRODUCTION

About the LRTP

This Public Involvement Plan outlines the public outreach activities for the 2045 Long Range Transportation Plan (LRTP) for the Space Coast Transportation Planning Organization (SCTPO). The SCTPO planning area covers the entirety of Brevard County (which is also referred to as the Space Coast). The 2045 LRTP update comes at a unique and inspiring point in time for the Space Coast. With the continuing development of private space flight and the rapid population growth in various parts of the Space Coast, the opportunities and challenges have never been more exciting. The Space Coast is comprised of 16 cities and towns, two airports, a seaport, and a spaceport. The 2040 LRTP Vision Plan and Cost Feasible Plan, which was adopted in 2015, explored several paths forward for the Space Coast, ultimately settling on a future that incorporates choice elements of several tested scenarios. The renewed emphasis on community centers focused on Brevard County's Strategic Corridors; recognition of and capitalization on technological advancements changing the way people interact with the transportation system; and the economic development of the Space Coast's air, sea, and space ports are all elements of the Vision Plan developed in the 2040 LRTP.

To comply with the updates of federal legislation in the FAST Act (2015) and MAP-21 (2012), the 2045 LRTP Public Involvement Plan (PIP) will provide summary documentation of the tools utilized, the input received, the overall results, and measures of effectiveness of LRTP outreach activities.

II. GENERAL PURPOSE

Public Involvement Plan Purpose

Public participation is an integral component of transportation planning, the LRTP process, and the SCTPO's philosophy. The intention is to collect, review, and utilize diverse viewpoints to help in the decision-making process. This in turn creates the ideas that help engineer the framework for improvement to the existing transportation system. The LRTP PIP will follow the policies, objectives, strategies, and activities from the SCTPO's Public Participation Plan (PPP). Engaging the public in the development of the LRTP focuses on the following areas:

1. Informing the public on existing conditions, future trends, and major issues facing the Space Coast and how to address those issues as the Space Coast transitions into the future.
2. Engaging the public in a goals, objectives, and performance measures development process that is consistent with national guidance. This includes:
 - o Reconfirming/updating the 2040 LRTP goals.
 - o Developing measures (evaluation criteria) and weights for the goals and objectives.
3. Coordination with local and regional partners in defining the intended functionality of major corridors in Brevard County and identifying the appropriate improvement strategies for those corridors.

4. Equitably engaging the public and other interested parties in defining project needs, priorities, and the final identification of the Cost Feasible Plan.
5. Continued expansion of outreach to traditionally underserved populations by utilizing Title VI compliance methodologies.
6. Documentation of the public engagement process by way of a technical memorandum providing a summary of the tools utilized, the input received, the overall results, and measures of effectiveness of the outreach activities.

III. KEY ISSUES

The following key issues set the context for the public outreach process that will be used in developing the 2045 LRTP:

- Tracking measures of effectiveness for the public involvement outreach efforts.
- Coordination with Brevard County, cities and towns, airports, seaport, and spaceport to address comprehensive planning updates, economic development, and community centers that influence various modes of transportation in the Space Coast.
- Building upon the scenario planning and visioning efforts conducted as part of the 2040 LRTP through a continued focus on the Corridor Strategic Plans resulting from that effort.
- Continued coordination with state and regional planning efforts.
- Addressing new federal planning factors, including reliability, resiliency, and tourism, as integral components of the 2045 LRTP.
- Meeting Federal Highway Administration (FHWA) planning requirements (FAST Act and MAP-21) including the following:
 - A focus on collaboration with resource agencies for Title VI compliance during outreach efforts;
 - Public involvement outreach efforts; and
 - A financial analysis reflected in the final Cost Feasible Plan.
- Soliciting input from the public, agency stakeholders, SCTPO committees, and the SCTPO Board throughout the course of the project.
- Utilizing innovative outreach techniques that are social media and technology driven that appeal to diverse communities.
- Continue improving on visualization techniques
- Performing technical and outreach tasks associated with forecasting and planning, ultimately resulting in a cost feasible multimodal plan with a horizon year of 2045.

IV. PUBLIC OUTREACH TECHNIQUES

The schedule of outreach activities follows the key phases of the 2045 LRTP update so public and community stakeholders have ample time to review the technical analysis and provide feedback. Public involvement will involve a range of methods to connect with people, groups, and underserved populations. This will include the distribution of printed materials, email correspondence, project updates, material postings, social media outreach, in-person community outreach efforts, and public

workshops. **Figure 1** displays the primary, secondary, and indirect audiences for the various public outreach efforts that will be undertaken as part of the 2045 LRTP update.

Public Outreach Techniques	General Public	Elected Officials	Partner Agency Stakeholders
Public Survey	1	1	1
Public Workshops	1	1	1
2045 LRTP Project Website	1	2	2
SCTPO En Route Newsletter and Press Releases	1	2	2
Social Media Efforts/Public Engagement Videos	1	2	2
Pop-Up Events	1	3	3
Outreach to Under Represented Populations	1	3	3
TPO Board Meetings	2	1	2
Online Project Dashboard	2	3	1
Stakeholder Meetings	2	3	1
TAC/CAC Meetings	3	2	1
2045 LRTP Steering Committee	3	3	1

1 Primary Audience 2 Secondary Audience 3 Indirect Audience

Figure 1 – Public Outreach Activities and Intended Audience

Summary of PIP Performance Measures

Primary performance measures and secondary tracking measures were developed for the PIP. Primary performance measures will be reviewed throughout the project to assess success of the public involvement outreach. These primary measures will inform the Project Team if changes need to be made to the outreach approach to meet the targets established. The secondary tracking measures are metrics that are more informational in nature because the tracking numbers may not be influenced by specific actions taken by the Project Team. The primary performance measures displayed in **Table 1** are proposed to measure the effectiveness of the various public outreach activities identified in **Figure 1**. The bullets after **Table 1** summarize the secondary tracking measures.

Table 1 – Summary of Primary PIP Performance Measures

Metric	Objective	Performance Measure	Target
Public Survey			
Obtain Public Survey Responses	Maximize number of public citizens reached and obtain feedback	On-Line Surveys	3
Public Workshops			
Public Attendance	Provide adequate opportunities to directly engage with public	# of attendees at workshops, public meetings, pop-up events	500
Comment Cards Received	Obtain feedback on LRTP process and input on project priorities	# of comment cards received	200
Outreach Effectiveness Questionnaires	Obtain feedback on effectiveness of outreach methods used	# of effectiveness questionnaires received	200
Social Media Outreach	Maximize number of public citizens reached and informed using latest technologies	Use of broadcasting meetings, announcing surveys and generally how to be involved in LRTP process using Facebook, Twitter and YouTube	Facebook Reach = 150,000 Facebook Video Views = 3,000 Twitter Impressions = 100,000 YouTube Views = 1,000
2045 LRTP Project Website			
Website	Provide platform for sharing of information and documentation of LRTP process	# of sessions	500
Public Comment via Website	Provide multiple opportunities using multiple platforms for providing input and asking questions	# of comments received via website portal	50

Table 1 Cont. – Summary of Primary PIP Performance Measures

Metric	Objective	Performance Measure	Target
SCTPO En Route Newsletter and Press Releases			
Newsletter Features	Report on successes and upcoming activities	# of Newsletter features including LRTP information	10
Press Releases	Supply local and regional partners notice of events	# of press releases	5
Public Engagement Videos			
Videos Created	Maximize number of public citizens reached through digital media	# of videos created	3

- Secondary Public Workshop Tracking Measures –
 - Documentation: Continue to document public workshops/events by providing meeting summaries and sign-in sheets.
 - Title VI/Nondiscrimination Compliance: Continue to provide surveys relating to Title VI/Nondiscrimination at the public workshops/events.
- Secondary 2045 LRTP Project Website Tracking Measures –
 - Individual Time Spent: Time spent exploring website.
 - Location of Visitors: Geographic distribution of website visitors across Brevard County.
- Secondary SCTPO En Route Newsletter and Press Release Tracking Measures –
 - News media features (when a local newspaper posts press release on website).
 - Open rate.
 - Click-through rate.
 - Opt-out rate.
- Secondary Social Media Effort Tracking Measures –
 - Social media reach.
 - Overall paid media impressions.
 - Cost-per-click.
 - Cost-per survey completed
 - Number of conversions (web visits/surveys/form fills).
- Secondary Public Engagement Video Tracking Measures –
 - Cost-per-view
 - Length of time watched.
 - Number of SCTPO and Committee Meetings televised (SCGTV and YouTube).
- Secondary Pop-Up Event Tracking Measures –
 - Overall attendee count.
 - Number of individuals interacted with during event.
 - Number of surveys completed at event.

The performance measures discussed in this section are consistent with the MOE’s outlined in the SCTPO’s 2016 Public Participation Plan (PPP).

Meetings and Public Workshops

PUBLIC WORKSHOPS

Throughout the course of the 2045 LRTP update, a series of three different public workshops will be held in three different areas of the Space Coast for a total of nine (9) public workshops. **Table 2** displays the public workshop schedule for the project:

Table 2 – Public Workshop Schedule

Public Workshop	Fall 2018	Winter/Spring 2018/19	Summer 2019	Fall/Winter 2019/2020	Spring 2020
Kick-Off		X			
Needs Plan Development			X		
Cost Feasible Plan					X

The three public workshops are described below:

- Public Involvement Kick-Off Workshop – A public workshop will be held early in the planning process to revise/reconfirm the Vision Plan and goals and objectives for the 2045 LRTP. The workshop will provide information regarding a high-level review of the 2045 LRTP update process and the 2040 Vision Plan and goals and objectives. Participants will be given the opportunity to comment on the goals and objectives, including the assignment of weights to each goal for ultimate needs evaluation and prioritization later in the LRTP process. Participants will also be presented with key project contacts and ways that the community can get involved.
- Needs Plan Development Public Workshop – During the development of the needs plan, a workshop will be held presenting potential projects to the public. The workshop will provide information reviewing the study process, reviewing the needs plan by mode and area, and soliciting comments on needs projects as well as unidentified needs.
- Draft Cost Feasible Plan and Needs List Public Workshop – A third public workshop will be held to solicit input from the public on the draft Cost Feasible Plan and Needs List. Participants at the workshop will be given the opportunity to comment on projects before the draft plan is presented to the SCTPO Board and Committees.

Each public workshop will be tailored to and held within the following three areas (also displayed in **Figure 2**): North/Central (Titusville/Cocoa/Rockledge area), Melbourne/Palm Bay, and North Beaches/South Beaches/Merritt Island. Efforts will be made to maximize opportunities for vulnerable and/or disadvantaged population to take part in the planning process. The Project Team will target

workshop locations in areas accessible to those populations, including underserved populations. It is anticipated the public workshops will be 2 hours in length.

Public Workshop Materials and Notification

For each series of public workshops, the following materials will be prepared:

- Poster boards with project information, which may include:
 - Flowchart displaying the LRTP process;
 - Overall project schedule with public involvement touchpoints highlighted; and
 - Phase specific information for the Goals, Objectives, and Performance Measures, the Needs Plan, the Cost Feasible Plan, and/or the Needs List.
- Project summary/overview handout.
- Remote control and/or mobile phone app to collect public input with the capability to present results back to workshop participants in real time.
- Summary notes of workshops, including results of the public involvement performance questionnaire, will be provided to the SCTPO no later than 10 business days after the workshop.

To promote the workshops to the public, a combination of outreach will occur via:

- Social media event creation and postings;
- Community calendar postings on local media/news outlets;
- Online advertising targeting residents in the geographic area; and
- Print posters/plyers in public libraries and other community venues.

The SCTPO will coordinate e-mails advertising the public workshops sent to elected and appointed officials, the Technical Committee, and other identified interested parties associated with the project. The SCTPO will also handle the public relations/news releases when the meetings are to be held.

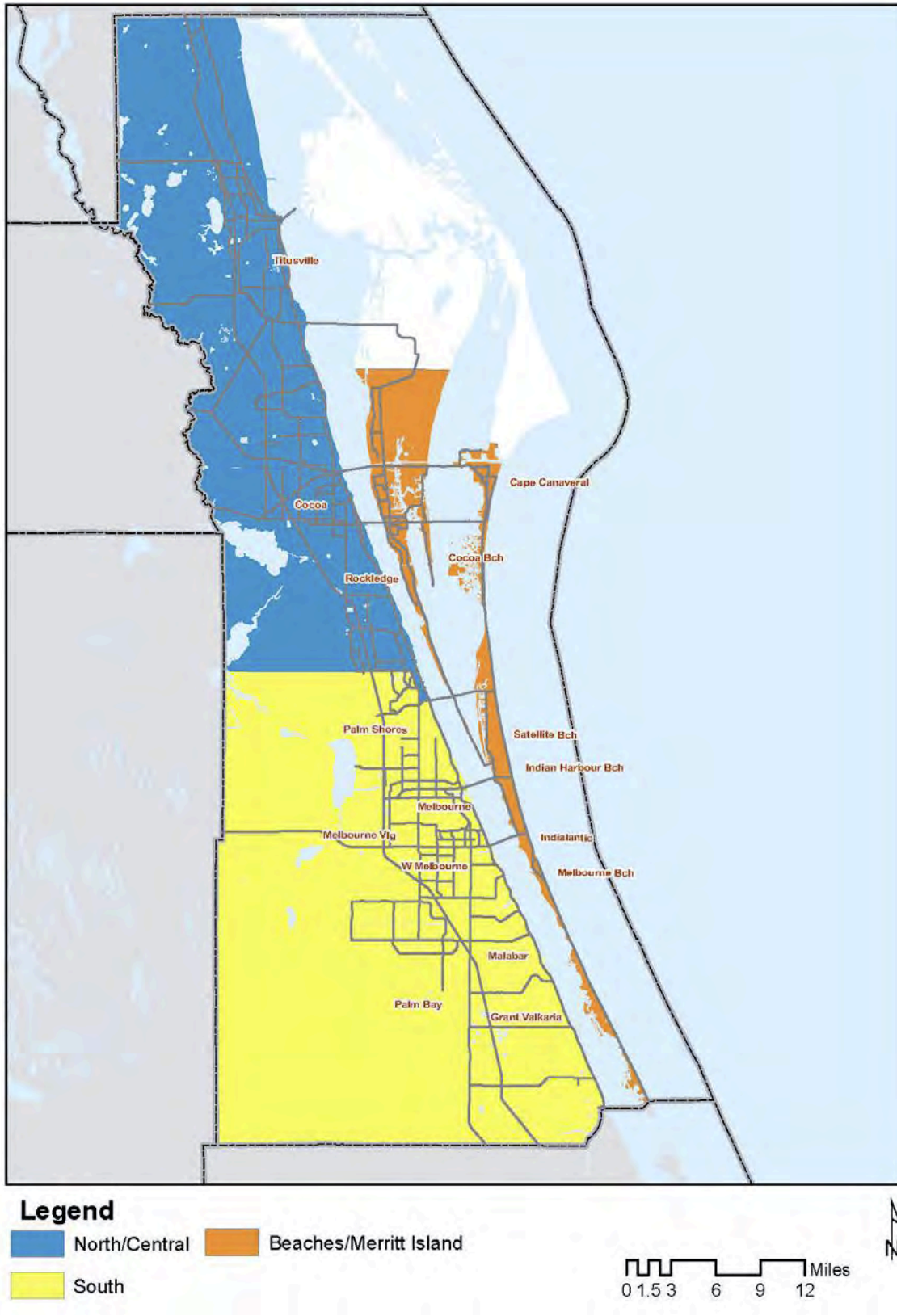


Figure 2 – Public Workshop Target Areas

SCTPO BOARD/TAC/CAC MEETINGS

The Project Team will present at four (4) separate regularly scheduled SCTPO Board meetings and Technical Advisory Committee (TAC)/Citizen's Advisory Committee (CAC) meetings throughout the course of the project. SCTPO staff will present to the Bicycle Pedestrian Trails Advisory Committee (BPTAC) and the Transportation Disadvantaged Local Coordinating Board (TDLCB). These project update presentations will take place during the following phases:

- Goals, Objectives, and Performance Measures;
- Needs Assessment;
- Cost Feasible Plan Development; and
- Adoption.

Meeting materials will be provided in the agenda packages for the two groups to allow for adequate review prior to the meeting date.

STAKEHOLDER MEETINGS

In addition to the Technical Committee meetings, individual meetings will be held with other stakeholders identified by the Project Team. These could be individual meetings with members of the Technical Committee or other stakeholders identified throughout the course of the project.

TECHNICAL COMMITTEE

The project Technical Committee will function as the primary conduit between the Florida Department of Transportation (FDOT) and local government agencies throughout the 2045 LRTP update process. The Project Team will identify appropriate members of the Technical Committee. Members of the Technical Committee are anticipated to represent local, state, and federal agencies and municipalities in the Space Coast. The Committee may also include representatives of Brevard County's Tourism Development Council, and environmental agency representatives. The Technical Committee will have up to 12 meetings and will engage in the review of products at key decision points during the 2045 LRTP development process.

Interactive Public Outreach and Social Media

PUBLIC SURVEY

As an early step in preparing the 2045 LRTP, the Project Team will gather broad-based community input regarding how well the Space Coast's transportation system is performing and the types of transportation investments the SCTPO should make. The survey will be distributed through the MetroQuest project website which will be linked to the overall 2045 LRTP project website. Survey results will be posted on the web for the general public to view and will also be presented to the SCTPO Board and the TAC/CAC.

SCTPO EN ROUTE NEWSLETTER AND PRESS RELEASES

The SCTPO's bi-monthly newsletter, *En Route News*, was designed to engage the organization's committee/board members, community partners, and the general public in the SCTPO's public involvement projects, initiatives, and outreach events. The SCTPO also distributes routine press releases on an as needed basis for larger transportation planning projects and studies.

2045 LRTP PROJECT WEBSITE

The 2045 LRTP project website will function as a major conduit with the public for both distributing information and soliciting public feedback on the plan development. The LRTP project website will be a stand-alone website that will be linked to the 2045 LRTP page of the SCTPO's website. The domain name for the LRTP project website is still to be determined, and this PIP will be updated with the domain name once it has been purchased. Interim and final work products, copies of presentations, public survey questions and results, and other relevant data will be posted to the website at regular intervals. A schedule of 2045 LRTP meetings and associated agendas will also be maintained through the website. Additionally, the website will allow for submission of public comments through an online comment form that will remain active during the 2045 LRTP development process. This will serve as another avenue for soliciting public comments. The LRTP website will link to a MetroQuest site that will be used to collect public input, including goal weighting, needs, project evaluation, and other miscellaneous input consistent with input solicited in the public meetings.

SOCIAL MEDIA & ONLINE ADVERTISING

The Project Team will utilize both organic social media postings and online advertising to drive project awareness and participation in the 2045 LRTP update. Social media postings will be crafted for distribution on active SCTPO accounts, with a focus on Facebook, Twitter, and YouTube. Calls-to-action will coincide with the appropriate project phase and will include approved graphics for visual continuity.

The online advertising approach will focus on survey participation during each of the project phases. Audience targeting parameters will focus on residents within Brevard County. Ad sets will run as a 3 – 4 week blitz approach to provide a high frequency of exposure and maximize return on investment. Planned ad sets may include:

- Facebook Web Click Ads;
- YouTube Pre-Roll Ads; and
- Google Ads: Display/Remarketing.

POP-UP EVENTS

In addition to the public workshops, pop up booths at local public events will be utilized to spread information about the project. Surveys can be created and used at these events to act as data collection for input into the 2045 LRTP update. The Project Team will help prepare materials for these events and SCTPO Staff will coordinate and attend the events. These activities will be closely coordinated with the SCTPO's Public Involvement Officer.

A full list of pop-up events attended will be documented as they occur. Strategy for development of this list takes into account the desire to interact with a wide variety and cross-section of residents. This detailed breakdown will include event details, key point of contact, number of attendees, and costs to participate (if applicable).

OUTREACH TO UNDER REPRESENTED POPULATIONS

To reach traditionally under represented communities in Brevard County, the SCTPO will engage the Community Development Block Grant (CDBG) Board and the Transportation Disadvantaged Local Coordinating Board (TDLCB). With the CDBG and TDLCB Board's assistance, specific community events will also be targeted to provide project information and obtain feedback. The Project Team will help prepare materials for these events and SCTPO Staff will coordinate and attend the events. These activities will be closely coordinated with the SCTPO's Public Involvement Officer. The Project Team is also planning to utilize online advertising sets to specifically target the following under represented populations:

- Lower Income;
- Minority Populations;
- Persons with Disabilities; and
- Elderly Populations.

The Project Team is able to communicate directly to these audience sets through a combination of layered targeting. These include household income, zip code mapping, job titles, age, education status, and behavior/interests online. As an example, a person with a disability may participate in a Facebook support group in that interest area. This is one example that allows the Project Team to refine the targeting so populations are seeing and receiving information about the 2045 LRTP update.

Visualization Techniques

Visualization techniques include the use of maps, graphs, conceptual corridor strategy graphics, interactive mapping application, colors, diagrams, photos, videos, as well as a variety of hands-on engagement techniques designed to both improve the accessibility of the information presented and encourage participation and input into the 2045 LRTP update. Effective use of visualization techniques helps to promote understanding, clarify ideas, and build consensus for proposed transportation activities, especially for those who do not have a background in transportation planning. Visualization techniques will be used in all core transportation plans, programs, and projects. The following sections outline the visualization techniques to be used during the 2045 LRTP update.

PROJECT BRANDING

Given the desire to maximize public participation during the LRTP update, the Project Team will develop an overarching campaign brand around the phrase: Voice Your Vision. The primary focus of this element is a strong call-to-action, encouraging residents to share their personal opinions. Visually, the campaign mark will be paired with the existing SCTPO logo, when appropriate, to help elevate the agency's brand.

By design, the brand itself will be straightforward, acting as an initial hook to get residents plugged into taking the survey. For continuity, the Voice Your Vision logo will be used on marketing and collateral materials throughout the study. This will help increase general awareness, local buy-in, and overall exposure for the study.

PUBLIC WORKSHOP MATERIALS AND NOTIFICATION

As discussed in the public workshop section, poster boards will be prepared for each series of public workshops. The information on these poster boards may include a flowchart displaying the LRTP process, overall project schedule with public involvement touchpoints highlighted, and phase specific information for the Goals, Objectives, and Performance Measures, the Needs Plan, the Cost Feasible Plan, and/or the Needs List. In addition to the poster boards, handouts will be created for each set of meetings which will summarize the information for that specific meeting.

PUBLIC ENGAGEMENT VIDEOS

The Project Team will develop three animated videos for promotion of the public involvement components. These will be used in marketing promotions on the website, via online ads, newsletters, and social media. The video content will feature the 2045 LRTP brand and SCTPO logo.

- Phase 1 Video: This will be a 15 – 30 second animated piece calling residents to participate in the 2045 LRTP update. Messaging will coincide with initial planning objectives focused on having residents prioritize goals for the community.
- Phase 2 Video: This will again be a 15 – 30 second animated piece. The goal of this video is to tease the types of feedback the Project Team is receiving from the community. Final call to action will be encouraging residents to have their voice represented through survey participation.
- Phase 3 Video: This longer 1 – 2 minute piece will showcase the 2045 LRTP recommendations and cost feasible plans associated with the project. Similar to the first two videos, this piece will end with a final call-to-action for residents to provide public comment on plan recommendations.

PLANNING DASHBOARD

As part of the project, a planning dashboard/database will be created. This dashboard will display the mappable information obtained during data compilation/plan synthesis and the final needs/cost feasible lists developed as part of the 2045 LRTP update. The dashboard will include an interactive map application linked to the LRTP project website developed by the Project Team. The interactive map will enable the general public to click on a roadway and obtain data collected through the LRTP process. At the Needs Plan and Cost Feasible Plan phases of the 2045 LRTP update, project information will be available on the database. Users will have the ability to provide input on projects through the online dashboard.

V. DOCUMENTATION

Documentation of the 2045 LRTP public outreach process will occur on a continual basis. A schedule of events accompanied by copies of sign-in sheets, public comment forms, survey results, photographs of meetings, and summary notes from the public outreach activities will be maintained and made available to the public, upon request. A final technical memorandum will be assembled at the completion of the project to document materials utilized for public outreach, summarizing the major activities, and documenting all public comments. In addition, after the completion of each public involvement event, evaluation forms will be provided to event participants to garner feedback on the value of the information presented and activities conducted. The results will be tabulated and included in the public outreach report.

VI. SCHEDULE

The Project Team will establish and maintain a communication regimen with the SCTPO staff, agency stakeholders, SCTPO committees (TAC/CAC/Steering), SCTPO Board, and the public at large throughout the 2045 LRTP update process. The Project Team will work closely with the SCTPO Public Involvement Officer. Materials presented and input solicited at public and stakeholder meetings will also be shared digitally through a LRTP specific website, social media, and a MetroQuest website. **Figure 3** displays the schedule for the 2045 LRTP.

2045 Long Range Transportation Plan | Project Schedule



	2018					2019							2020																												
	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov													
Task 1: Public and Committee Meetings																																									
1.1 PIP																																									
1.2 Website and Social Media				1,2	2	2											1,2	2	2						1,2	2	2														
1.3 Online Dashboard/Interactive Web Tool																																									
1.4 Meetings and Workshops																																									
TPO Board/TAC/CAC																																									
Steering Committee Meetings	K/O						G&O											Needs																							
Public Workshops (labeled as "1" in 1.2 row)				G&O								Needs																													
Pop-Up Events (labeled as "2" in 1.2 row)					G&O								Needs																												
Outreach to Under Rep. Populations																																									
Other Stakeholder Meetings (Dates TBD)																																									
1.5 Visualization																																									
1.6 Video Development		G&O																Needs																							
Task 2: Goals, Objectives, and Performance Measures																																									
2.1 Reconfirm 2040 Vision Plan Goals																																									
2.2 Develop Measures and Weights																																									
Task 3: Data Compilation and Plan Synthesis																																									
3.1 Compile and Review Agency Plans																																									
3.2 Environ Mitigation Activities (Dates TBD)																																									
3.3 Plan Synthesis																																									
Task 4: Corridor Strategic Plans																																									
4.1 Travel Demand Analysis				E+C								Needs																													
4.2 Needs Assessment																																									
Corridor Strategic Plans																																									
Task 5: Cost Feasible Plan Update																																									
5.1 Financial Resources Forecast and Review																																									
5.2 Planning Level Cost Estimates																																									
5.3 Cost Feasible Project Lists																																									
Task 6: Plan Documentation																																									
City Implementation Guides																																									
Draft/Final Report																																									

Legend
 K/O - Kick-Off
 G&O - Goals and Objectives
 CFP - Cost Feasible Plan





Appendix F Public Involvement Summary



2045 Long Range Transportation Plan

PUBLIC ENGAGEMENT SUMMARY

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Building. B, Room 105, MS #82
Melbourne, FL 32940
321-690-6890
www.spacecoasttpo.com

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VISION**



Space Coast Transportation Planning Organization
2045 Long Range Transportation Plan – Public Engagement Summary
12/02/2020

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I. INTRODUCTION

Public participation is an integral component of transportation planning, the Long Range Transportation Plan (LRTP) process, and the Space Coast Transportation Planning Organization’s (SCTPO) philosophy. The intention is to collect, review, and utilize diverse viewpoints to help in the decision-making process. This in turn creates the ideas that help engineer the framework for improvements to the existing transportation system. This summary highlights the public and stakeholder involvement efforts undertaken as part of the 2045 LRTP.

COVID-19 Impacts



Source: Elvert Barnes

In early 2020, the global pandemic coronavirus disease 19 (COVID-19) began impacting the United States. By March 2020, the state of Florida went into quarantine, with all but essential businesses closed. The impact on day to day transportation systems was immediate. Travel times and congestion were almost absent and air quality and the environment saw improvement worldwide.

The processes and historical methods of public outreach used when developing long range transportation plans had to be retrofitted into a virtual world. Although the SCTPO had just completed in-person outreach meetings with the public when the state issued its emergency orders, the draft needs and cost feasible list distributions for review were retrofitted to virtual platforms. The new outreach opportunities were well received. More information on these outreach techniques are discussed throughout this document.

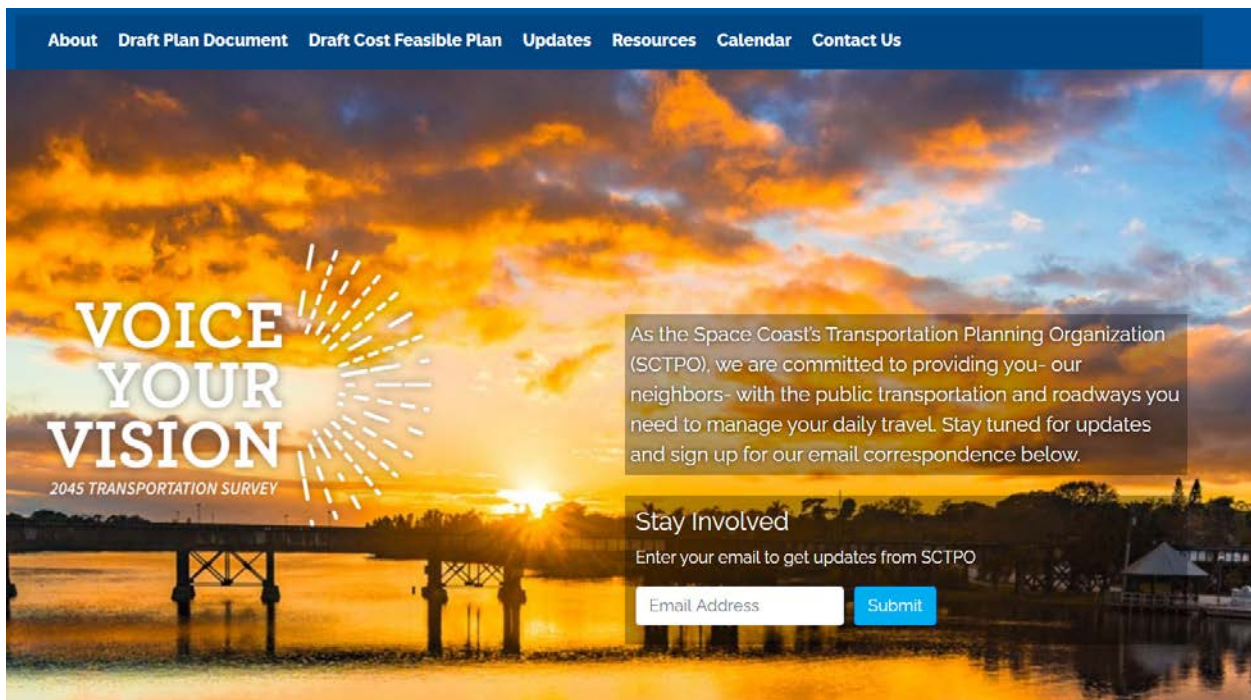
II. LRTP BRANDING AND WEBSITE

Given the desire to maximize public participation during the LRTP update, an overarching campaign brand was developed around the phrase: Voice Your Vision. The primary focus of the branding was to create a strong call-to-action, encouraging residents to share their personal opinions about the project. Visually, the campaign mark was paired with the existing SCTPO logo, when appropriate, to help elevate the agency’s brand. By design, the brand itself was straightforward, acting as an initial hook to get residents engaged via social media platforms. For continuity, the Voice Your Vision logo was used on marketing materials and final reports throughout the study.

The Voice Your Vision logo on the left was combined with the tagline “2045 Transportation Survey” to promote the initial Voice Your Vision Survey, which polled Brevard County residents on what forms of transportation they use, rate the existing transportation infrastructure, and rank their transportation priorities. For branding outside of the survey, the logo was simplified by removing the tagline, as shown on the right.



This branding was also used to create the URL for the LRTP website: www.voiceyourvisionbrevard.com. The LRTP website was the primary information sharing platform for the public. The website included pages for introducing the project, posting interim documentation, and providing the draft Cost Feasible Plan and Plan Document for public review. A screenshot of the LRTP website is included below.



III. PUBLIC INVOLVEMENT PLAN

Following the policies, objectives, strategies, and activities from the SCTPO's Public Participation Plan (PPP) (pages 18-20) related to the LRTP, a Public Involvement Plan (PIP) was developed specifically for the 2045 LRTP. The PIP focused on identification of key issues, outreach techniques and the tools to be used in soliciting public input. The use of social media outlets played a key role in this particular Plan update. The full LRTP PIP is provided under a separate cover "2045 LRTP Public Involvement Plan" dated September 25, 2018, which can be found at the project website here: <https://spacecoasttpo.com/plans-programs/long-range-transportation-plan/>.

Summary of PIP Performance Measures

The PIP discusses 10 primary performance measures related to public involvement/outreach for the 2045 LRTP. **Table 1** shows the performance measure targets and whether the target was achieved during public involvement activities.

Table 1 Summary of 2045 LRTP Primary Performance Measures

Metric	Objective	Performance Measure	Target	Actual	Target Met?
Public Survey					
Obtain Public Survey Responses	Maximize number of public citizens reached and obtain feedback	Online Surveys	3	2	N
Public Workshops					
Public Attendance	Provide adequate opportunities to directly engage with public	# of attendees at workshops, public meetings, pop-up events	500	1,480	Y
Comment Cards Received	Obtain feedback on LRTP process and input on project priorities	# of comment cards received	200	<10	N
Outreach Effectiveness Questionnaires	Obtain feedback on effectiveness of outreach methods used	# of effectiveness questionnaires received	200	<10	N
Social Media Outreach	Maximize number of public citizens reached and informed using latest technologies	Use of broadcasting meetings, announcing surveys and generally how to be involved in LRTP process using Facebook, Twitter and YouTube	Facebook Reach = 150,000 Facebook Video Views = 3,000 Twitter Impressions = 100,000 YouTube Views = 1,000	Facebook Reach = 139,000 Facebook Video Views = >30,000 Twitter/NextDoor Impressions = 93,000 YouTube Views = <300	Y/N

Table 1 Cont. Summary of 2045 LRTP Primary Performance Measures

Metric	Objective	Performance Measure	Target	Actual	Target Met?
2045 LRTP Project Website					
Website	Provide platform for sharing of information and documentation of LRTP process	# of sessions	500	16,900	Y
Public Comment via Website	Provide multiple opportunities using multiple platforms for providing input and asking questions	# of comments received via website portal	50	<10	N
SCTPO En Route Newsletter and Press Releases					
Newsletter Features	Report on successes and upcoming activities	# of Newsletter features including LRTP information	10	13	Y
Press Releases	Supply local and regional partners notice of events	# of press releases	5	3	N
Public Engagement Videos					
Videos Created	Maximize number of public citizens reached through digital media	# of videos created	3	4	Y

In total, 5 of the 10 performance measure targets were met throughout the course of public involvement activities for the LRTP. The following bullets provide an explanation for why the other 5 performance measures were not met:

- Online Surveys – The initial target of three public surveys was not achieved during the LRTP. One survey was conducted at the outset of the LRTP to gauge how Brevard County residents move and travel (as discussed in **Section 3.2** of the LRTP Plan Document). A second survey was performed during the Goals and Objectives to solicit input on the priorities for residents (as discussed in **Section 2.6** of the LRTP Plan Document). A third survey was initially planned for the Draft Cost Feasible Plan. In lieu of a survey, the Draft Cost Feasible Plan was presented at the SCTPO Open

House on June 17, 2020 (which reached over 60 attendees and 872 Facebook views) and posted on the LRTP project website from June 19, 2020 through September 10, 2020 for public comment.

- Comment Cards and Effectiveness Questionnaires from Public Meetings – The initial target of 200 comment cards and effectiveness questionnaires was not achieved during the LRTP. As noted in **Section 3.4** of the LRTP Plan Document, only 3 public open houses were held during the course of the LRTP and a higher emphasis was placed on attending “pop-up” events and engaging the public via social media.
- Social Media Outreach – The Facebook Video Views surpassed 30,000, which far exceeded the target of 3,000. This was a testament to the extensive Facebook marketing/outreach that was performed throughout the LRTP. While the Facebook Reach and Twitter/Nextdoor Impressions did not reach the targets of 150,000 and 100,000, both of these metrics were slightly less than the target. It was anticipated that Twitter and Nextdoor were going to be used more extensively to promote public meetings, but those did not occur as planned. YouTube was not used as extensively as Facebook for video views, thus the reason this target was not met.
- Public Comment via Website – The initial target of 50 comments via the LRTP website was not achieved during the LRTP. The SCTPO found it more effective to gain input via social media vs the LRTP website. The website was utilized as a data portal, housing the interim technical memorandums and project information for reference. The SCTPO also realized during the LRTP that the public was more engaged on social media than having to navigate to a project website for information.
- Press Releases – The initial target of 5 press releases was not achieved during the LRTP. The SCTPO scaled back on press releases as to not overwhelm media and partners. The SCTPO transitioned to rely more on social media and newsletter features to spread the word about the LRTP.

IV. PUBLIC INVOLVEMENT DURING THE LRTP

Organic social media postings and online advertising will be utilized to drive project awareness and participation in the 2045 LRTP update. Social media postings were crafted for distribution on active SCTPO accounts, with a focus on Facebook, Twitter, and YouTube. Calls-to-action coincided with the appropriate project phase and included approved graphics for visual continuity. **Figure 1** shows a summary of how the public was involved in the LRTP. **Figure 2** summarizes the timeline of public involvement during the LRTP. As shown in the figure, the public was consulted on project related tasks on average every 1-2 months throughout the LRTP.



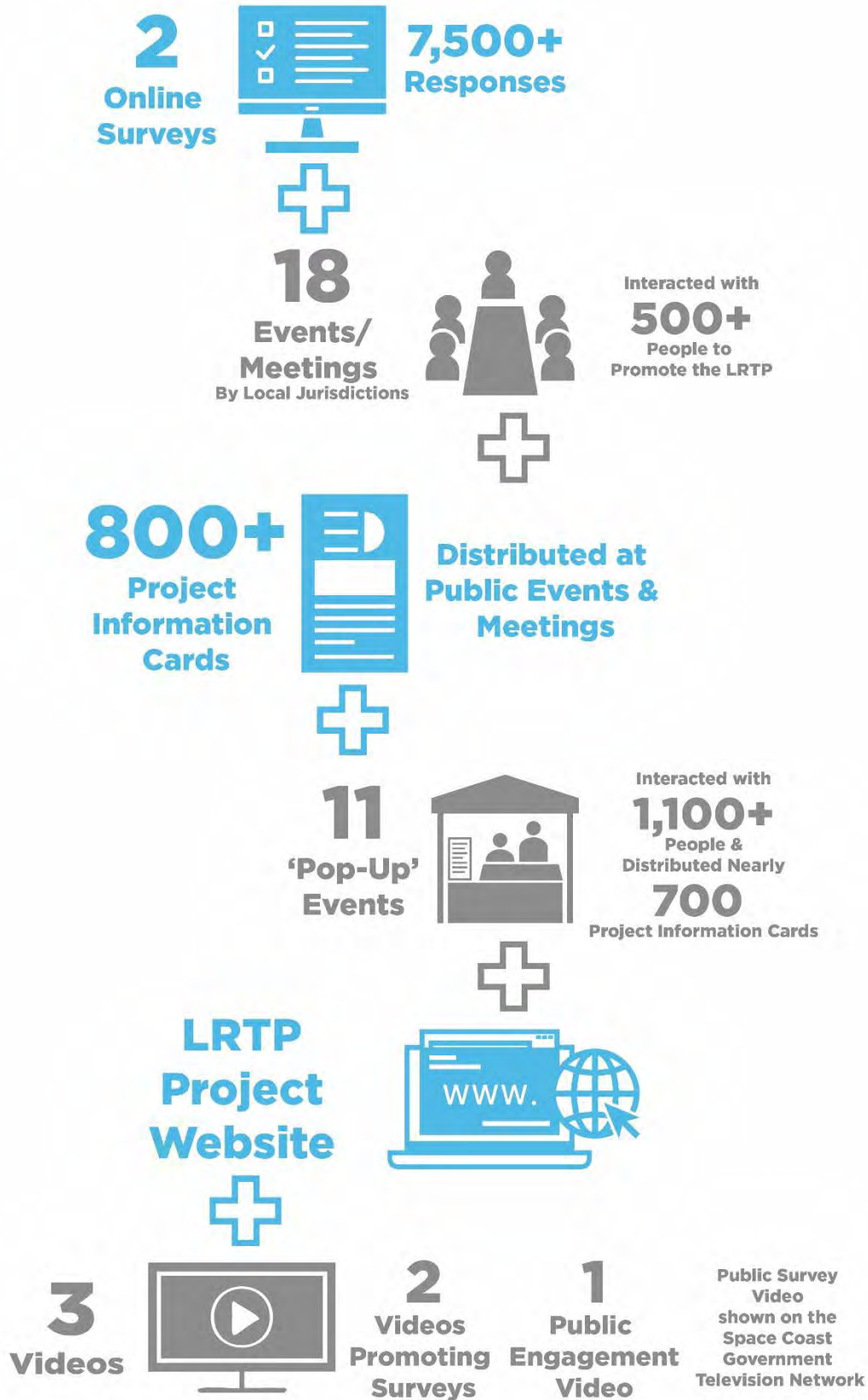


Figure 1 Summary of Public Involvement

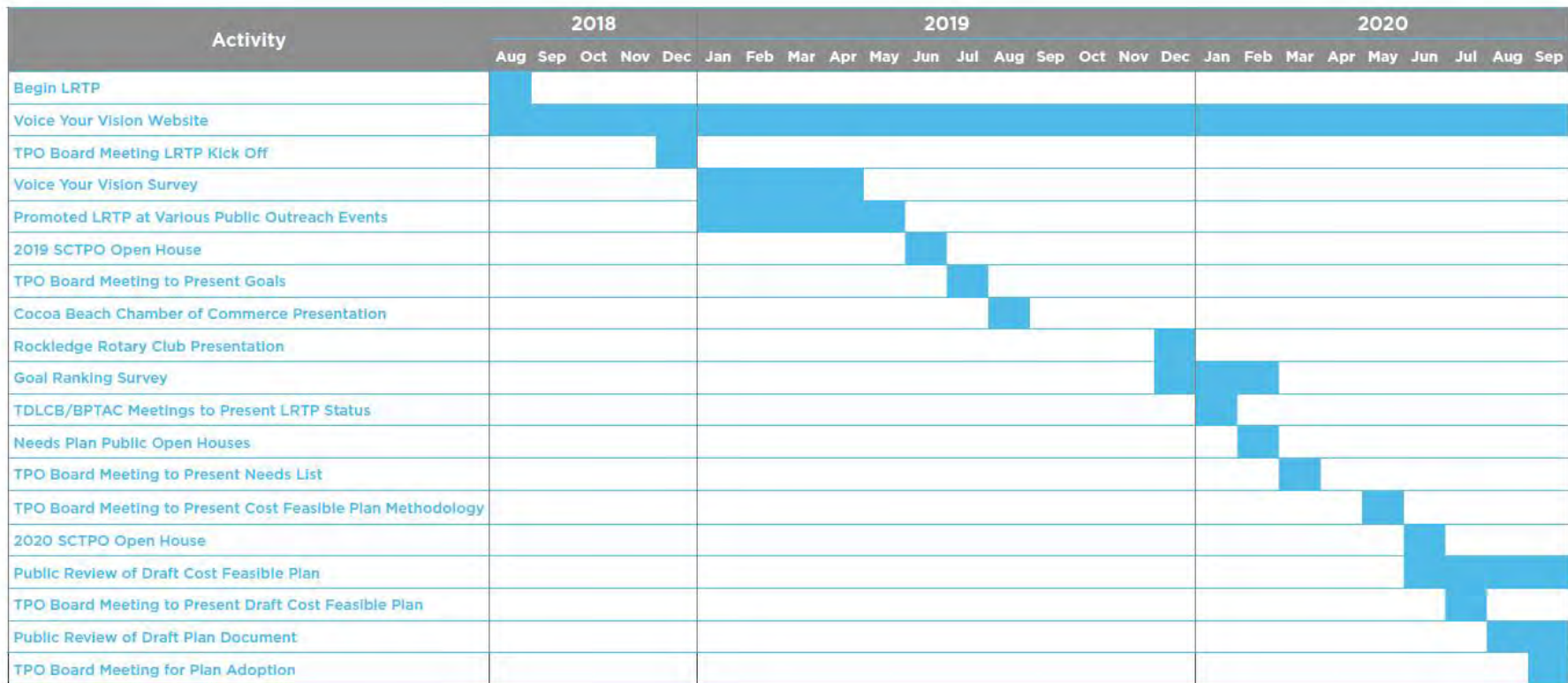


Figure 2 Timeline of Public Involvement

Public Surveys



The Voice Your Vision Survey, the first survey conducted as part of the LRTP, was available online from January 5, 2019 through April 30, 2019 and had 3,782 participants. This initial survey provided the foundation for knowing how people traveled in Brevard. The full survey summary is provided under a separate cover “2045 LRTP Voice Your Vision Survey Summary” dated September 26, 2019, which can be found at the project website here:

<https://spacecoasttpo.com/plans-programs/long-range-transportation-plan/>.

The second survey conducted as part of the LRTP focused on soliciting input related to the Goals. Six questions were used as part of the survey and asked participants to rank each Goal, which included safety, environmental preservation, economic development, and mobility. Each question of the survey asked participants to choose what they felt to be the more important of two goals and the six questions allowed every combination of goals to be tested. The Goal Ranking Survey was available online from December 12, 2019 through February 24, 2020 and had 3,720 participants. The full survey summary is provided under a separate cover “2045 LRTP Goal Ranking Survey Summary” dated April 20, 2020, which can be found at the project website here: <https://spacecoasttpo.com/plans-programs/long-range-transportation-plan/>.

Public Open Houses

Three public open houses were held during Needs Plan Development to solicit public input on what specific project should be included in the LRTP. Their input was utilized to either add or remove projects from the Needs Project List. **Table 2** provides the information for where and when the open houses were performed. The full public open houses summary is provided under a separate cover “2045 LRTP Public Open Houses Summary” dated April 1, 2020, which can be found at the project website here: <https://spacecoasttpo.com/plans-programs/long-range-transportation-plan/>.



Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Please indicate which LRTP goal is more important to you.

* 1. Which of the following is more important to you as a transportation user?

Improve safety for all transportation users.



Support economic development with better transportation connections between major centers of commerce and travel (downtown areas, seaport, spaceport, airports).



Table 2 Public Open House Information

Date	Location	Area in County	Attendees
February 11, 2020	Cocoa City Hall	North Brevard	2
February 18, 2020	Satellite Beach City Hall	Beaches	6
February 19, 2020	West Melbourne Veteran’s Memorial Complex	South Brevard	6
Total			14

The open houses provided citizens the ability to learn more about the LRTP by visiting various stations. Seven stations were created, each having an interactive exercise to get input from and educate attendees about the project needs identified for the LRTP. Social media was utilized as the primary outlet for promoting the public open houses, and **Figure 3** provides a summary of the reach for the social media promotion.

Per the 2045 LRTP PIP, nine total public workshops were supposed to be held during the LRTP. There were a total of three public open houses that were solely promoted for LRTP input. In order to garnish more input, the SCTPO utilized existing programs and public meeting opportunities to solicit feedback, with much success than the traditional LRTP only public meetings. Summarized below are some of these efforts:



- Instead of holding the three public kick off meetings at the beginning of the LRTP, a larger emphasis was placed on public outreach for the Voice Your Vision Survey and attending previously scheduled events being hosted by other agencies. In total, SCTPO Staff presented or promoted the LRTP/Survey at 37 different events between January 1, 2019 and April 30, 2019 (the timeframe of the Survey). This included six Open Houses as part of the Bicycle & Pedestrian Master Plan.
- Three public workshops were also supposed to be held during Cost Feasible Plan Development. Unfortunately, the timing of the Cost Feasible Plan coincided with the COVID-19 pandemic so in-person meetings were not being held. In lieu of the three public workshops, the Cost Feasible Plan Methodology and Draft Cost Feasible Plan was presented at the SCTPO Board Meeting on May 14, 2020, the SCTPO Open House on June 17, 2020, the SCTPO Bicycle/Pedestrian/Trails Advisory Committee (BPTAC) meeting on June 29, 2020, and the SCTPO Board Meeting on July 9, 2020. These four meetings were held virtually, and the benefit is the recordings of the meetings can be viewed after the meeting has been held. For the SCTPO Open House, over 60 public attended the meeting real-time, however this non-traditional approach garnished 872 people who viewed the Facebook Live recording of the meeting in the weeks after the meeting.

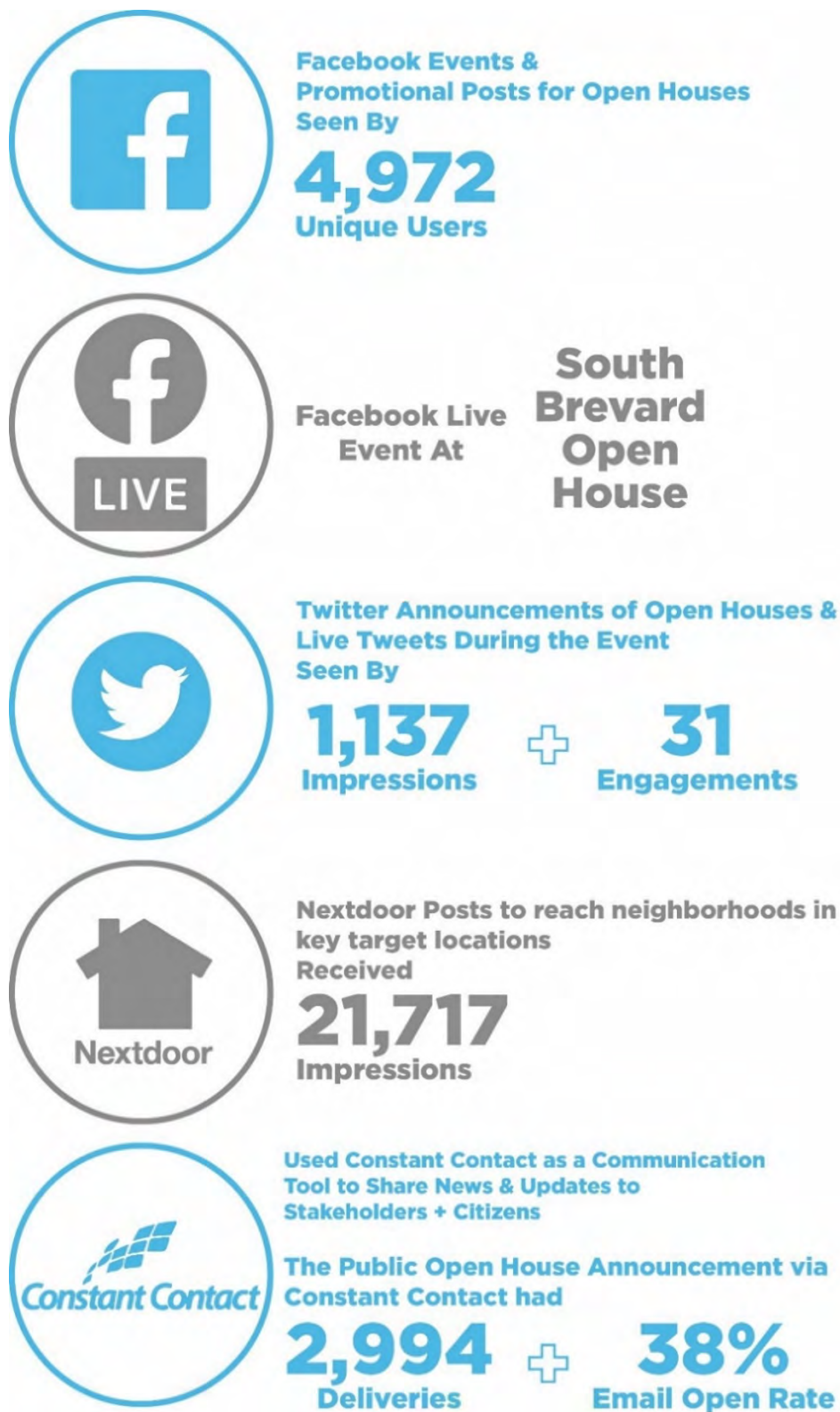


Figure 3 Summary of Open House Social Media Outreach

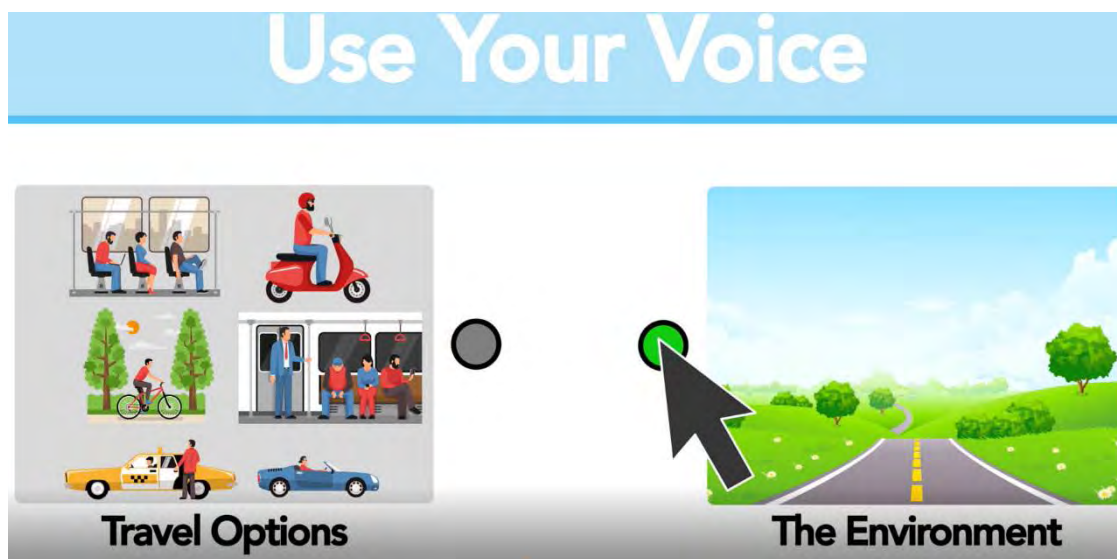
Videos Promoting the LRTP

Three animated videos were developed during the course of the LRTP for promotion of the public involvement components. These were used in marketing promotions on the website, via online ads, newsletters, and social media. The video content featured the 2045 LRTP and SCTPO branding elements. The following outlines the three videos created:

- Phase 1 Video: This 30 second animated video encouraged residents to participate in the 2045 LRTP Voice Your Vision Survey. This first video garnered nearly 30,000 Facebook views and over 25,000 Twitter and Nextdoor impressions.
- Phase 2 Video: This 30 second animated video was a call to action for residents to take the Goal Ranking Survey. This second video garnered nearly 20,000 Twitter and Nextdoor impressions.
- Phase 3 Video: The Phase 3 video was a longer 75 second recap of the previous public engagement and how the public impacted decisions related to where transportation funding should be focused. This also provided the final call to action for the public to get involved in the project and review project materials.



Phase 1 Video Screenshot



Phase 2 Video Screenshot

Public Review of the LRTP

The draft Cost Feasible Plan was available for public comment from June 19, 2020 through September 10, 2020. The Draft Plan Document was available for public comment from August 11, 2020 through September 10, 2020. **Section 14** of the LRTP Plan Document provides a summary of the comments received and how they were addressed in the Cost Feasible Plan or Plan Document. The comments on the LRTP are available by request from the SCTPO.

Outcomes from Public Input

Once the Needs Project List was established, the public's input on ranking the LRTP's Goals provided the framework for Prioritizing the Needs. The results of the Goal Ranking Survey showed that the public wanted more emphasis on the environment, which changed the thinking when it came to environmental coordination. Typically, environmental agencies are brought in when a project is in design, which may be too late to identify unique "outside-the-box" treatments that could benefit the region. Based on the public's input, it was decided that Brevard County's environmental partners would be coordinated with as part of the Project Priorities Process, much earlier than when the coordination typically occurs. In addition to the earlier coordination, a higher emphasis will be placed on environmental review throughout the project development process (from planning through design/construction).

V. OUTREACH TO UNDERREPRESENTED POPULATIONS

Underrepresented/underserved populations typically rely on more aspects of the transportation system, thus soliciting input from these populations plays a critical role in LRTP development. The Transportation Disadvantaged Local Coordinating Board (TDLCB) was the primary conduit for getting materials out to these populations. Online advertising was utilized to specifically target the following underrepresented populations:

- Lower Income;
- Minority Populations;
- Persons with Disabilities; and
- Elderly Populations.

The Project Team was able to communicate directly to these audience sets through a combination of layered targeting. These include household income, zip code mapping, job titles, age, education status, and behavior/interests online. As an example, a person with a disability may participate in a Facebook support group in that interest area. This is one example that allows the Project Team to refine the targeting so populations are seeing and receiving information about the LRTP. The underrepresented populations marketing/outreach efforts resulted in tremendous engagement/input from these groups, as shown in **Figure 4**.

A concerted effort was made to engage underrepresented populations during the LRTP Draft Plan Document review period (from August 11, 2020 through September 10, 2020). This included stationing hard copies of the Draft Plan Document at 17 local libraries across the County and sharing the document with the TDLCB and other disadvantaged community groups.

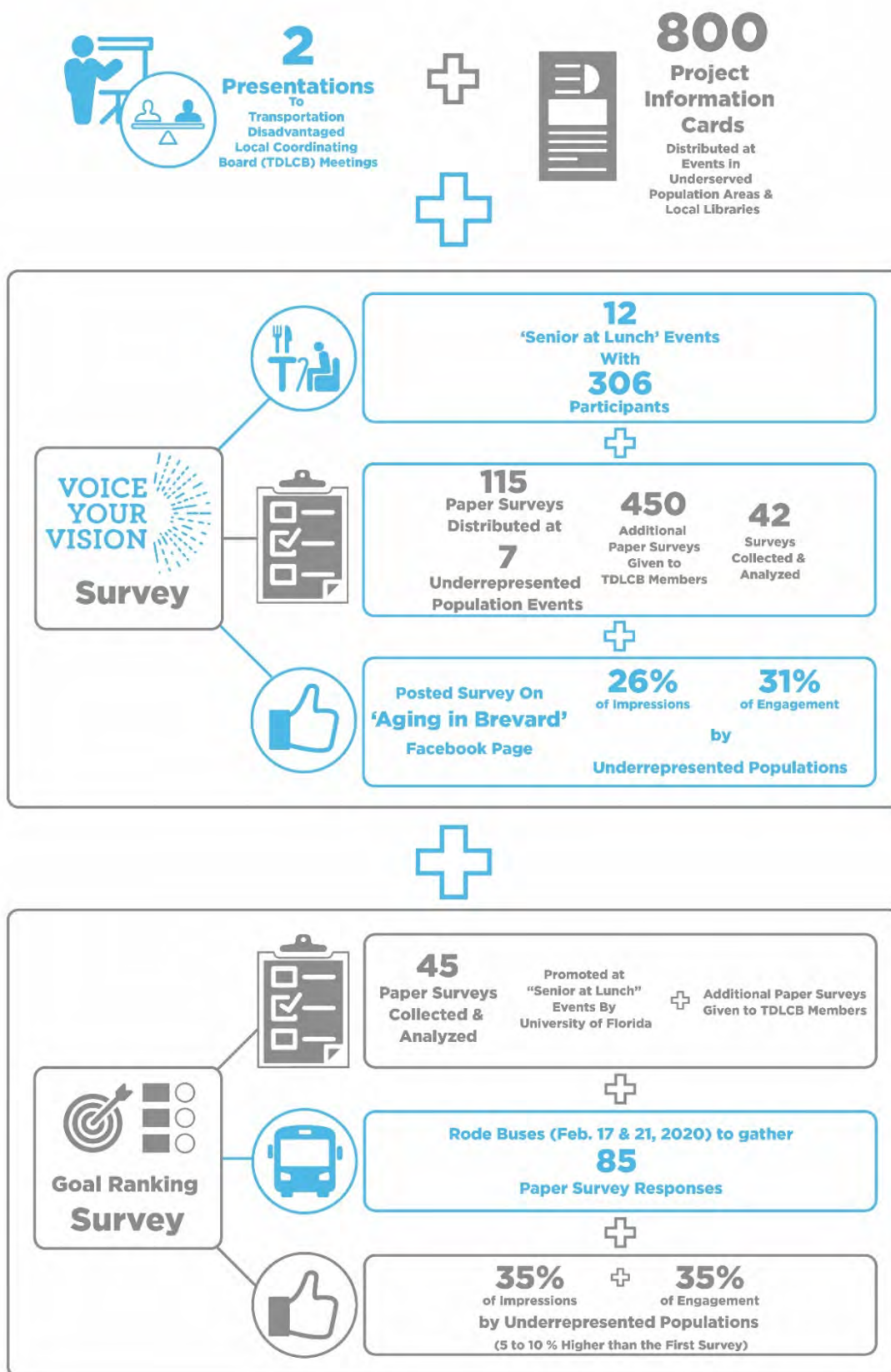


Figure 4 Summary of Underrepresented Populations Outreach

Survey Outreach

The primary conduit for promoting and taking the two public surveys was via online formats. To provide another avenue for underrepresented populations to engage in the public surveys, paper copies of each of the two surveys were printed and stationed in areas where underrepresented populations lived. For the Voice Your Vision Survey, paper surveys were distributed to the underrepresented populations outlined below:

- 12 different “Senior at Lunch” visits, with a total of 306 participants;
- Brevard County Affordable Housing Council Members, Countywide – 15 Paper Surveys Distributed;
- Brevard County Housing & Human Services Dept., Community Action (Services) Agency*, Cocoa – 20 Paper Surveys Distributed;
- Brevard County Housing and Human Services Dept., Veterans Services, Viera – 15 Paper Surveys Distributed;
- North Cocoa Civic League, Sharpes (City Point Neighborhoods) – 15 Paper Surveys Distributed;
- Walter Butler Community Center, Brevard County Parks & Rec., Sharpes – 15 Paper Surveys Distributed;
- Cuyler Community Center, East Mims Neighborhood, Brevard County Parks & Rec. – 15 Paper Surveys Distributed;
- Commission on Aging, Senior Advocate/Advisory Organization, Countywide – 20 Paper Surveys Distributed; and
- Aging in Brevard Facebook page post and direct link to Survey (See March 5, 2019 Post) <https://www.facebook.com/aginginbrevard/>.

*Serving many citizens at very low and low incomes countywide.

For the Goal Ranking Survey, paper surveys were distributed at several Senior at Lunch visits performed by the University of Florida Institute of Food and Agricultural Sciences (UF/IFAS). Paper surveys were also given to members of the Transportation Disadvantaged Local Coordinating Board (TDLCB) for distribution. Further outreach to underrepresented populations occurred when members of the Study Team rode buses on February 17th and 21st, 2020 in lower income areas to obtain survey responses.

For the Voice Your Vision Survey, underrepresented populations made up 26 percent of campaign impressions and 31 percent of campaign engagement (link clicks directing users to the website). For the Goal Ranking Survey, underrepresented populations made up 35 percent of campaign impressions and campaign engagement. These percentages are 5 to 10 percent higher than the Voice Your Vision Survey outreach.

VI. STAKEHOLDER INVOLVEMENT DURING THE LRTP

Three key groups were identified for targeted involvement throughout the LRTP update process:

- Local agency partners such as the ports, environmental groups, and modal agencies;
- A Technical Committee comprised of local jurisdiction representatives that reviewed/commented on technical documents produced during the LRTP; and
- SCTPO Board and Committees (Bicycle/Pedestrian/Trails Advisory Committee (BPTAC), Citizens Advisory Committee (CAC), and Technical Advisory Committee (TAC)).

This targeted involvement came in the form of meetings, presentations, and solicitation for review of various LRTP materials/documents. **Figure 5** provides a summary of stakeholder interactions throughout the LRTP update.

Local Agency Coordination

Local agency partners, such as the ports, environmental groups, and modal agencies, were critical in identifying needs and providing input on the overall LRTP process. The following list defines the local agency partners that were coordinated with as part of the LRTP:

- Environmental Groups/Agencies;
- Modal Agencies (Space/Seaport/Airport);
- City, Regional, and State Agencies;
- Space Coast Area Transit;
- Disadvantaged/Underserved Populations; and
- Law Enforcement.

Figure 6 summarizes how many times each agency was coordinated with throughout the LRTP. In total, the local agencies were engaged over 125 times during the LRTP. This engagement came in the form of SCTPO Board/Committee Meetings, Technical Committee Meetings, review of deliverables, and, most importantly, specific stakeholder meetings with these local agencies. **Table 3** provides a summary of the specific meetings held with the various local agencies throughout the LRTP and the primary outcome from these meetings. **Appendix A: Local Agency Meeting Materials** provides the meeting notes and presentation materials from each of these meetings.





Stakeholder Meeting With

(Feb. 5, 2020)

10
Agencies/Departments

- Brevard County Public Schools
- NASA
- Canaveral Port Authority
- Space Florida
- Kennedy Space Center
- Melbourne International Airport
- Titusville Cocoa Airport Authority
- Space Coast Office of Tourism
- US Space Force
- FDOT Freight Coordinators



3

Stakeholder Meetings

(Feb. 2020)

Coinciding with
3 Public Open Houses:

- North Brevard
- Beaches
- South Brevard

to Discuss Needs List Development
with Local Jurisdictions



Meeting with
Environmental Stakeholders

(March 11, 2020)

to Discuss L RTP
Needs Project List
from an Environmental Lens



2

Technical Committee Meetings

to Discuss

8

Technical Memos & Documents
+
Reviewed Needs Lists &
Cost Feasible Plan



L RTP Progress Presented at

1

Bicycle/Pedestrian/Trails
Advisory Committee (BPTAC) Meeting

5

Board Meetings

5

Citizens Advisory Committee (CAC)/
Technical Advisory Committee Meetings



Verbal Announcements

about Surveys & Other Opportunities to Provide Input at

1

Bicycle/Pedestrian/Trails
Advisory Committee (BPTAC) Meeting

4

Citizens Advisory Committee (CAC)/
Technical Advisory Committee Meetings



Due to

COVID-19

In-person Meetings were Replaced by

Virtual Meetings on GoTo Meetings
Starting in April 2020

Figure 5 Summary of Stakeholder Involvement

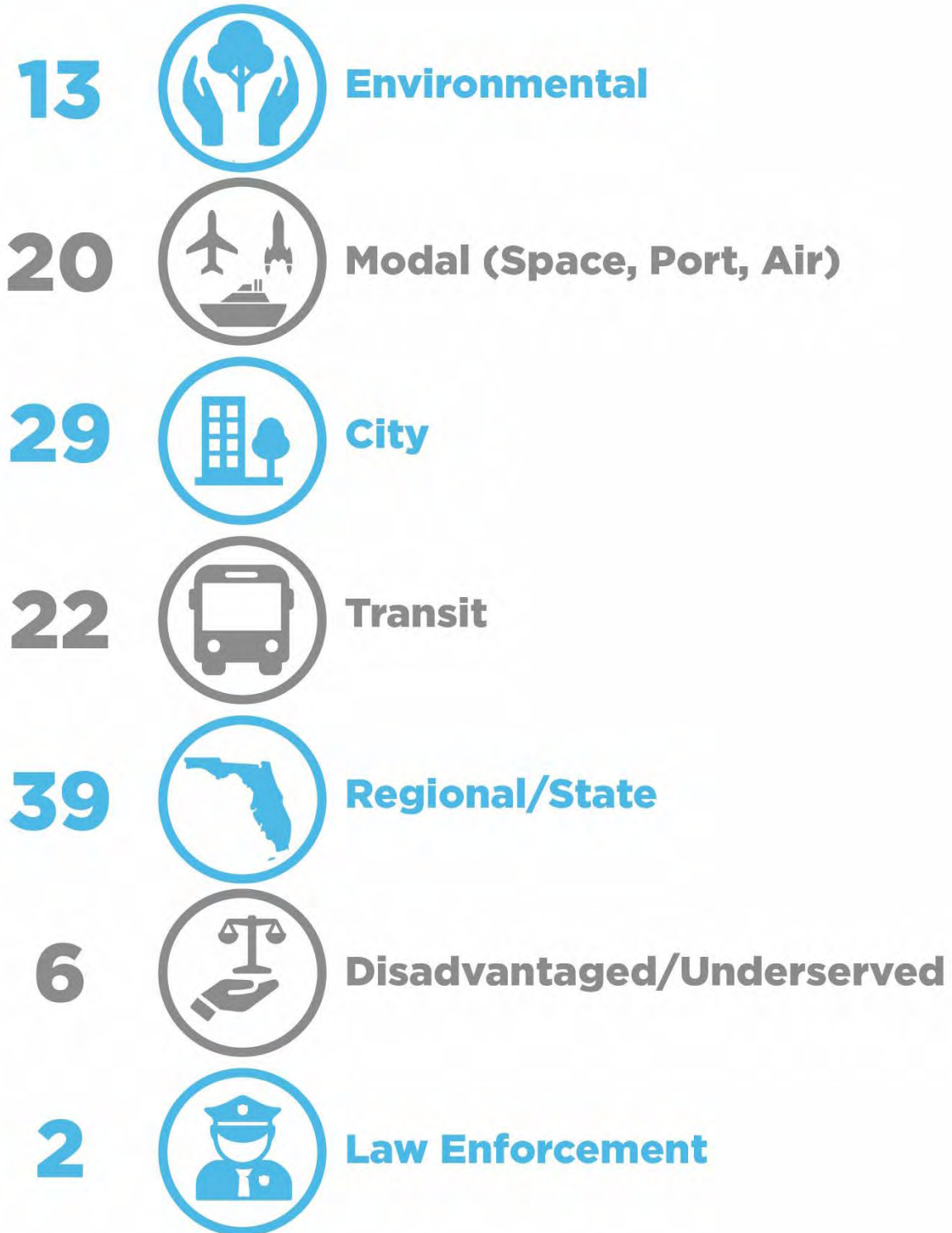


Figure 6 Summary of LRTP Local Agency Partner Coordination

Table 3 Local Agency Meetings

Date	Meeting	Agencies Involved	Topics Discussed	Key Outcomes
February 5, 2020	Multi-Modal Stakeholder Meeting	Modal and Tourism		
February 11, 2020	North County Stakeholder Meeting	Titusville, Rockledge, Cocoa, and Brevard County	Reviewed LRTP Needs List and critical projects for each agency	Edited LRTP Needs List to include/remove projects per input from Stakeholders
February 18, 2020	Beaches Stakeholder Meeting	Satellite Beach, Cocoa Beach, and Indian Harbour Beach		Helped determine priority for specific Needs List Projects
February 19, 2020	South County Stakeholder Meeting	Melbourne, West Melbourne, Melbourne Village, Malabar, Palm Bay, and Space Coast Area Transit		
March 11, 2020	Environmental Stakeholder Meeting	Various Environmental Agencies	Reviewed LRTP Needs List in relation to environmental resources and discussed environmental collaboration on upcoming projects	Sparked development of plan to engage environmental stakeholders regularly throughout project development

Technical Committee Meetings

The Technical Committee functioned as the primary conduit between the FDOT and local government agencies throughout the 2045 LRTP update process. Members of the Technical Committee represented local, state, and federal agencies and municipalities in Brevard County. As shown in **Figure 5**, the Technical Committee met two times throughout the course of the LRTP, was asked to review eight different technical documents, and helped determine Final Needs List and Cost Feasible Plan. **Table 4** provides a summary of the Technical Committee engagement. It is important to note that local agency members of the Technical Committee also participated in the North County, Beaches, and South County Stakeholder Meetings reviewed in **Table 3**. **Appendix B: Technical Committee Meeting Materials** provides the meeting notes and presentation materials from the two Technical Committee meetings.

Table 4 Technical Committee Engagement

Date	Engagement	Topics Discussed	Key Outcomes
November 13, 2018	Project Kick Off Meeting	Reviewed scope and schedule for the LRTP	Agreed with the draft Goals and Objectives with minor revisions
		Reviewed the Goals and Objectives for the LRTP	
		Reviewed the branding/logo concept	
Fall 2018	Review of Voice Your Vision Survey Summary	N/A	N/A
Summer 2019	Review of Goals & Objectives Tech Memo	N/A	N/A
Winter 2019/ Spring 2020	Review of Goal Ranking Survey Summary	N/A	Edited LRTP Needs List to include/remove projects per input from Technical Committee
	Review of Public Open Houses Summary		
	Review of Revenue Forecasting Tech Memo		
	Review of Plan Synthesis Tech Memo		
	Review of Environmental Tech Memo		
Review of Preliminary Needs List			

Table 4 Cont. Technical Committee Engagement

Date	Engagement	Topics Discussed	Key Outcomes
April 28, 2020	Cost Feasible Plan Methodology Meeting	Reviewed methodology for developing the Cost Feasible Plan and scenario testing	Agreed with the Cost Feasible Plan and scenario testing methodology
Summer 2020	Review Draft Cost Feasible Plan	N/A	Edited LRTP Draft Cost Feasible Plan to include/remove projects per input from Technical Committee
Fall 2020	Review Draft LRTP Plan Document	N/A	Edited LRTP Draft Plan Document per input from Technical Committee

Board and Committee Presentations

As shown in **Figure 5**, presentations were given to the SCTPO Board and Committees (BPTAC, CAC, and TAC) multiple times throughout the LRTP to update those groups on project status. In addition to formal presentations, verbal announcements were made at separate meetings to promote participation in various events, like the two surveys that were conducted. **Table 5** provides a summary of the Board/Committees engagement. **Appendix C: Board/Committee Presentation Materials** provides the presentation materials from the Board/Committee meetings.

Table 5 Board/Committees Engagement

Date	Engagement	Topics Discussed	Key Outcomes
July 2018	Board/TAC/CAC Meetings	Scope of Services for LRTP	Approved LRTP Scope of Services Task Work Order
December 2018	Board/TAC/CAC/BPTAC Meetings	LRTP Website Launch and Video for Voice Your Vision Survey	N/A
February 2019	Board/TAC/CAC Meetings	Verbal Announcement to Promote Voice Your Vision Survey	N/A
March 2019	Board/TAC/CAC Meetings	Verbal Announcement to Promote Voice Your Vision Survey	N/A
July 2019	Presentation at Board/TAC/CAC Meetings	Voice Your Vision Survey Results and LRTP Goals	Approved LRTP Goals
January 2020	Presentation at TDLCB/BPTAC Meetings	LRTP Update	N/A

Table 5 Cont. Board/Committees Engagement

Date	Engagement	Topics Discussed	Key Outcomes
February 2020	Board/TAC/CAC Meetings	Verbal Announcement to Promote Goal Ranking Survey	N/A
March 2020	Presentation at Board/TAC/CAC Meetings	Preliminary Needs List	No specific action was required
May 2020	Presentation at Board/TAC/CAC Meetings	Cost Feasible Plan Development Methodology	No specific action was required
July 2020	Presentation at Board/TAC/CAC/BPTAC Meetings	Draft Cost Feasible Plan	Requested for members to review and comment on the Draft Cost Feasible Plan
September 2020	Presentation at Board/TAC/CAC Meetings	Final Cost Feasible Plan	Adopted the 2045 L RTP Cost Feasible Plan

Appendix A: Local Agency Meeting Materials



Multimodal Stakeholder Meeting

Date: February 5, 2020 – 9:00 to 11:30 AM

Location: Space Florida

505 Odyssey Way

Merritt Island, FL 32953

Attendees

1. Steven Bostel, Georganna Gillette, and Sarah Kraum (Space Coast Transportation Planning Organization (SCTPO))
2. Travis Hills, Franco Saraceno, and Andrew Garrison (Kittelsohn & Associates, Inc. (KAI))
3. Karen Black (Brevard County Public Schools)
4. Steven Gilmore (NASA-KSC)
5. Bill Crowe and Veronica Narvaez-Lugo (Canaveral Port Authority)
6. Mark Bontrager and Steve Szabo (Space Florida)
7. JoAnn Bowman (Kennedy Space Center Visitor Center)
8. Cliff Graham (Melbourne International Airport)
9. Michael Powell (Titusville Cocoa Airport Authority)
10. Brian Blanchard and Peter Cranis (Space Coast Office of Tourism)
11. Elaine Stark, (45th Space Wing, US Space Force)
12. Jeremy Upchurch, Allison McCuddy, Sarah Van Gundy, and Jamie Kersey (FDOT)

Introduction

This is the Multimodal Stakeholder Meeting for the 2045 Long Range Transportation Plan (LRTP) Update. This meeting was held with multimodal stakeholders in Brevard County and the Project Team. The topics discussed during the meeting included a review of the LRTP scope and schedule, the 2045 Goals and Objectives, and public involvement outreach, as well as a presentation of the needs plan development, discussion of major needs for each stakeholder, and review of draft needs.

Meeting Notes

The following points summarize the discussion from the meeting:

Introductions

- Steven Bostel reviewed the agenda for the meeting and led introductions for the attendees.

L RTP Overview

- Steven Bostel provided an overview of the L RTP process and overall project schedule. The discussion described public involvement, goals and objectives, the plan synthesis, needs identification, and the cost feasible plan.

Vision & Goals

- Steven Bostel summarized the 2060 Vision and the Goals and Objectives for the 2045 L RTP. The goals include safety, economic development, increased mobility, and environmental preservation.

Survey Summaries

- Travis Hills summarized the surveys conducted during the 2045 L RTP process. The following bullets provide an overview of the discussion that took place during this part of the meeting.
 - Survey 1
 - Survey 1 ran from January 2019 to April 2019 and gathered a variety of user data from citizens in Brevard County.
 - There were over 3,000 responses which met the project’s public outreach goal.
 - There was a question from a meeting attendee about what active transportation is. Active transportation is mainly forms of transportation not related to auto travel, including biking and walking.
 - Survey 2
 - Survey 2 ran from December 2019 to February 2020 and asked respondents to rank the goals for the 2045 L RTP based on importance to the respondent.
 - The environment ranked highest in this survey indicating a desire of citizens to see environmental preservation prioritized in Brevard County.
 - There was a question from a meeting attendee about how the environment question was presented (specific or broad). The question asked about environmental preservation in broad terms.
 - **The Project Team will provide a link to the survey to all meeting attendees.**

Plan Review and Synthesis

- Travis Hills described how a plan synthesis was conducted to review over 100 statewide and Brevard County specific plans to identify relevant projects to be included in the needs list. This included general plans, corridor studies, modal plans, environmental plans, goods and services plans, comprehensive plans and community redevelopment agency plans. A number of specific multimodal plans were reviewed in this process.

Needs List Development

- Steven Bostel explained how the draft needs list was compiled and facilitated a discussion of important projects for each multimodal stakeholder. The following bullets provide an overview of discussion that took place during this part of the meeting.
 - Steven discussed several key projects for multimodal stakeholders including: the Nasa Causeway and SR 401 bridge replacements, the SR 528 6-lane widening, the Ellis Road 4-lane widening, and the Space Commerce Way 4-lane widening.
 - Steven discussed future SCAT projects and proposed intermodal facilities planned in Brevard County. Several questions (noted below) were asked about potential stops at SR

- 520 and SR 528 in Cocoa along the Virgin Trains route. The SCTPO expressed that this project is a priority and that stakeholders will be consulted throughout the process.
- A meeting attendee noted that a presentation on February 3, 2020 did not show a stop at SR 520 in Cocoa on the route.
 - Virgin Trains is currently working with the City of Cocoa to change land use designations near SR 528/US 1, also called the “Cocoa Curve”.
- A discussion of the most critical project for each multimodal stakeholder was conducted.
- Space Coast Area Transit
 - No representative was present. Steven discussed that Terry Jordan from Space Coast Area Transit noted they want to partner with Virgin Trains on their plans for a stop in Brevard County. Terry also noted that funding operations and maintenance is their most pressing need.
 - Orlando-Melbourne International Airport
 - The Ellis Road 4-lane widening is critical to MLB because it will improve the functionality of the new I-95 interchange being constructed.
 - *Steven Bostel noted another potential project could review a realignment of Nasa Boulevard to take out the left turn at Nasa Boulevard and Evans Road.*
 - NASA
 - Most immediate concern is the Nasa Causeway bridge replacement, but the long-term issue is ingress issues for employees and tourists, especially during launch days.
 - ITS infrastructure is critical for tourists on launch days (to communicate road closures, available parking, etc.) and traffic will continue to increase, especially as manned spaceflight is a possibility this year.
 - SR 3 will also continue to increase in the amount of traffic it carries into Nasa property, so improving the SR 528/SR 3 interchange will be critical.
 - KSC Visitor Center
 - Adding 12 new buses to grow their internal fleet to 56.
 - Their biggest transportation issue is being able to provide/accommodate other modes besides the passenger vehicle.
 - They also would like better ways to let visitors know how to get to the Visitor Center.
 - Brevard Public Schools (BPS)
 - BPS plans to build another secondary facility in 6-10 years.
 - They would like to see the Pineda Causeway extended to Lake Andrew Drive and beyond to provide better connection in the Viera area west of I-95.
 - They would also like to see the southern St. Johns Heritage Parkway connection from Malabar Road to Babcock Street to provide more regional travel options for Heritage High School.
 - Finally, they want to see the Babcock Street widening from Micco Road to Malabar Road to provide more capacity in southern Brevard.
 - Port Canaveral
 - The Port is experiencing an increase in cargo and space support vessels. Improvements are proposed to demolish and rebuild the bulkhead to

open to support multiple operations. The project would also allow for some widening of the main navigation channel.

- They would like to upgrade the SR 401 bridges to a high-rise bridge in order to allow for reliable, uninterrupted cruise and cargo operations. A preliminary study has been conducted by FDOT and a PD&E is scheduled to begin later this year. During the PD&E the option to widen locks will be explored. SR 401 Bridge replacement design and construction are phases that need funding.
- Brevard County Tourism Office
 - They noted the planned aquarium near the SR 401 interchange, (expecting 500,000 visitors at Year 1) and several hotels opening in this area, which will increase traffic at SR 528 and along SR A1A.
 - Space Coast Area Transit may pursue trolleys along SR A1A instead of normal buses.
 - 18 hotel projects are planned in the next 30 months in Brevard.
 - New UK flights to MLB start in 2022 bringing an anticipated 250,000 visitors annually.
 - US 192 will continue to get busier with MLB growth and new development.
 - USSSA in Viera is bringing 100,000 athletes/parents to the area which could grow by 15-20% in the coming years.
 - Launches already have 1 million+ people, and this will only keep increasing.
 - ITS on SR A1A will be critical in the future since it will not be widened to 6-lanes.
- Cape Canaveral Space Force
 - Viewing areas for launches are their primary concern. Traffic calming and pedestrian improvements in the launch viewing area just north of the Port fuel terminal would be appreciated.
 - They have similar issues as KSC does in the north and the Port has in the south.
- Space Florida
 - Blue Origin imagines millions living and working in space. Brevard needs to be ready to compete long-term.
 - Space Florida is focused on the big picture but recognizes that local infrastructure will be a critical part of that.
- Titusville Cocoa Regional Airport Authority
 - Would like to relocate Perimeter road to follow the border of the airport property. This would allow for additional airfield access for airport operations.
 - The airport wants to invest in a longer runway to attract more freight flights for Cape Canaveral.
 - The airport is working on getting its FAA license as a spaceport.
 - New development in northern Brevard is pushing developers to want to develop the land the airport owns between Grissom Parkway and SR 407.

Next Steps

- Steven Bostel and Franco Saraceno led a discussion of the next steps for the 2045 LRTP. The following bullets provide an overview of discussion that took place during this part of the meeting.
 - Steven noted stakeholder and public meetings in North Brevard, South Brevard, and the Beaches will take place this month.
 - Franco discussed the financial forecasting for the 2045 LRTP.
 - This is part of the federal requirements for the LRTP process. Available money will be assigned to project based on a prioritization process.
 - Main funding sources include the Strategic Intermodal System (SIS), Other Roadway and Right of Way, Transportation Management Area, and Transportation Alternative funds.
 - Additional funding sources can include state fuel taxes, local fuel taxes, and transportation impact fees (all fuel taxes will likely be spent on debt service and maintenance).
 - New revenue sources could include a sales surtax or local option fuel taxes, but these can't be used in the Cost Feasible Plan since they are not currently authorized. *Steven noted both of these revenue sources would utilize tourist dollars and reduce the impact on local residents.*
 - Steven discussed the cost feasible plan development process, which will commence once public meetings are finished in February.
 - Steven also noted that a local agency implementation guide will be tailored for each local jurisdiction to help each agency move toward meeting the LRTP goals.

FDOT Space Freight Study

- Jeremy Upchurch discussed a study FDOT is conducting to better understand how Brevard County's spaceport, seaport, airports, and local transportation network work together and how to better improve the performance of the overall transportation system.
- The study is currently in Phase 1 and will create a comprehensive plan for the Space Coast area.
- Innovative solutions will be considered to accommodate the unique needs of the Space Coast. One example was the need to move guardrails and power lines to allow rocket components on semi-trucks to reach Cape Canaveral.
- FDOT would like stakeholder participation to make sure every need is met.

Open Discussion

- A meeting attendee noted that autonomous vehicle implementation will continue to progress in the near future and asked what the general impact of this will be on the 2045 LRTP, and more specifically, whether this will change capacity requirements for their parking garages. *Steven Bostel answered that FDOT is looking at AV implementation models and noted that the Port can start looking at electric vehicle charging stations to prepare for AV implementation. Jeremy Upchurch echoed this, noting FDOT's focus on AV implementation Statewide.*

Next Steps

- Forward goal survey link to multimodal stakeholders.
- Continue stakeholder and public meetings.
- Begin work on project prioritization and cost feasible plan.

The sign-in sheet and presentation given at the meeting is attached to these notes.



Space Coast
 Transportation Planning Organization
 2045 Long Range Transportation Plan
 Multi-Modal Technical Meeting



Wednesday, February 5, 2020

Initial	Name	Agency
<i>JS</i>	Bostel, Steven	SCTPO
<i>KMB</i>	Black, Karen	Brevard County School Board
<i>BB</i>	Blanchard, Brian	Space Coast Office of Tourism
<i>B</i>	Bontrager, Mark	Space Florida
	Borowski, Steve	Valkaria Airport
	Carter, Laura	SCTPO
<i>PC</i>	Cranis, Peter	Space Coast Office of Tourism
<i>BC</i>	Crowe, Bill	Canaveral Port Authority
	Farrell, Lauren	Space Florida
	Forgenie, Chelsea	SCTPO
<i>GS</i>	Gillette, Georganna	SCTPO
<i>SG</i>	Gilmore, Steven	NASA
	Graham, Cliff	Orlando-Melbourne Airport
	Gumm, Corrina	Brevard County Public Works
	Hills, Travis	Kittelson
	Jordan, Terry	Space Coast Area Transit
<i>JK</i>	Kersey, Jamie	FDOT
<i>SK</i>	Kraum, Sarah	SCTPO
	Kuzma, Jim	Space Florida
	Lindemann, Dave	Brevard County School Board
	Luensmann, Diane	Canaveral Port Authority
<i>AL</i>	McCuddy, Allison	FDOT
<i>Michael Powell</i>	Powell, Michael	Titusville-Cocoa Airport Authority
<i>John Ann Bowman</i>	Protze, Therrin <i>John Ann Bowman</i>	KSC Visitors Center
	Roberts, Rusty	Virgin Trains
	Saraceno, Franco	Kittelson
	Szabo, Steve	Space Florida
<i>JU</i>	Upchurch, Jeremy	FDOT
<i>SLV</i>	Van Gundy, Sarah	FDOT
	Veronica Narvaez-Lugo	Canaveral Port Authority
	Weatherman, Linda	Space Coast EDC
	Weiner, Gregory	Space Coast EDC



Space Coast
 Transportation Planning Organization
 2045 Long Range Transportation Plan
 Multi-Modal Technical Meeting
 February 5, 2020



Name	Agency	Email
Elaine Stark	45th SW CEZ	elaine.stark@us.eamil
Veronica Narvaez-Lugo	CPA	vnarvaez-lugo@portcanaveral.com
Brian Blanchard	Office of Tourism	brian.blanchard@visitSpaceCoast.com
Michael D'Arcy	TCAT	mjdarcy@flairfla.com
Steve Szabo	Space Florida	sszabo@spaceflorida.gov



2045 Long Range Transportation Plan Update

Multi-Modal Meeting
February 5, 2020



Agenda

- Introductions
- LRTP Overview
- Vision & Goals
- Survey Summaries
- Plans Reviewed
- Needs Plan Development
- Next Steps
- Break to Review Needs Plan Maps





Introductions

TPO Staff, Consulting Team,
Partner Agencies



L RTP Overview

Process, Schedule, Deliverables

Long Range Transportation Plan

WHAT IT IS AND WHY WE DO IT

- Federal requirement for all metropolitan areas >50,000 population
- Horizon year at least 20 years in the future
- Must be updated every 5 years
- Includes financial analysis demonstrating cost affordable improvements
- Federal funds for infrastructure improvements limited to projects included in LRTP

L RTP Scope of Work

MAJOR TASKS

PRIMARY TASKS	DESCRIPTION	END DATE
PUBLIC INVOLVEMENT	Public workshops / On-line survey via MetroQuest / Pop-up meetings / Project Website	Ongoing
GOALS, OBJECTIVES, & MEASURES	Revisit 2040 LRTP Vision & Goals / Identify new goals & measures / Assign weighting to goals/measures	Spring 2019
PLAN SYNTHESIS	Review partner agency plans / Coordinate needs assessment	Summer/Fall 2019
NEEDS IDENTIFICATION	Travel demand analysis / Multimodal corridor plans / Evaluate needs	Spring 2020
COST FEASIBLE PLAN	Revenue forecasts / Project cost estimates / Cost constrained project lists	Summer 2020

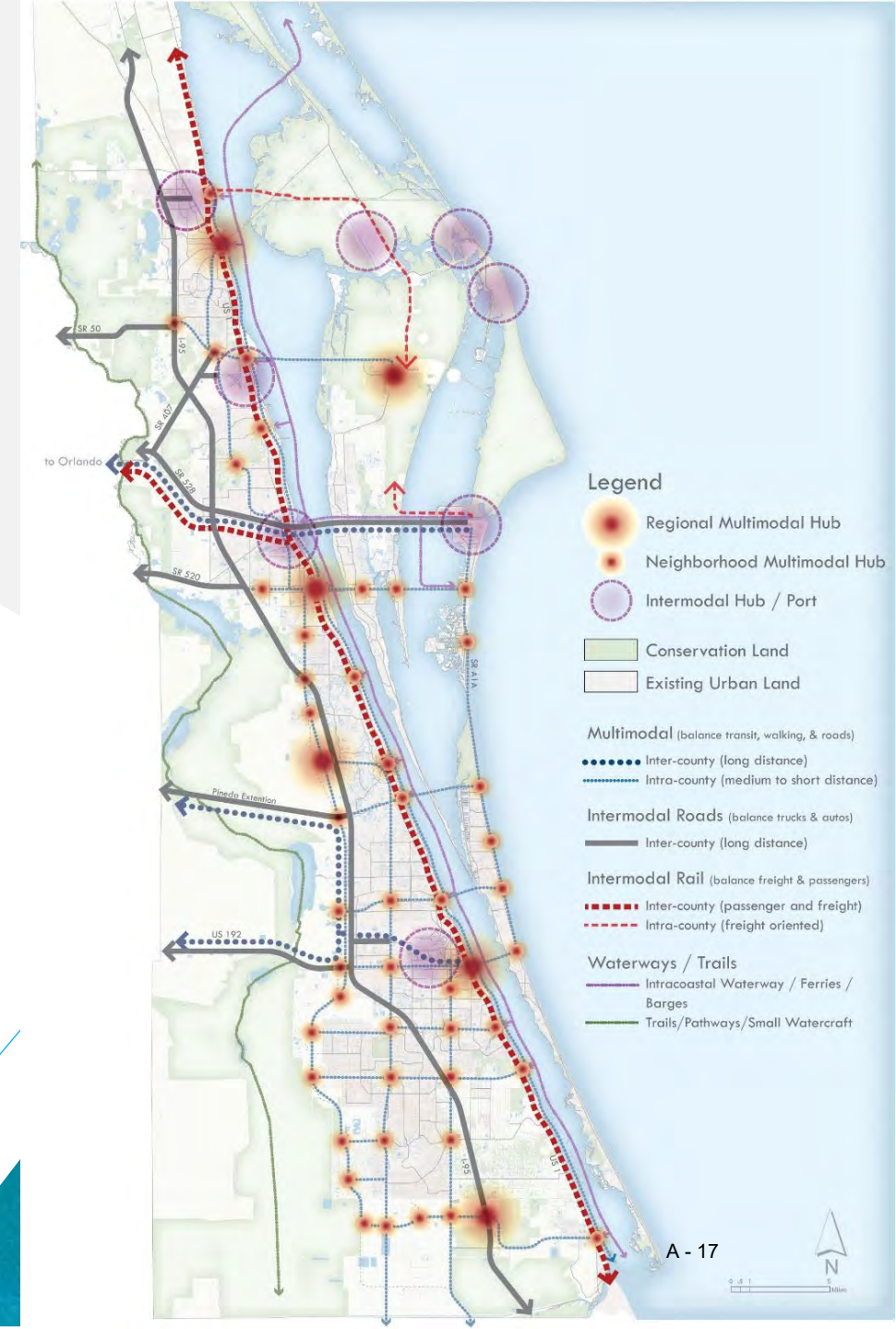


Vision & Goals Overview

2060 Vision

DERIVED FROM SCENARIO PLANNING PROCESS

- Leverage what's uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what's uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
 - More travel options



Purpose of Goals

- Guides vision
- Define priorities
- Represents needs of citizens
- Ensures Federal Highway Planning Factors are met
- Tool to evaluate projects for Cost-Feasible Plan



Goal 1

Improve safety and security for all users



Goal 2

Improve Economic Development with a Connected Multi-Modal System



Goal 3

Enhance connectivity and reliability of the transportation system for communities, tourism, and commerce



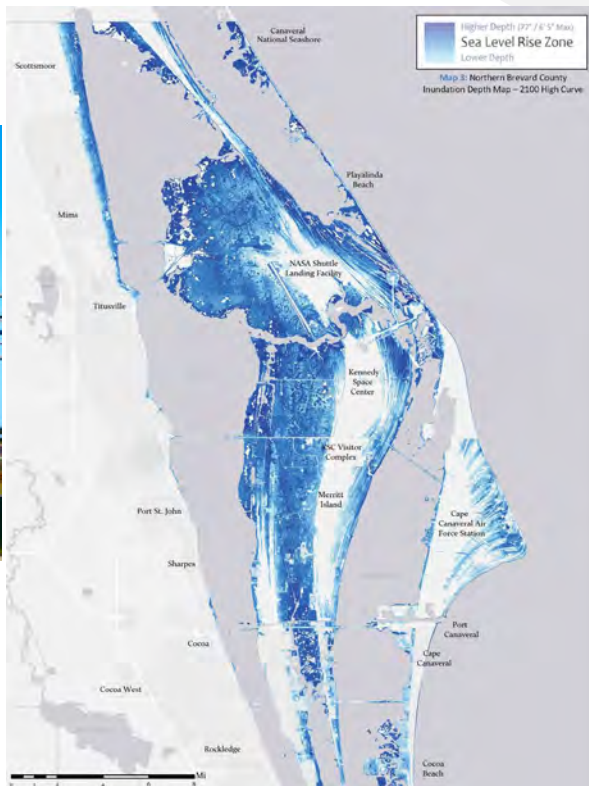
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Goal 4

Preserve and provide a resilient transportation system through balancing social and environmental resources





Voice Your Vision Survey Overview

First Public Survey January –
April 2019

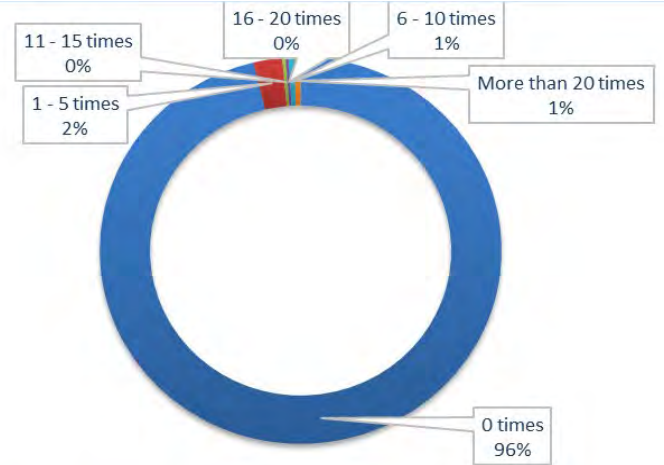
Voice Your Vision

User Survey Overview Stats

- Available Jan. 5th – April 30th, 2019
- 3,778 survey completions
- 5,085 website visits
- 4,842 comments
- 820,832 social media impressions (goal was 150k)
- 118,231 video views (goal was 500)

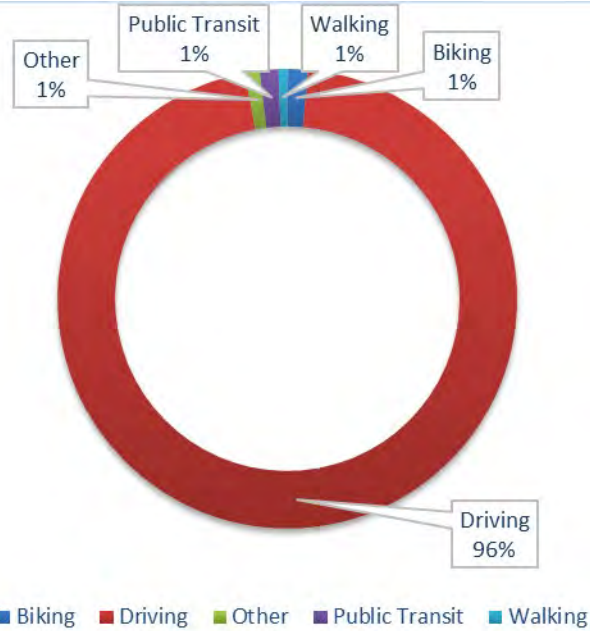


How many times have you ridden transit in the past 30 days?

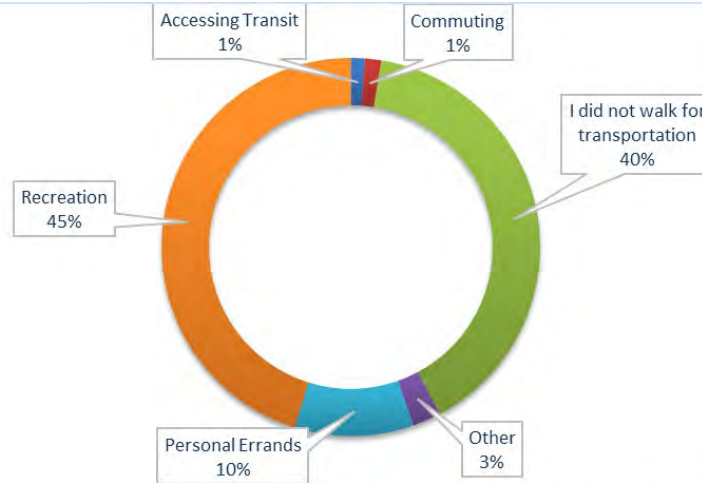


■ 0 times ■ 1 - 5 times ■ 11 - 15 times ■ 16 - 20 times ■ 6 - 10 times ■ More than 20 times

If you walked in the past 30 days, what was the purpose of your trip?

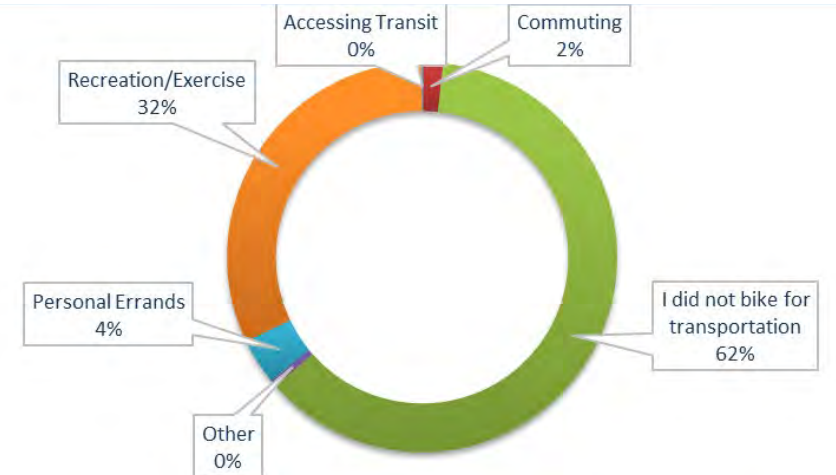


■ Biking ■ Driving ■ Other ■ Public Transit ■ Walking

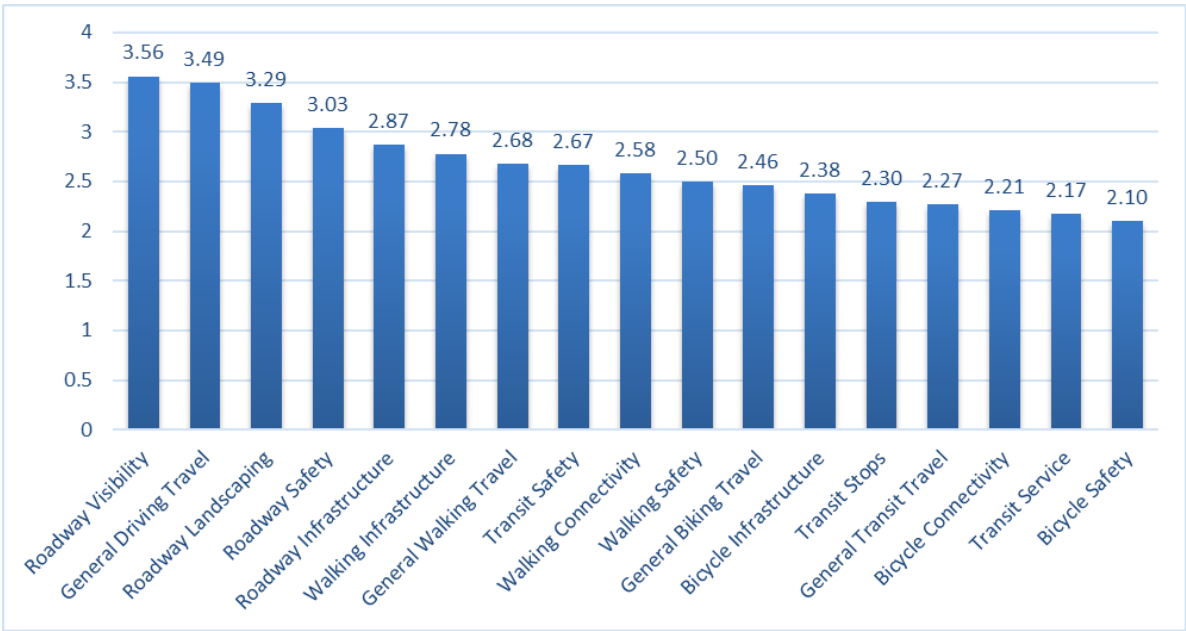


■ Accessing Transit ■ Commuting ■ I did not walk for transportation ■ Other ■ Personal Errands ■ Recreation

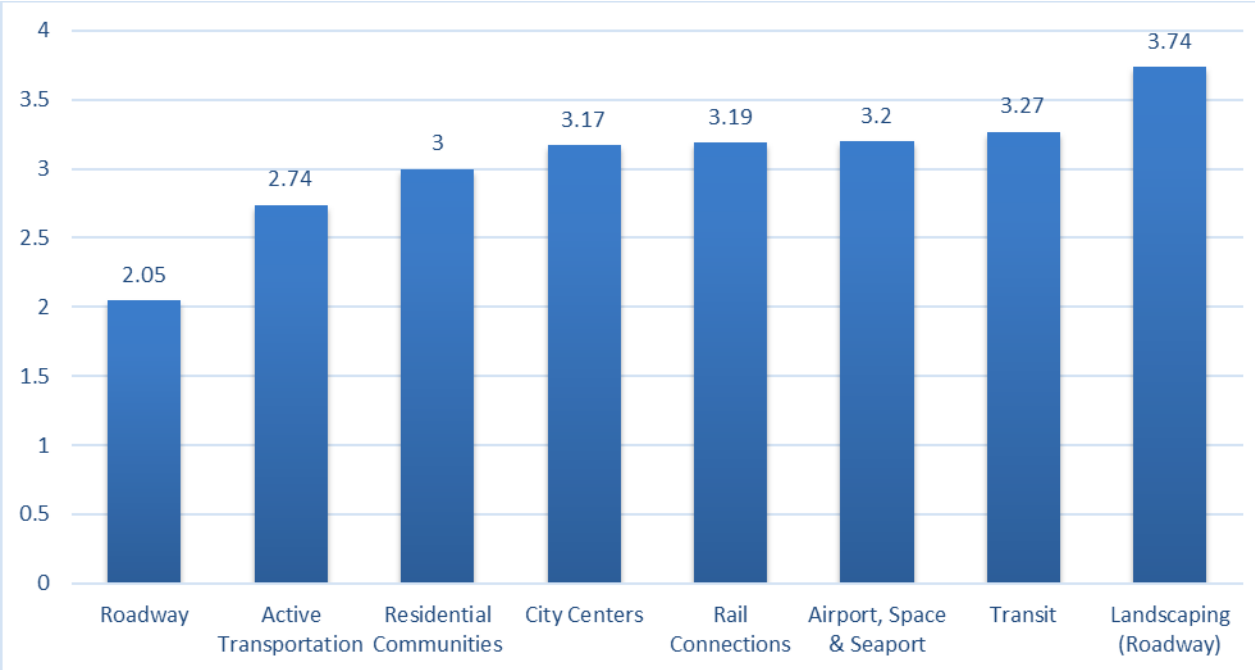
If you biked in the past 30 days, what was the purpose of your trip?



■ Accessing Transit ■ Commuting ■ I did not bike for transportation ■ Other ■ Personal Errands ■ Recreation/Exercise



What are the priorities of our residents? (lower number = higher priority)



Voice Your Vision

User Survey Key Takeaways

- Majority (96%) of residents drive as primary modes of transportation
- Of those that walk and/or bike, the highest percentage is for recreational purposes
- Only 4% of survey respondents ride transit regularly
- Existing roadway/driving facilities rate the best, while existing bicycle/transit facilities rate the worst
- Roadway improvements are top priority among survey respondents





Goal Ranking Survey Overview

Second Public Survey December
2019 – February 2020

Goal Ranking Survey User Survey Overview Stats

- Available Early December 2019 – Mid-February 2020
- 2,729 survey completions through January 30th
- “This or That” type format
- 6 total questions covering every “This or That” combination for the 4 LRTP Goals

Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Please indicate which LRTP goal is more important to you.

* 1. Which of the following is more important to you as a transportation user?

Improve **safety** for all transportation users.

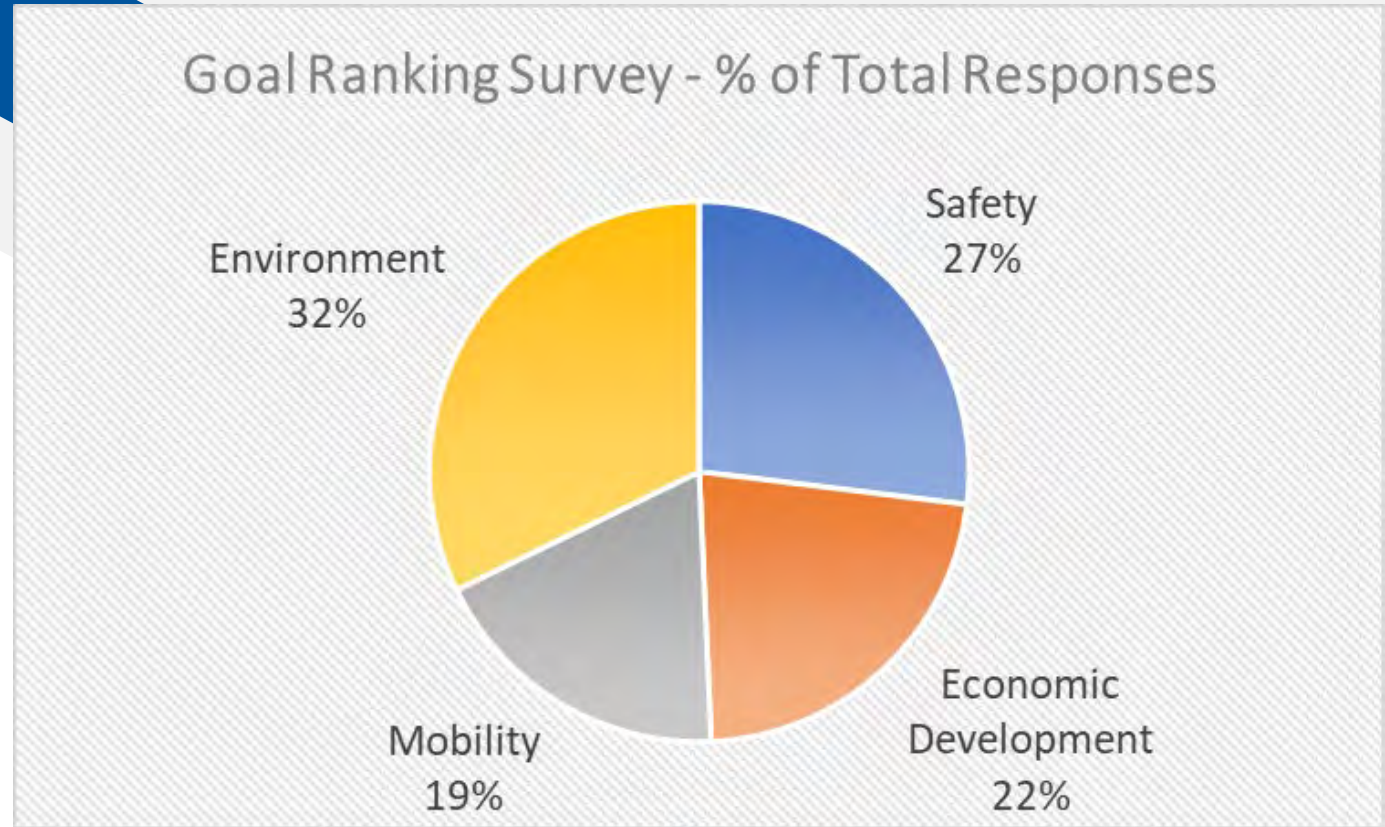


Support **economic development** with **better transportation connections** between major centers of commerce and travel (downtown areas, seaport, spaceport, airports).



Goal Ranking Survey Summary

- Users chose environment 63% - 71% of the time when available as an option
- Users chose safety 58% - 64% of the time, except when compared against environment (37%)





Plan Review & Synthesis

Plan Synthesis Overview

- High-level review of over 100 Statewide and Brevard County specific plans
- Types of plans reviewed –
 - General Plans (Statewide/Countywide)
 - Completed/Ongoing Studies in Brevard
 - Modal Plans (Ped/Bike/Transit/Ports/Freight)
 - Environmental Agencies/Plans
 - Goods and Services Plans
 - Comprehensive Plans
 - Community Redevelopment Agencies/Plans

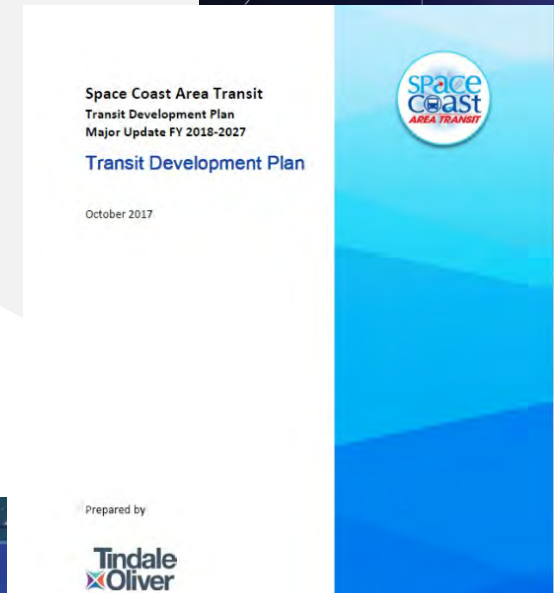


Prepared for:
Melbourne Airport Authority
One Air Terminal Parkway, Suite 220
Melbourne, Florida 32901

Plan Synthesis Plans Relevant to Multi-Modal Group



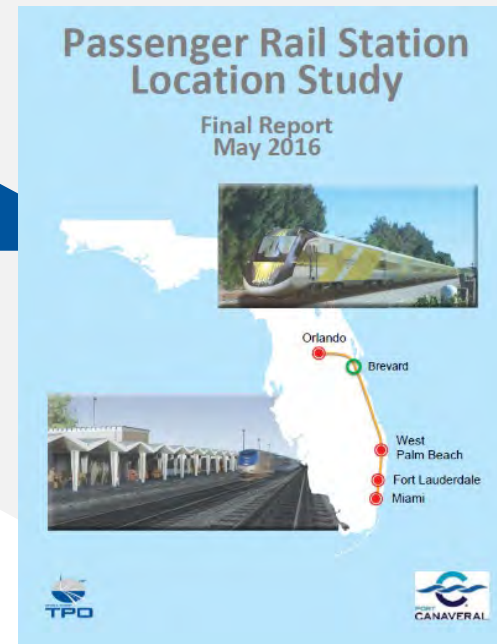
- SIS Long Range CFP
- Space Coast Area Transit Most Current Transit Development Plan
- KSC Future Development Concept, Master Plan, and Draft Vision Plan
- Cape Canaveral Spaceport Master Plan
- Florida Spaceport System Plan



Plan Synthesis

Plans Relevant to Multi-Modal Group

- Port Canaveral Vision Plan
- Orlando-Melbourne International Airport and Space Coast Regional Airport Master Plans
- Economic Development Commission of Florida's Space Coast 2017 Tourism Report and 2019 Economic Review
- Statewide Freight Plans for CFX, FEC, and Virgin Trains
- Many Others!!!

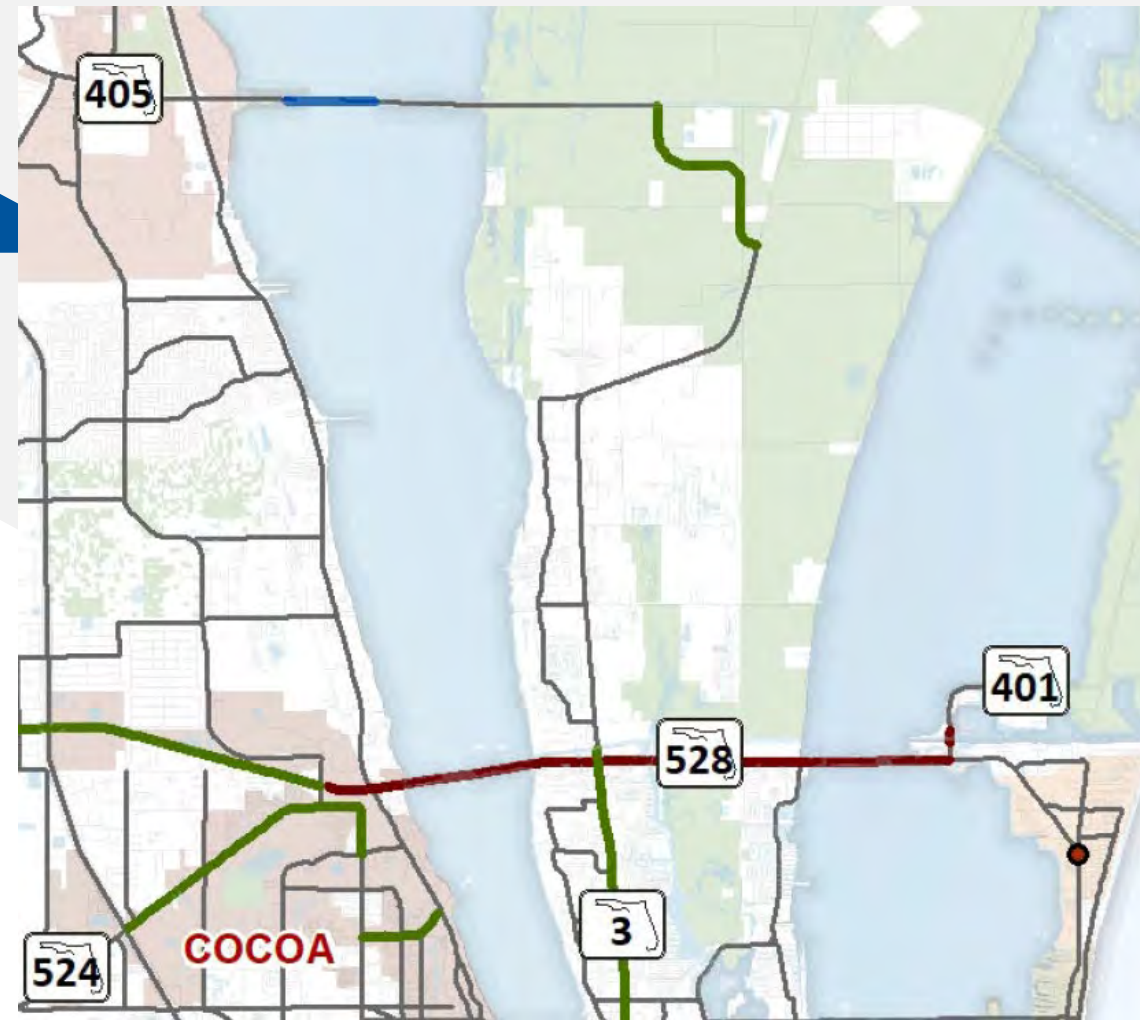




Needs List Development

2045 Needs List Projects Relevant to Multi-Modal Group

- Nasa Causeway and SR 401 Bridge Replacements
- SR 528 6-Lane Widening from I-95 to Port Canaveral



2045 Needs List Projects Relevant to Multi-Modal Group

- 23 proposed Bus Rapid Transit projects from 2040 LRTP
- 14 “New Service” projects from the TDP
- New Intermodal Facilities at MLB and in Downtown Cocoa



Needs List Development

Stakeholder Input

- What is the most critical project for your organization between now and 2045?
 - One on-site project and one project on the surrounding roadway network
- What can the TPO do to help your organization?

Next Steps

Next Steps Overview

- Continued Stakeholder and Public Meetings throughout February
- Financial Forecasting
- Cost Feasible Plan Development
- Local Agency Implementation Guide Development



Financial Forecasting

- Federal requirement to develop a Cost Feasible Plan
- Prioritized Improvements vs. Financial Resource Forecasts
- State/Federal revenue projections provided by FDOT
- Local revenue projections estimated by Study Team
- Potential new revenue sources for informational purposes

Financial Forecasting

STATE/FEDERAL REVENUE PROGRAMS

- Strategic Intermodal System (SIS)
- Other Roadways and Right of Way
- Transportation Management Area (TMA)
- Transportation Alternatives (TA), Transit



Other Roadways funds allocated by TPO/FDOT

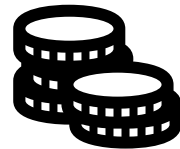
TA, Transit funds allocated by TPO for certain types of projects

Financial Forecasting

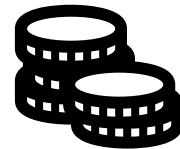
LOCAL REVENUE PROGRAMS

- State distributed fuel taxes
- Local option fuel taxes
- Transportation Impact Fees

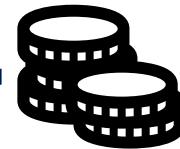
Caveat: All fuel tax revenues likely committed to debt service and maintenance needs



11% of local option fuel taxes
debt service committed

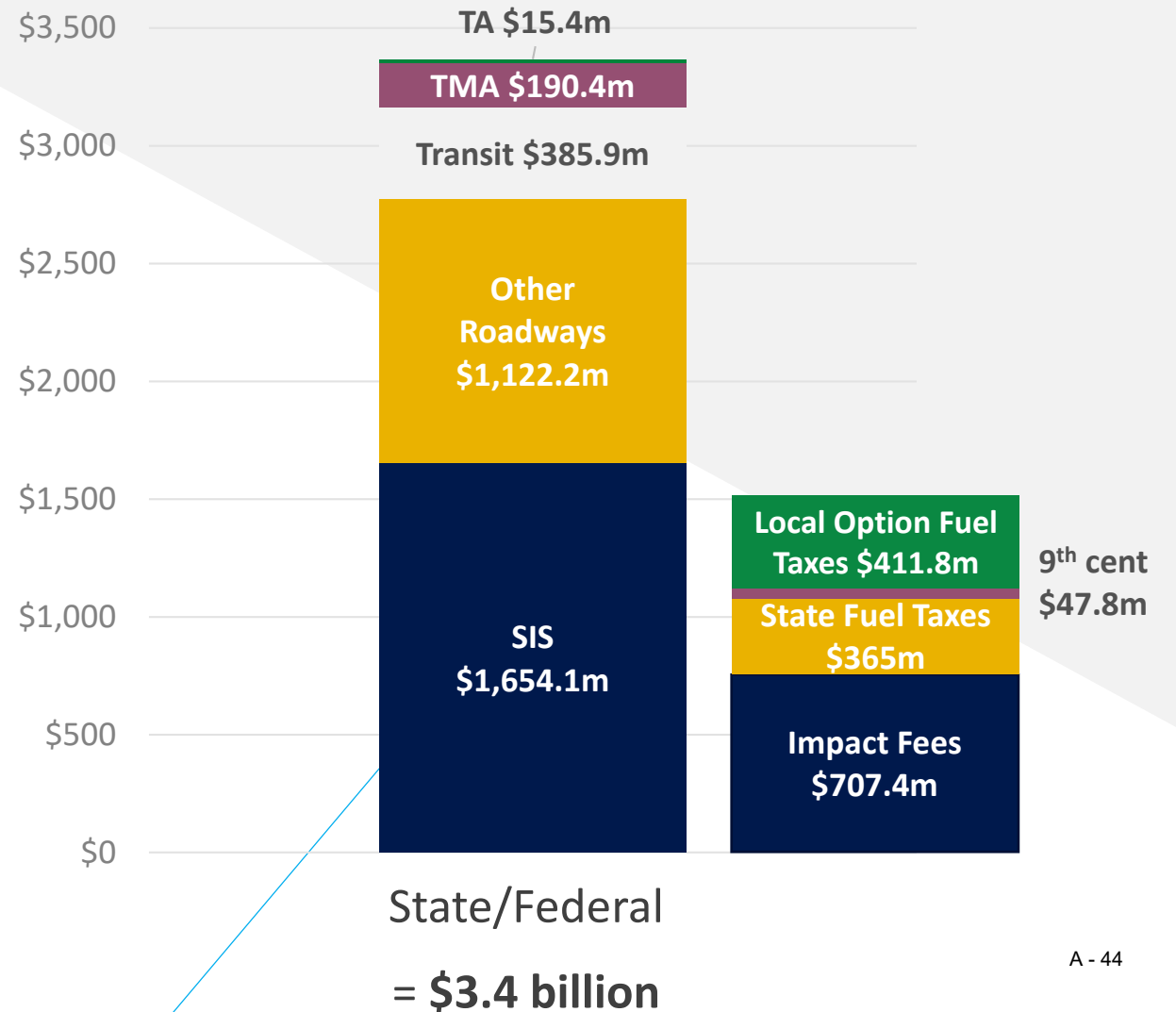


1% of State distributed Fuel
Taxes debt service committed



Impact Fees committed to
addressing growth needs

- State/Federal programs: **\$3.4 billion**
 - Strategic Intermodal System (SIS)
 - Other Roadways and Right of Way
 - Transit
 - Transportation Management Area (TMA)
 - Transportation Alternatives (TA)
- Local revenue sources: **\$1.5 billion**
 - Transportation Impact Fees
 - State distributed fuel taxes
 - Local option fuel taxes



Financial Forecasting

POTENTIAL NEW REVENUE SOURCES

- Sales Surtax
 - 0.5% yields additional \$1.2 billion
 - 1.0% yields additional \$2.3 billion
- Local option fuel taxes
 - 1 to 5 cent option yields additional \$230 million
 - 9th cent on non-diesel fuel yields additional \$104 million
- **\$1.5 to \$2.6 billion** of untapped potential from these two sources alone



Next Steps

- Cost Feasible Plan Development
 - Finalize the full Needs List by end of February
 - Prioritize Needs List based on Stakeholder and Public Input
 - Generate cost estimates for Needs List projects
 - Develop cost feasible plan by matching highest priority projects with available funding
- Local Agency Implementation Guide Development
 - Will include policy suggestions to meet Goals
 - Will include Cost Feasible Plan and Needs List projects
 - Will include future employment numbers and traffic volumes





Open Discussion



Break to Review Needs Plan Maps



2045 Long Range Transportation Plan Update

Thank You!

- 👤 Steven Bostel – PM,
Space Coast TPO
- 📞 321.690.6890
- ✉️ Steven.bostel@brevardfl.gov
- 🌐 spacecoasttpo.com

- 👤 Travis Hills – PM,
Kittelson & Associates, Inc.
- 📞 407.540.0555
- ✉️ thills@kittelson.com





North County Stakeholder Meeting

Date: February 11, 2020 – 2:00 to 3:30 PM

Location: Cocoa City Hall

65 Stone Street

Cocoa, FL 32922

Attendees

1. Steven Bostel, Georganna Gillette, Laura Carter, and Abby Hemenway (Space Coast Transportation Planning Organization (SCTPO))
2. Travis Hills, Franco Saraceno, and Andrew Garrison (Kittelson & Associates, Inc. (KAI))
3. Brad Parrish (City of Titusville)
4. Alix Bernard (City of Rockledge)
5. Devin Swanson (Brevard County)
6. Matthew Fuhrer and Abby Morgan (City of Cocoa)

Introduction

This is the North County Stakeholder Meeting for the 2045 Long Range Transportation Plan (LRTP) Update. This meeting was held with North County stakeholders in Brevard County and the Project Team. The topics discussed during the meeting included a review of the LRTP scope and schedule, the 2045 Goals and Objectives, and public involvement outreach, as well as a presentation of the needs plan development, discussion of major needs for each stakeholder, and review of draft needs.

Meeting Notes

Following points summarize the discussion from the meeting:

Introductions

- Steven Bostel reviewed the agenda for the meeting and led introductions for the attendees.

LRTP Overview

- Steven Bostel provided an overview of the LRTP process and overall project schedule. The discussion described public involvement, goals and objectives, the plan synthesis, needs identification, and the cost feasible plan.

Vision & Goals

- Steven Bostel summarized the 2060 Vision and the Goals and Objectives for the 2045 LRTP. The goals include safety, economic development, increased mobility, and environmental preservation.

Survey Summaries

- Travis Hills summarized the surveys conducted during the 2045 LRTP process. The following bullets provide an overview of the discussion that took place during this part of the meeting.
 - Survey 1
 - Survey 1 ran from January 2019 to April 2019 and gathered a variety of user data from citizens in Brevard County.
 - There were over 3,000 responses which met the project's public outreach goal.
 - Survey 2
 - Survey 2 ran from December 2019 to February 2020 and asked respondents to rank the goals for the 2045 LRTP based on importance to the respondent.
 - The environment ranked highest in this survey indicating a desire of citizens to see environmental preservation prioritized in Brevard County.

Plan Review and Synthesis

- Travis Hills described how a plan synthesis was conducted to review over 100 statewide and Brevard County specific plans to identify relevant projects to be included in the needs list. This included general plans, corridor studies, modal plans, environmental plans, goods and services plans, comprehensive plans and community redevelopment agency plans. A number of specific North County plans were reviewed in this process.

Needs List Development

- Steven Bostel explained how the draft needs list was compiled and facilitated a discussion of important projects for each North County stakeholder. The following bullets provide an overview of discussion that took place during this part of the meeting.
 - Steven discussed several key projects for North County stakeholders including: the Nasa Causeway and SR 401 bridge replacements, the SR 528 6-lane widening, the SR 524 4-lane widening, the corridor study recommendations on Fiske Boulevard, SR 3/Courtenay Parkway, and SR 405, implementing recommendations from the SCTPO Bicycle/Pedestrian Master Plan, and a new intermodal facility in the Cocoa area.
 - Steven discussed future SCAT projects and proposed intermodal facilities planned in Brevard County.
 - Per Steven, Virgin Trains wants a stop at SR 528 and US 1 and wants to integrate that stop with SCAT service in Brevard. They are also studying a stop in Cocoa Village at SR 520, but this will likely be later and perhaps in conjunction with a stop in the Treasure Coast. The SCTPO expressed that this project is a priority and that stakeholders will be consulted throughout the process.
 - A discussion of the most critical project for each North County stakeholder was conducted.
 - Space Coast Area Transit
 - No representative was present. Steven discussed that Space Coast Area Transit wants to partner with Virgin Trains on their plans for a stop in

Brevard County. SCAT's greatest need is funding operations and maintenance.

- City of Cocoa
 - The City's most immediate concern is implementing projects on SR 520 between US 1 and the Hubert Humphrey Bridge to facilitate pedestrian movements.
 - City staff also noted that the downtown district is seeing more nightlife-type land uses, which is changing parking patterns and leads to more people crossing SR 520 in this area.
 - The SR 528 widening project and widening projects on SR 524 and Clearlake Road (SR 501) are also a major focus for the City. They are especially aware of drainage issues and trail connections on SR 524.
 - There is new development planned near the Clearlake Road (SR 501) bend curve. The Virgin Trains stop may be constructed in this location. and an industrial park is also proposed here.
 - 320 homes are planned northeast of the junction of SR 528 and I-95. This will add traffic to Grissom Parkway.
 - *Georganna Gillette noted that the SR 520 Hubert Humphrey bridge (in Cocoa) and other bridges are regionally significant and may need to be included in the LRTP as they are nearing the end of their life cycles in the outer years of the LRTP (2040 to 2045). Georganna also noted pedestrian concerns on the bridge as it is narrow and has no dedicated sidewalks.*
 - The City also wants lighting on the southern portion of Clearlake Road (SR 501) from SR 520 to Michigan Avenue. *Georganna noted the need for a corridor study on this part of Clearlake Road (SR 501). Laura Carter recommended keeping that study out of this LRTP update and adding it for the 2050 LRTP.*
- City of Rockledge
 - There is continued land development on Barnes Boulevard, as All Brevard Storage is expanding, a memory care facility was approved across from Admiralty Boulevard, apartments were completed at Peregrine Circle, and townhomes were completed at Playa Del Sol Drive
 - There is more development planned on the Tucker property southwest of Fiske Boulevard and I-95.
 - 350-400 new homes are planned on the southwest corner of Clearlake Road and Pluckebaum Road. *Laura noted that Clearlake Road is a County road south of SR 520 and any roadway needs will go through the County.*
 - The City of Rockledge has annexed 642 acres southwest of I-95 and Pluckebaum Road. This land is on the west side of I-95 and its only point to cross I-95 is by taking Turner Lane to SR 520.
 - The City emphasized that corridor improvements along Fiske Boulevard is their biggest need. Likewise, intersection improvements at Fiske Boulevard and Roy Wall Boulevard is their biggest intersection need.
 - **The City noted that the project on Eyster Boulevard can be removed from the LRTP needs list. Most of the intersections have been built out and if the rest of the road is widened to four lanes, the City would fund**

the changes and do not anticipate requesting Federal funding. Therefore, the project does not need to be in the needs list.

- City of Titusville
 - The City has been working on major comprehensive plan updates, which mostly focuses on land use changes. These changes would set much of Titusville to mixed use and would enable significant changes to Titusville’s urban form.
 - There is a specific mobility element in this proposed comprehensive plan.
 - The City has interest in pedestrian and bicycle investments, as there are three regional trails that converge in Titusville.
 - South Street (SR 405) is the only widening project that is a priority, although the City is interested in studying Dairy Road for widening. *The Project Team will review the model to see if Dairy Road gets flagged as an over- or nearing-capacity road.*
 - The US 1 and Garden Street (SR 406) corridor studies both proposed roundabouts (and a road diet on Garden Street) but these recommendations were not supported by the community.
 - However, there is potential support for intersection improvements at Garden Street and Singleton Avenue.
 - *The TPO noted that we can keep projects with moderate support in the Needs List and amend the LRTP later if one of those projects gains more support.*
 - Titusville is interested in better SCAT connectivity within the City.
 - There are major industrial and residential developments planned between the Space Coast Regional Airport and SR 407. There is also interest in another connection to SR 407 to support this development.
- Brevard County
 - Most of their concerns in northern Brevard have already been addressed, but they noted that there is not fiber on US 1.
 - The County also noted that Virgin Trains is clearing land in southern Brevard by Micco Road and the Barefoot Bay development.

Next Steps

- Steven Bostel and Franco Saraceno led a discussion of the next steps for the 2045 LRTP. The following bullets provide an overview of discussion that took place during this part of the meeting.
 - Steven noted stakeholder and public meetings in South Brevard and the Beaches will take place this month.
 - Franco discussed the financial forecasting for the 2045 LRTP.
 - This is part of the federal requirements for the LRTP process. Available money will be assigned to project based on a prioritization process.
 - Main funding sources include the Strategic Intermodal System (SIS), Other Roadway and Right of Way, Transportation Management Area, and Transportation Alternative funds.
 - Additional funding sources can include state fuel taxes, local fuel taxes, and transportation impact fees (all fuel taxes will likely be spent on debt service and maintenance).

- New revenue sources could include a sales surtax or local option fuel taxes, but these can't be used in the Cost Feasible Plan since they are not currently authorized.
- Steven discussed the cost feasible plan development process, which will commence once public meetings are finished in February.
- Steven also noted that a local agency implementation guide will be tailored for each local jurisdiction to help each agency move toward meeting the LRTP goals.

Next Steps

- Continue Stakeholder and Public Meetings.
- Begin work on project prioritization and cost feasible plan.

The sign-in sheet and presentation given at the meeting is attached to these notes.



Space Coast
 Transportation Planning Organization
 2045 Long Range Transportation Plan
 North Area Technical Meeting



Tuesday, February 11, 2020

Initial	Name	Agency
SB	Bostel, Steven	SCTPO
	Ball, Jeffrey	Brevard County
AB	Bernard, Alix	City of Rockledge
	Campball, Cheryl	Brevard County
LC	Carter, Laura	SCTPO
	Forgenie, Chelsea	SCTPO
APG	Garrison, Andrew	Kittelton
GG	Gillette, Georganna	SCTPO
	Gumm, Corrina	Brevard County
AM	Hemenway, Abby	SCTPO
	Hickman, Lisa	SCTPO
THAM	Hills, Travis	Kittelton
	Jordan, Terry	Space Coast Area Transit
	Kersey, Jamie	FDOT
	Kraum, Sarah	SCTPO
	Kraum, Sarah	SCTPO
AM	Morgan, Abby	City of Cocoa
	Ofosu, Kwabena	City of Titusville
BP	Parrish, Brad	City of Titusville
	Poole, Ken	City of Rockledge
FSS	Saraceno, Franco	Kittelton
	Selig, Dodie	City of Cocoa
	Smith, Bryant	City of Cocoa
DS	Swanson, Devin	Brevard County



2045 Long Range Transportation Plan Update

North County Meeting
February 11, 2020



Agenda

- Introductions
- LRTP Overview
- Vision & Goals
- Survey Summaries
- Plans Reviewed
- Needs Plan Development
- Next Steps
- Break to Review Needs Plan Maps



Introductions

TPO Staff, Consulting Team,
Partner Agencies



L RTP Overview

Process, Schedule, Deliverables

Long Range Transportation Plan

WHAT IT IS AND WHY WE DO IT

- Federal requirement for all metropolitan areas >50,000 population
- Horizon year at least 20 years in the future
- Must be updated every 5 years
- Includes financial analysis demonstrating cost affordable improvements
- Federal funds for infrastructure improvements limited to projects included in LRTP

L RTP Scope of Work

MAJOR TASKS

PRIMARY TASKS	DESCRIPTION	END DATE
PUBLIC INVOLVEMENT	Public workshops / On-line survey via MetroQuest / Pop-up meetings / Project Website	Ongoing
GOALS, OBJECTIVES, & MEASURES	Revisit 2040 LRTP Vision & Goals / Identify new goals & measures / Assign weighting to goals/measures	Spring 2019
PLAN SYNTHESIS	Review partner agency plans / Coordinate needs assessment	Summer/Fall 2019
NEEDS IDENTIFICATION	Travel demand analysis / Multimodal corridor plans / Evaluate needs	Spring 2020
COST FEASIBLE PLAN	Revenue forecasts / Project cost estimates / Cost constrained project lists	Summer 2020

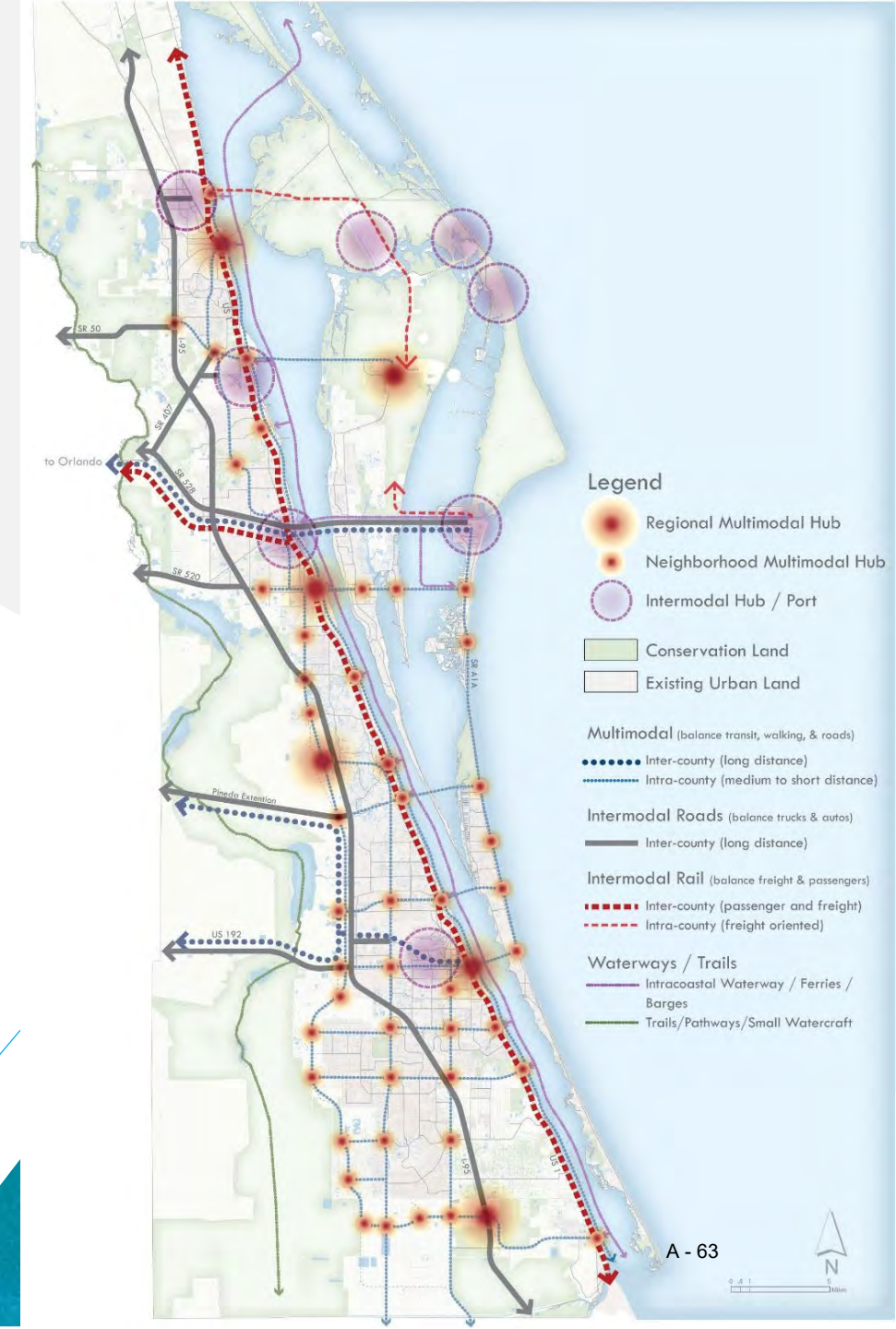


Vision & Goals Overview

2060 Vision

DERIVED FROM SCENARIO PLANNING PROCESS

- Leverage what's uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what's uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
 - More travel options



Purpose of Goals

- Guides vision
- Define priorities
- Represents needs of citizens
- Ensures Federal Highway Planning Factors are met
- Tool to evaluate projects for Cost-Feasible Plan



Goal 1

Improve safety and security for all users

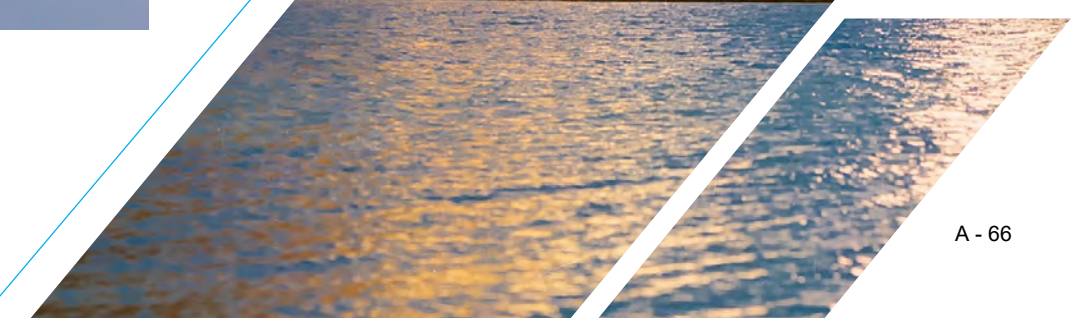


F - 88

A - 65

Goal 2

Improve Economic Development with a Connected Multi-Modal System



F - 89

A - 66

Goal 3

Enhance connectivity and reliability of the transportation system for communities, tourism, and commerce



F - 90



A - 67

Goal 4

Preserve and provide a resilient transportation system through balancing social and environmental resources





Voice Your Vision Survey Overview

First Public Survey January –
April 2019

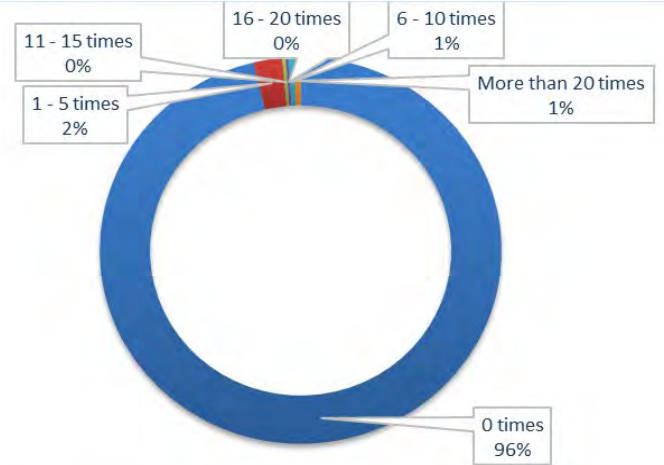
Voice Your Vision

User Survey Overview Stats

- Available Jan. 5th – April 30th, 2019
- 3,778 survey completions
- 5,085 website visits
- 4,842 comments
- 820,832 social media impressions (goal was 150k)
- 118,231 video views (goal was 500)

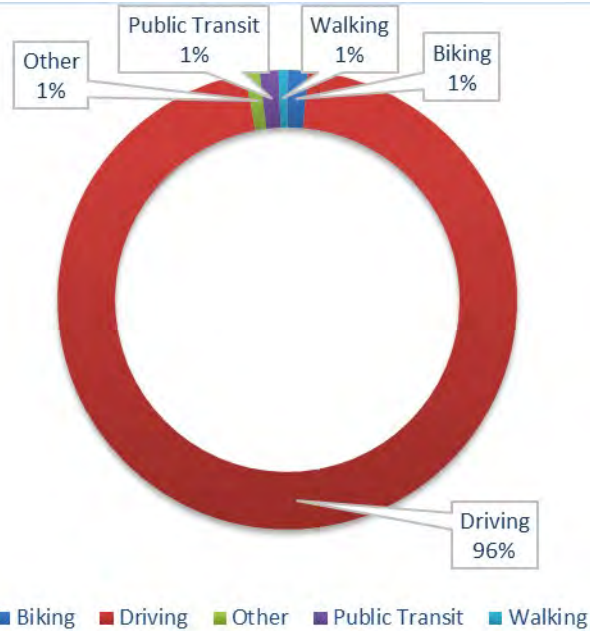


How many times have you ridden transit in the past 30 days?

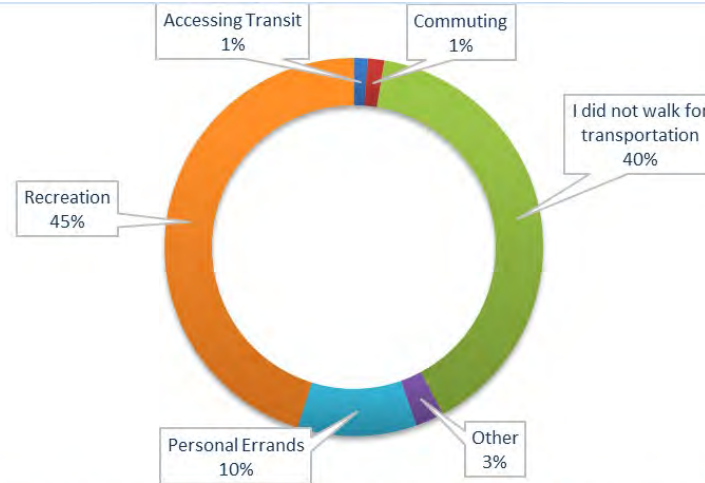


■ 0 times ■ 1 - 5 times ■ 11 - 15 times ■ 16 - 20 times ■ 6 - 10 times ■ More than 20 times

If you walked in the past 30 days, what was the purpose of your trip?

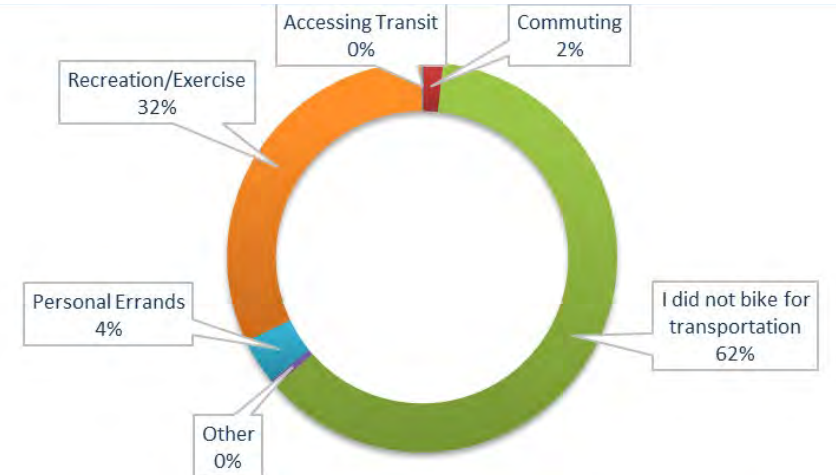


■ Biking ■ Driving ■ Other ■ Public Transit ■ Walking

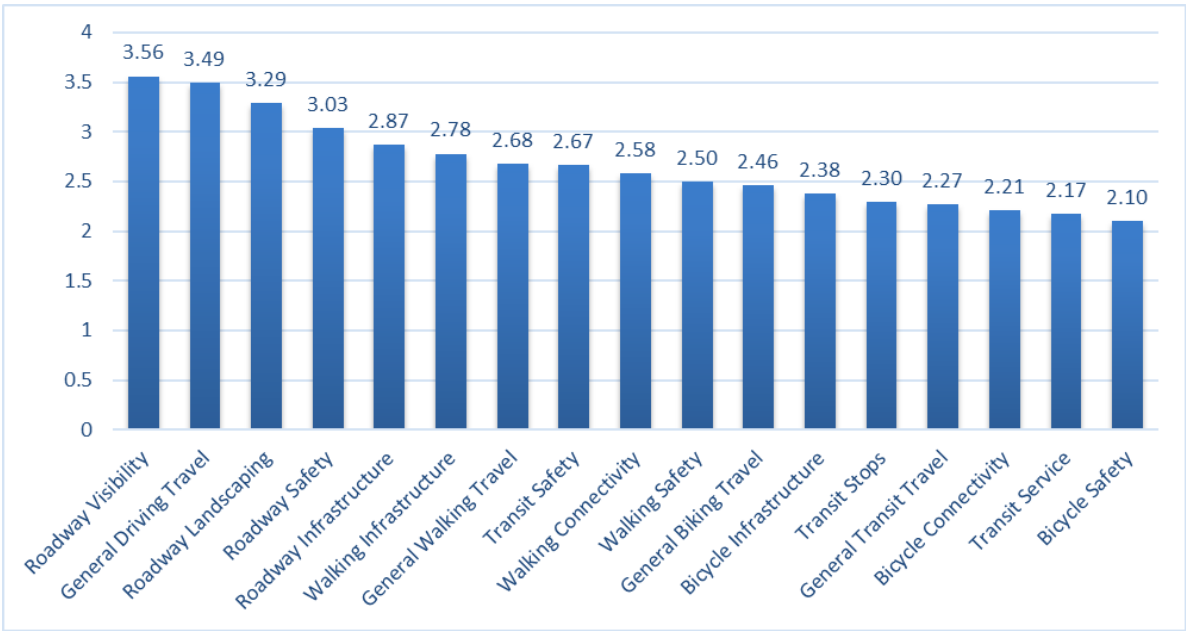


■ Accessing Transit ■ Commuting ■ I did not walk for transportation ■ Other ■ Personal Errands ■ Recreation

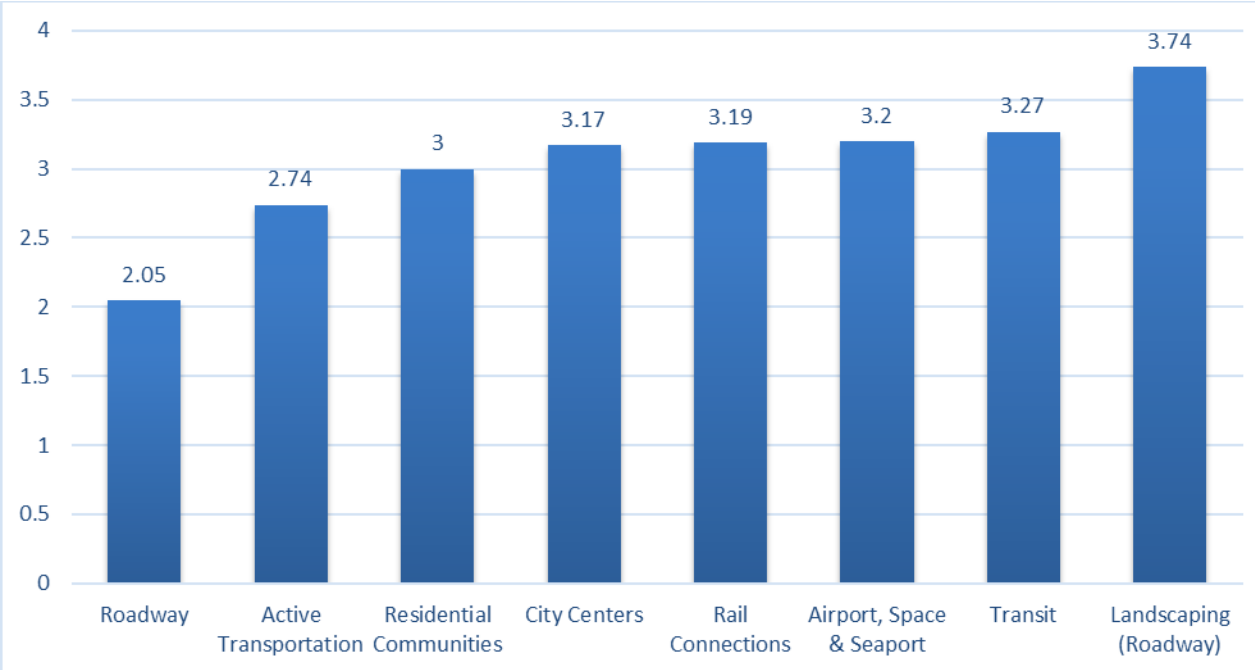
If you biked in the past 30 days, what was the purpose of your trip?



■ Accessing Transit ■ Commuting ■ I did not bike for transportation ■ Other ■ Personal Errands ■ Recreation/Exercise



What are the priorities of our residents? (lower number = higher priority)





Goal Ranking Survey Overview

Second Public Survey December
2019 – February 2020

Goal Ranking Survey User Survey Overview Stats

- Available Early December 2019 – Mid-February 2020
- 2,729 survey completions through January 30th
- “This or That” type format
- 6 total questions covering every “This or That” combination for the 4 LRTP Goals

Space Coast TPO Long Range Transportation Plan Goal Importance Survey

Please indicate which LRTP goal is more important to you.

* 1. Which of the following is more important to you as a transportation user?

Improve **safety** for all transportation users.

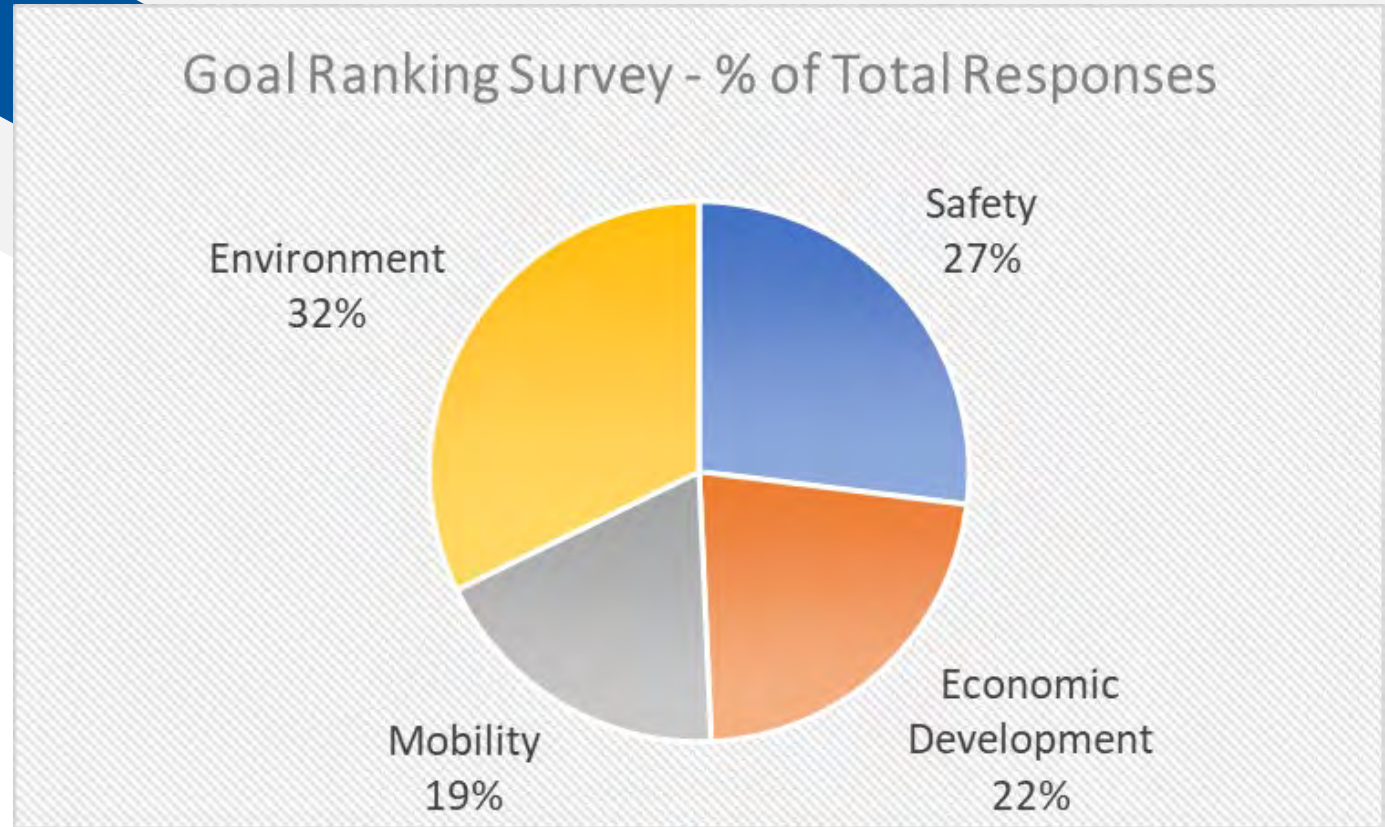


Support **economic development** with **better transportation connections** between major centers of commerce and travel (downtown areas, seaport, spaceport, airports).



Goal Ranking Survey Summary

- Users chose environment 63% - 71% of the time when available as an option
- Users chose safety 58% - 64% of the time, except when compared against environment (37%)





Plan Review & Synthesis

Plan Synthesis Overview

- High-level review of over 100 Statewide and Brevard County specific plans
- Types of plans reviewed –
 - General Plans (Statewide/Countywide)
 - Completed/Ongoing Studies in Brevard
 - Modal Plans (Ped/Bike/Transit/Ports/Freight)
 - Environmental Agencies/Plans
 - Goods and Services Plans
 - Comprehensive Plans
 - Community Redevelopment Agencies/Plans



Prepared for:
Melbourne Airport Authority
One Air Terminal Parkway, Suite 220
Melbourne, Florida 32901

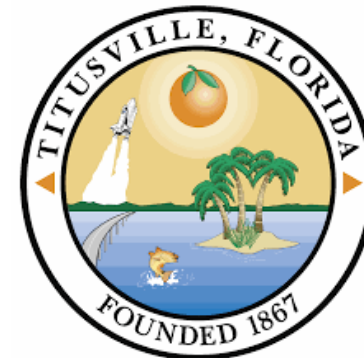
Plan Synthesis

Plans Relevant to North County Stakeholders

- Comprehensive Plans for Brevard County, Titusville, Cocoa, and Rockledge
- KSC Future Development Concept, Master Plan, and Draft Vision Plan
- Cape Canaveral Spaceport Master Plan
- Florida Spaceport System Plan



Space Coast Florida
Nature | Beaches | Space
the official website for Brevard County Government



ROCKLEDGE Florida
Preserving the past....planning the future



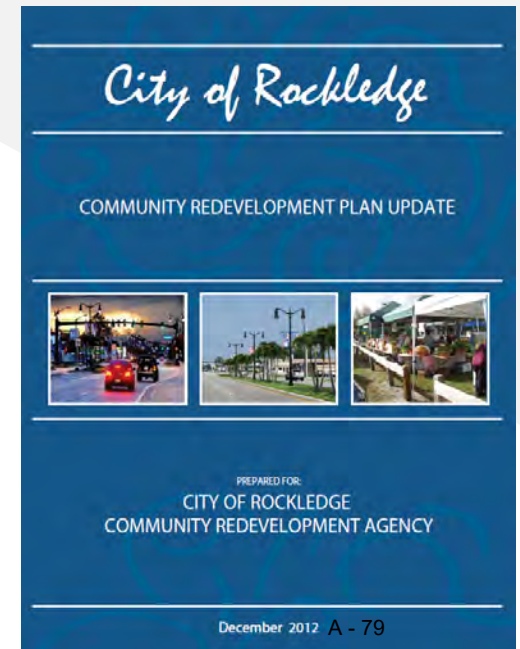
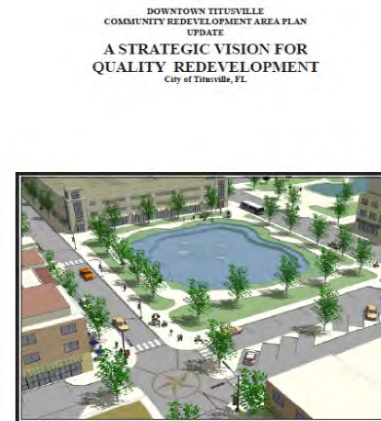
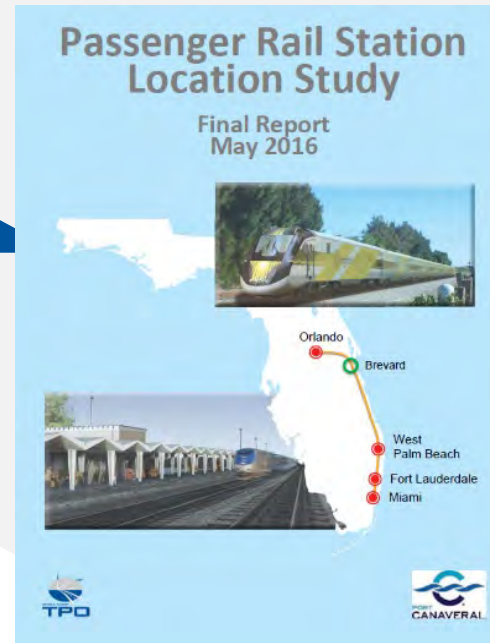
- Cocoa CRA Plan (2018) and Rockledge CRA Plan (2012)

- Downtown Titusville CRA Plan Update and Miracle City Mall Redevelopment Plan

- Port Canaveral Vision Plan

- Statewide Freight Plans for CFX, FEC, and Virgin Trains

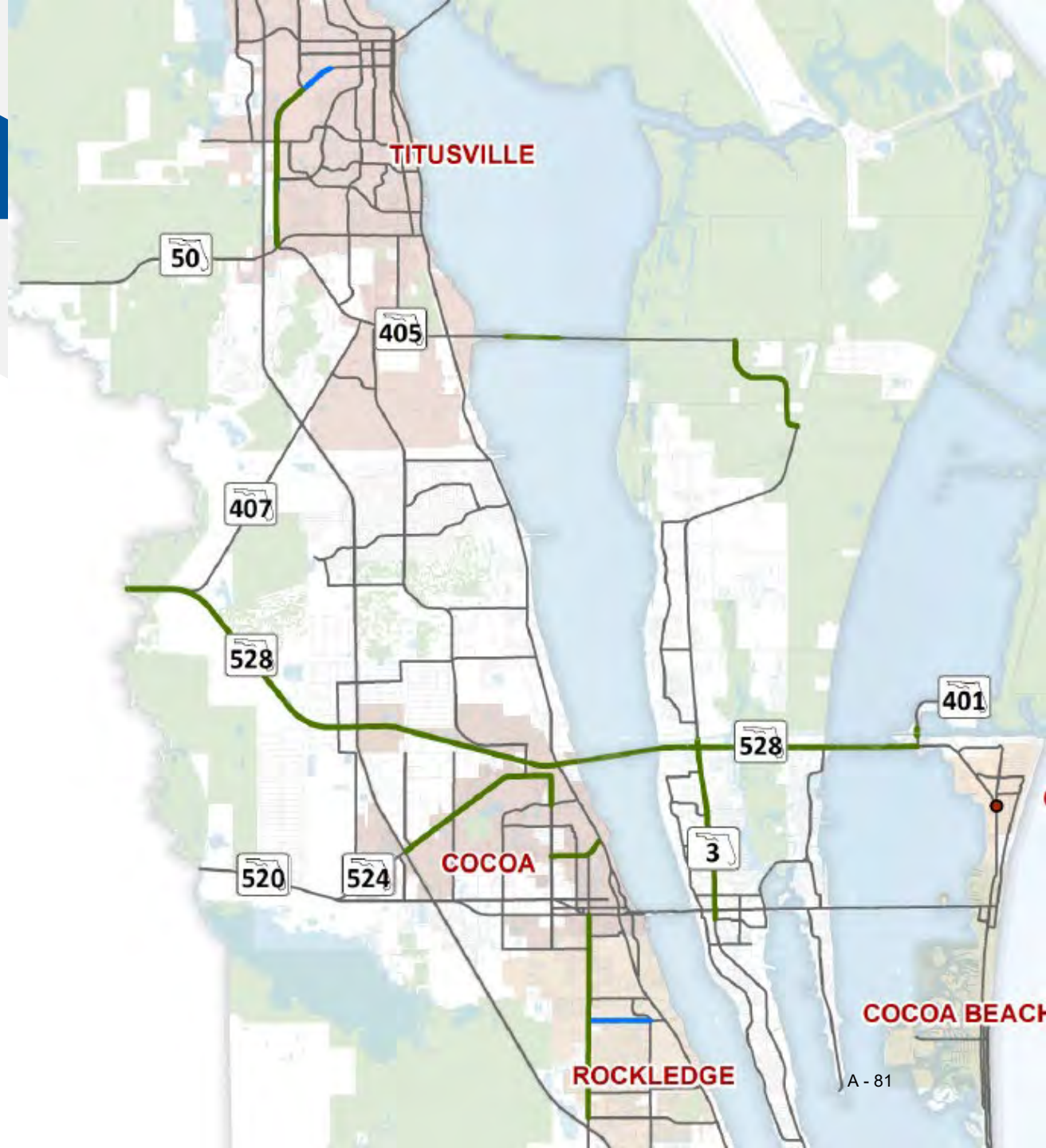
- Many Others!!!





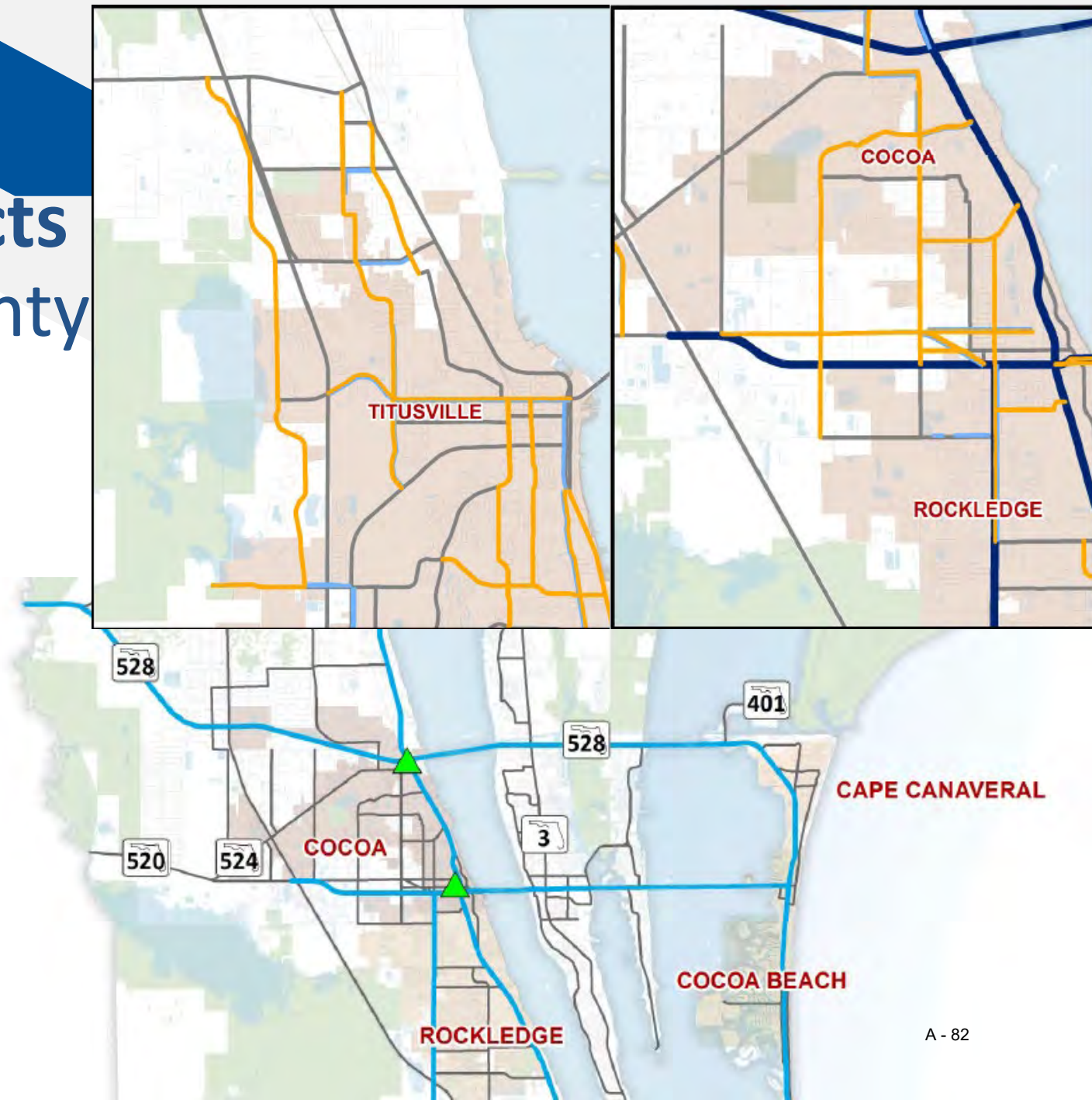
Needs List Development

2045 Needs List Projects Relevant to North County Stakeholders



2045 Needs List Projects Relevant to North County Stakeholders

- Implement Bicycle/Pedestrian Master Plan Recommendations
- New Intermodal Facility either in Downtown Cocoa or at US 1/SR 528 “Cocoa Curve”



Needs List Development

Stakeholder Input

- What is the most critical project for your organization between now and 2045?
- What can the TPO do to help your organization?

Next Steps

Next Steps Overview

- Continued Stakeholder and Public Meetings throughout February
- Financial Forecasting
- Cost Feasible Plan Development
- Local Agency Implementation Guide Development



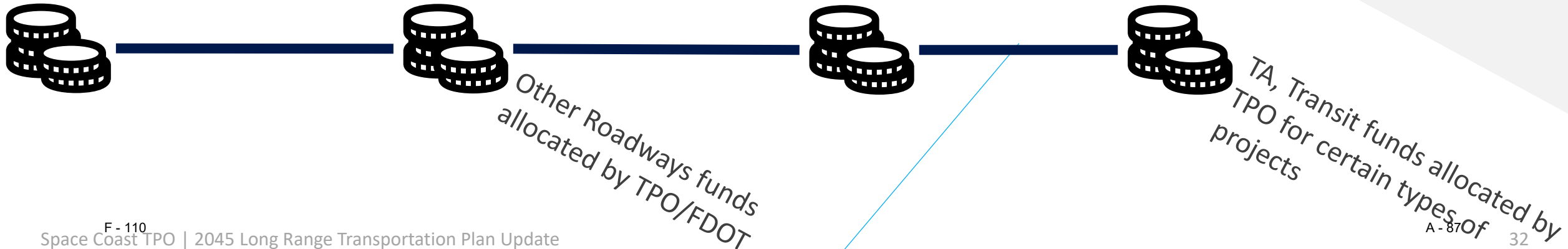
Financial Forecasting

- Federal requirement to develop a Cost Feasible Plan
- Prioritized Improvements vs. Financial Resource Forecasts
- State/Federal revenue projections provided by FDOT
- Local revenue projections estimated by Study Team
- Potential new revenue sources for informational purposes

Financial Forecasting

STATE/FEDERAL REVENUE PROGRAMS

- Strategic Intermodal System (SIS)
- Other Roadways and Right of Way
- Transportation Management Area (TMA)
- Transportation Alternatives (TA), Transit

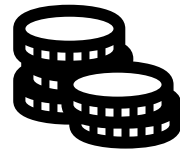


Financial Forecasting

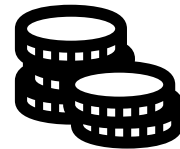
LOCAL REVENUE PROGRAMS

- State distributed fuel taxes
- Local option fuel taxes
- Transportation Impact Fees

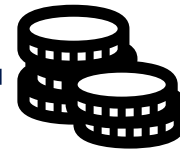
Caveat: All fuel tax revenues likely committed to debt service and maintenance needs



11% of local option fuel taxes
debt service committed

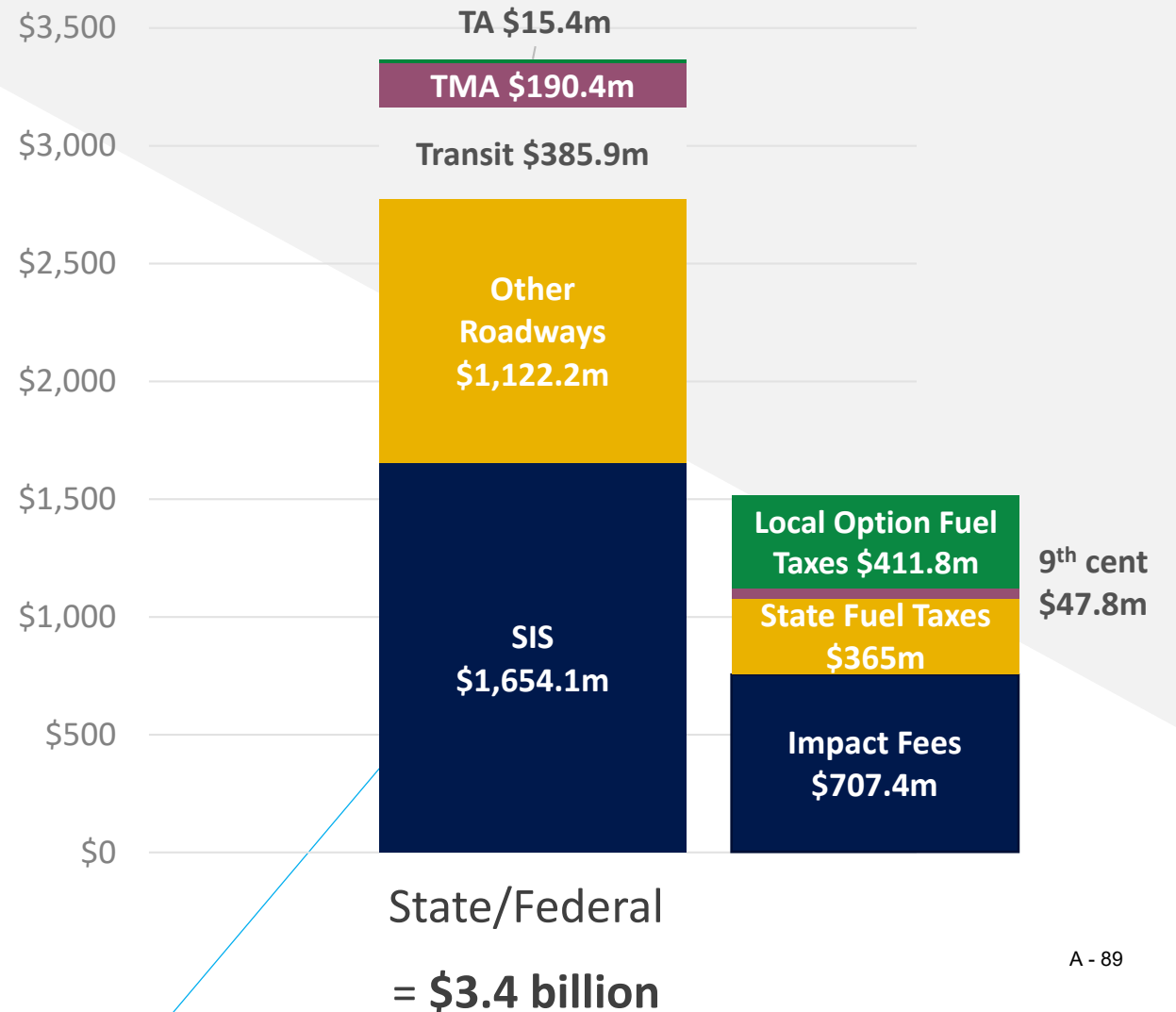


1% of State distributed Fuel
Taxes debt service committed



Impact Fees committed to
addressing growth needs

- State/Federal programs: **\$3.4 billion**
 - Strategic Intermodal System (SIS)
 - Other Roadways and Right of Way
 - Transit
 - Transportation Management Area (TMA)
 - Transportation Alternatives (TA)
- Local revenue sources: **\$1.5 billion**
 - Transportation Impact Fees
 - State distributed fuel taxes
 - Local option fuel taxes



Financial Forecasting

POTENTIAL NEW REVENUE SOURCES

- Sales Surtax
 - 0.5% yields additional \$1.2 billion
 - 1.0% yields additional \$2.3 billion
- Local option fuel taxes
 - 1 to 5 cent option yields additional \$230 million
 - 9th cent on non-diesel fuel yields additional \$104 million
- **\$1.5 to \$2.6 billion** of untapped potential from these two sources alone



Next Steps

- Cost Feasible Plan Development
 - Finalize the full Needs List by end of February
 - Prioritize Needs List based on Stakeholder and Public Input
 - Generate cost estimates for Needs List projects
 - Develop cost feasible plan by matching highest priority projects with available funding
- Local Agency Implementation Guide Development
 - Will include policy suggestions to meet Goals
 - Will include Cost Feasible Plan and Needs List projects
 - Will include future employment numbers and traffic volumes





Open Discussion



Break to Review Needs Plan Maps



2045 Long Range Transportation Plan Update

Thank You!

- 👤 Steven Bostel – PM,
Space Coast TPO
- 📞 321.690.6890
- ✉️ Steven.bostel@brevardfl.gov
- 🌐 spacecoasttpo.com

- 👤 Travis Hills – PM,
Kittelson & Associates, Inc.
- 📞 407.540.0555
- ✉️ thills@kittelson.com





Beaches Stakeholder Meeting

Date: February 18, 2020 – 2:00 to 3:30 PM

Location: Satellite Beach City Hall

565 Cassia Boulevard

Satellite Beach, FL 32937

Attendees

1. Steven Bostel, Georganna Gillette, Laura Carter, Sarah Kraum, and Abby Hemenway (Space Coast Transportation Planning Organization (SCTPO))
2. Travis Hills and Andrew Garrison (Kittelson & Associates, Inc. (KAI))
3. Liz Alward and Courtenay Barker (City of Satellite Beach)
4. Jared Francis (City of Cocoa Beach)
5. Mark Ryan (City of Indian Harbour Beach)

Introduction

This is the Beaches Stakeholder Meeting for the 2045 Long Range Transportation Plan (LRTP) Update. This meeting was held with Beaches stakeholders in Brevard County and the Project Team. The topics discussed during the meeting included a review of the 2045 Goals and Objectives, as well as a presentation of the needs plan development, discussion of major needs for each stakeholder, and review of draft needs.

Meeting Notes

Following points summarize the discussion from the meeting:

Introductions

- Steven Bostel reviewed the agenda for the meeting and led introductions for the attendees.

Vision & Goals

- Steven Bostel summarized the 2060 Vision and the Goals and Objectives for the 2045 LRTP. The goals include safety, economic development, increased mobility, and environmental preservation.

Plan Review and Synthesis

- Travis Hills described how a plan synthesis was conducted to review over 100 statewide and Brevard County specific plans to identify relevant projects to be included in the needs list. This included general plans, corridor studies, modal plans, environmental plans, goods and services plans, comprehensive plans and community redevelopment agency plans. A number of specific Beaches plans were reviewed in this process.

Needs List Development

- Travis Hills explained how the draft needs list was compiled and facilitated a discussion of important projects for each Beaches stakeholder. The following bullets provide an overview of discussion that took place during this part of the meeting.
 - Travis discussed several key projects for Beaches stakeholders including:
 - The SR A1A safety and corridor studies, the Banana River Drive corridor study, the Eau Gallie Boulevard corridor study, and the SR 3 corridor study
 - The SR 528 6 lane widening
 - The SR 401 bridge replacement
 - Implementing recommendations from the SCTPO Bicycle/Pedestrian Master Plan
 - Proposed conversion of SCAT bus service on SR A1A to trolley service
 - A discussion of the most critical project for each Beaches stakeholder was conducted.
 - City of Cocoa Beach
 - The City wants to address the flooding that occurs on the SR 520 causeway after heavy rains.
 - The SCTPO noted the need for a bridges/causeway vulnerabilities list (with SR 520 at the top of the list), which would provide a way to document bridge needs in the LRTP. This could include noting when bridges will reach the end of their life cycle, which is anticipated to occur in the outer years of the LRTP.
 - The STCPO noted that one of Brevard County's highest priorities is getting fiber across the US 192 causeway and along SR A1A.
 - The City of Cocoa Beach has current year design funding to raise Bicentennial Park on the SR 520 causeway to prevent flooding.
 - City of Indian Harbour Beach
 - The City echoed the needs discussed previously.
 - City of Satellite Beach
 - The City wants a better way to fix sidewalk gaps. Small cities have trouble meeting FDOT regulations (ROW rules and LAP certifications).
 - The Jackson Avenue project will be added to the needs list.

Next Steps

- Steven Bostel and Travis Hills led a discussion of the next steps for the 2045 LRTP. The following bullets provide an overview of discussion that took place during this part of the meeting.
 - Travis noted that stakeholder and public meetings in North Brevard had already been completed and stakeholder and public meetings in South Brevard were scheduled for the next day.
 - Travis discussed the financial forecasting for the 2045 LRTP.
 - This is part of the federal requirements for the LRTP process. Available money will be assigned to project based on a prioritization process.

- Main funding sources include the Strategic Intermodal System (SIS), Other Roadway and Right of Way, Transportation Management Area, and Transportation Alternative funds.
- Additional funding sources can include state fuel taxes, local fuel taxes, and transportation impact fees (all fuel taxes will likely be spent on debt service and maintenance).
 - Steven noted that these local funds would affect tourists as well. Satellite Beach was supportive of this kind of funding. Airbnb is bringing many tourists to local neighborhoods; they should have to pay for the transportation network.
 - Satellite Beach also mentioned the desire to fund SCAT to meet needs (increasing headway and providing evening and weekend service) rather than just funding roadway capacity projects.
- Steven discussed the cost feasible plan development process, which will commence once public meetings are finished in February.
- Steven also noted that a local agency implementation guide will be tailored for each local jurisdiction to help each agency move toward meeting the LRTP goals.
 - A meeting attendee asked how to get County representatives in northern Brevard to support a tax increase when most of this funding would be going to southern Brevard.
 - The SCTPO responded that defining what local projects can be done with extra money for each jurisdiction would be critical.
 - A meeting attendee asked what other sources could be used to fund transportation as the gas tax declines in effectiveness. Infrastructure taxes and mobility fees are potential options.
 - Adding resolutions for transit support could be part of the local implementation guides for cities on the Beaches.

Next Steps

- Continue Stakeholder and Public Meetings.
- Begin work on project prioritization and cost feasible plan.

The sign-in sheet and presentation given at the meeting is attached to these notes.



Space Coast TPO 2045 Long Range
 Transportation Plan Beaches Area
 Technical Meeting



Tuesday, February 18, 2020

Initial,	Name	Agency
SP	Bostel, Steven	SCTPO
LA	Alward, Liz	Satellite beach
	Ball Jeffrey	Brevard County
CB	Barker, Courtney	Satellite Beach
LC	Carter, Laura	SCTPO
	Casey,	Indialantic
JF	Francis, Jared	Cocoa Beach
AG	Garrison, Andrew	SCTPO
GB	Gillette, Georganna	SCTPO
	Gumm, Corrina	Brevard County
AH	Hemenway, Abby	SCTPO
TH	Hills, Travis	Kittelson
	Hoover, W	Melbourne Beach
	Jordan, Terry	Space Coast Area Transit
SK	Kraum, Sarah	SCTPO
	Morely, Todd	Cape Canaveral
	Potter, Allen	Satellite Beach
MR	Ryan, Mark	Indian Harbour Beach
	Strong, Rob	Cocoa Beach



2045 Long Range Transportation Plan Update

Beaches Stakeholder Meeting
February 18, 2020



Agenda

- Introductions
- Vision & Goals
- Plans Reviewed
- Needs Plan Development
- Next Steps
- Break to Review Needs Plan Maps



Introductions

TPO Staff, Consulting Team,
Partner Agencies

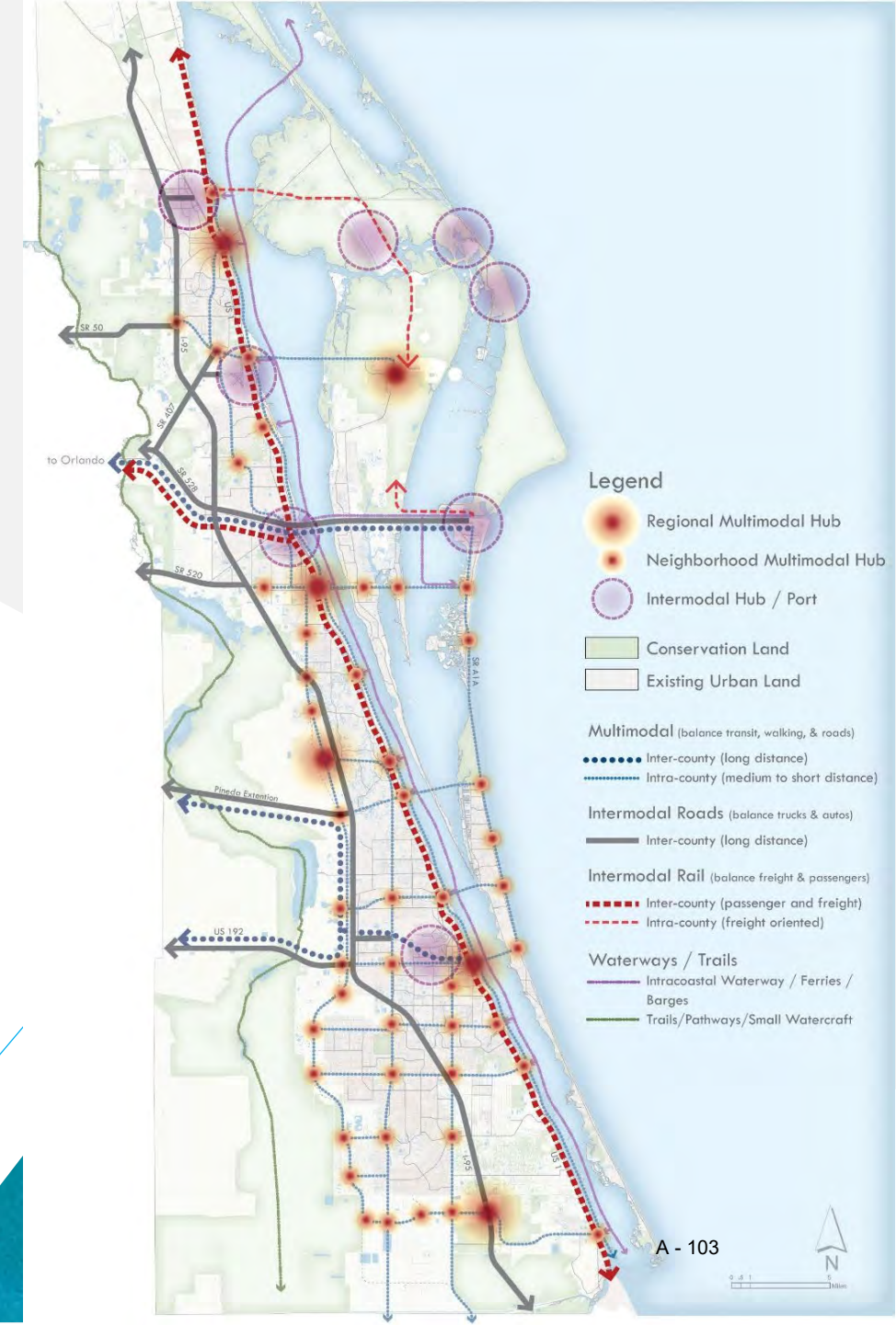


Vision & Goals Overview

2060 Vision

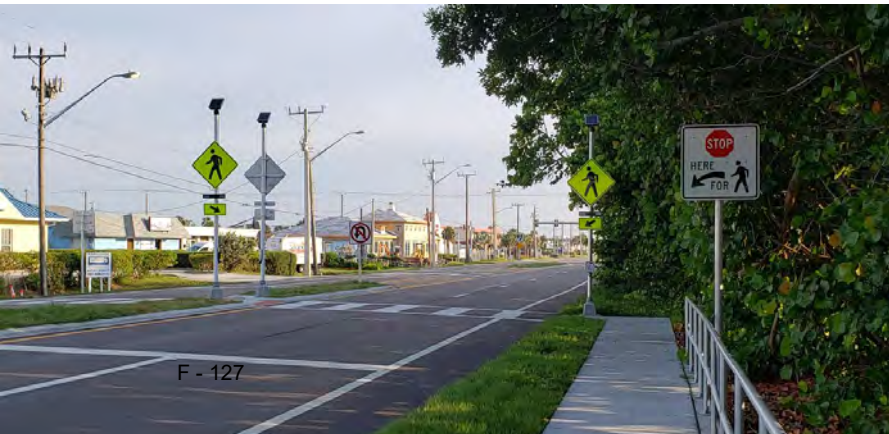
DERIVED FROM SCENARIO PLANNING PROCESS

- Leverage what's uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what's uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
 - More travel options



Goal 1

Improve safety and security for all users



Goal 2

Improve Economic Development with a Connected Multi-Modal System



Goal 3

Enhance connectivity and reliability of the transportation system for communities, tourism, and commerce



F - 129



A - 106

Goal 4

Preserve and provide a resilient transportation system through balancing social and environmental resources





Plan Review & Synthesis

Plan Synthesis Overview

- High-level review of over 100 Statewide and Brevard County specific plans
- Types of plans reviewed –
 - General Plans (Statewide/Countywide)
 - Completed/Ongoing Studies in Brevard
 - Modal Plans (Ped/Bike/Transit/Ports/Freight)
 - Environmental Agencies/Plans
 - Goods and Services Plans
 - Comprehensive Plans
 - Community Redevelopment Agencies/Plans



Prepared for:
Melbourne Airport Authority
One Air Terminal Parkway, Suite 220
Melbourne, Florida 32901

Plan Synthesis Plans Relevant to Beaches Stakeholders



- Comprehensive Plans for Brevard County, Melbourne Beach, Indialantic, Indian Harbor Beach, Satellite Beach, Cocoa Beach, and Cape Canaveral



- Satellite Beach CRA (2017) and Cape Canaveral Community Redevelopment Plan (2012)



Beaches Stakeholders

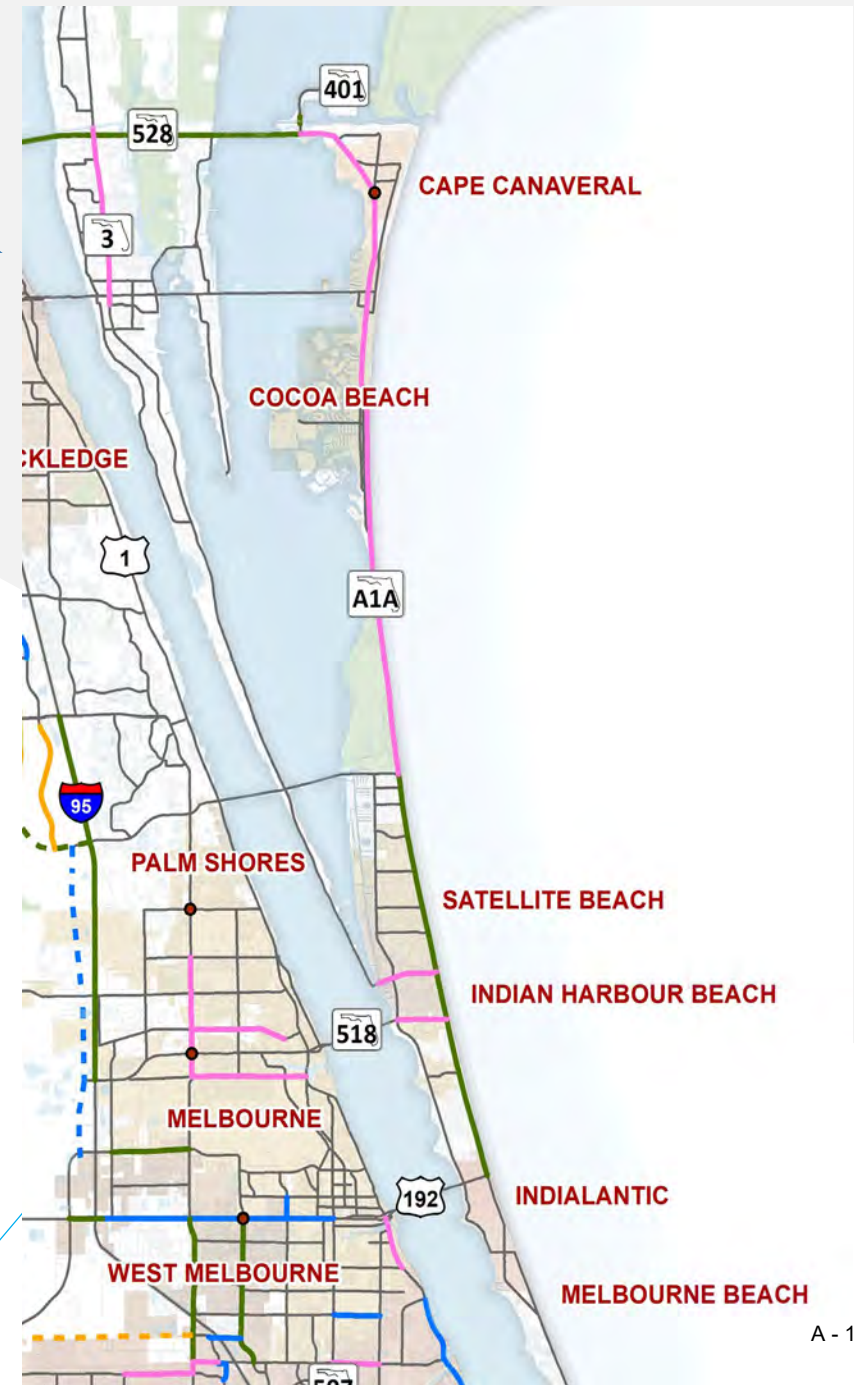
- Port Canaveral Vision Plan
- KSC Future Development Concept and Master Plan
- Cape Canaveral Spaceport Master Plan
- Florida Spaceport System Plan
- Many Others!!!





Needs List Development

2045 Needs List Projects Relevant to Beaches Stakeholders



2045 Needs List Projects Relevant to Beaches Stakeholders

- Implement Bicycle/Pedestrian Master Plan Recommendations
- Potential for Space Coast Area Transit to convert beachside bus service to a trolley service



Next Steps

Next Steps Overview

- Continued Stakeholder and Public Meetings throughout February
- Financial Forecasting
- Cost Feasible Plan Development
- Local Agency Implementation Guide Development



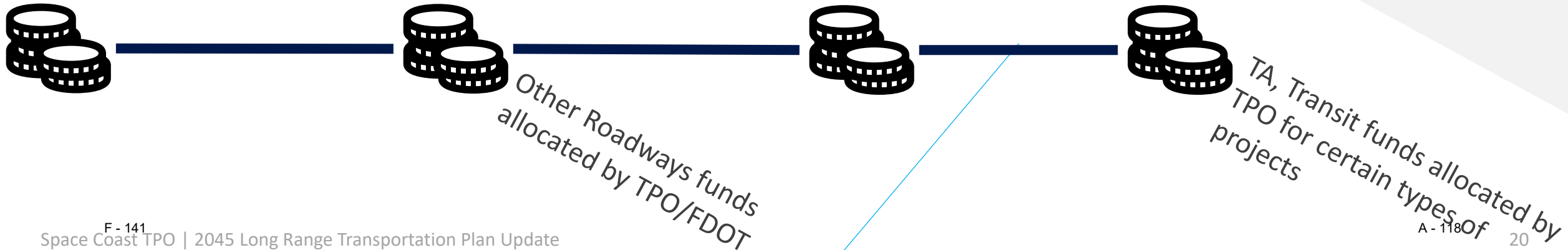
Financial Forecasting

- Federal requirement to develop a Cost Feasible Plan
- Prioritized Improvements vs. Financial Resource Forecasts
- State/Federal revenue projections provided by FDOT
- Local revenue projections estimated by Study Team
- Potential new revenue sources for informational purposes

Financial Forecasting

STATE/FEDERAL REVENUE PROGRAMS

- Strategic Intermodal System (SIS)
- Other Roadways and Right of Way
- Transportation Management Area (TMA)
- Transportation Alternatives (TA), Transit

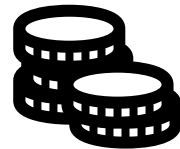


Financial Forecasting

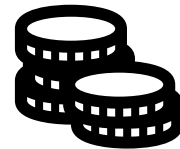
LOCAL REVENUE PROGRAMS

- State distributed fuel taxes
- Local option fuel taxes
- Transportation Impact Fees

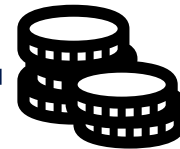
Caveat: All fuel tax revenues likely committed to debt service and maintenance needs



11% of local option fuel taxes
debt service committed

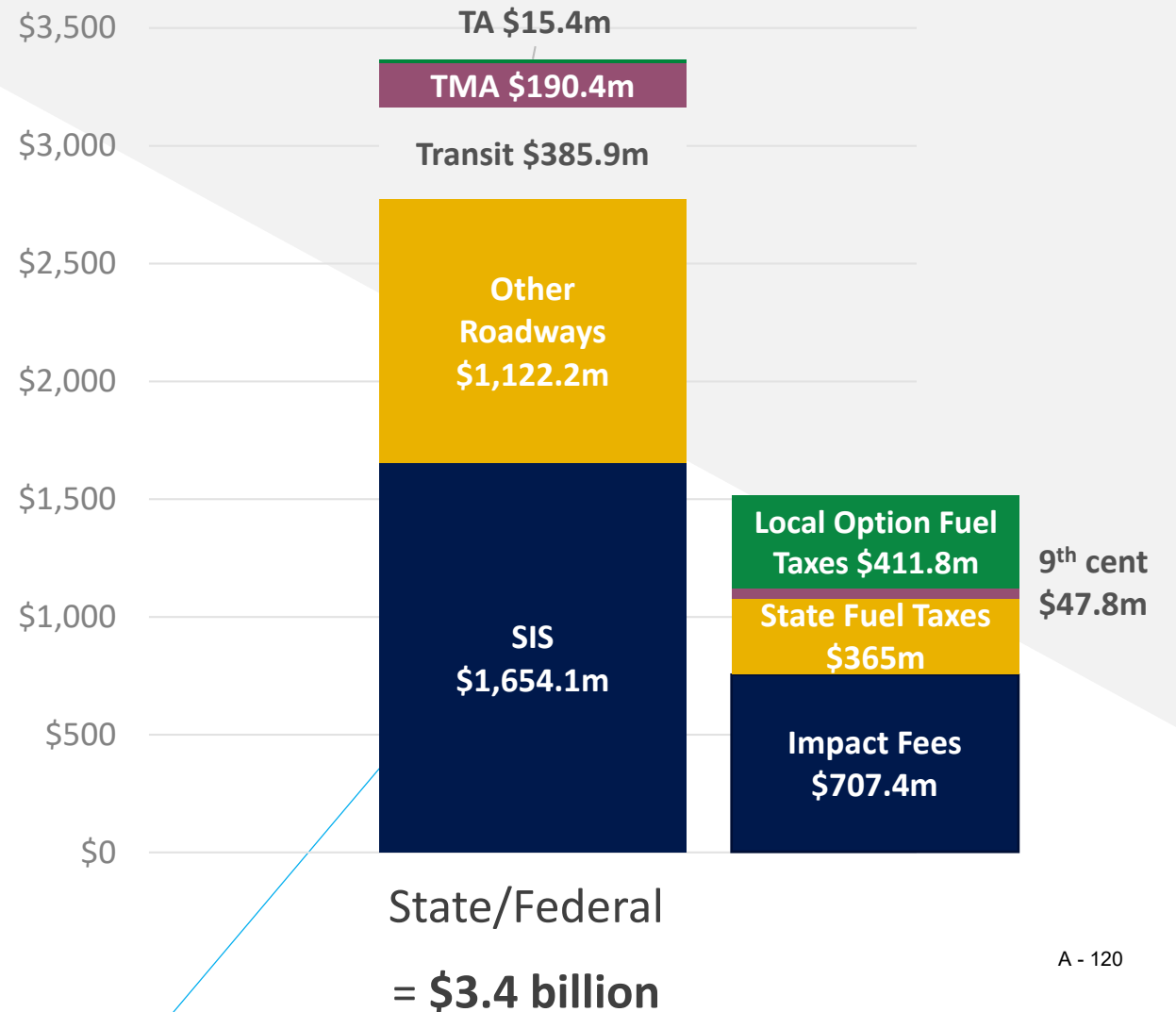


1% of State distributed Fuel
Taxes debt service committed



Impact Fees committed to
addressing growth needs

- State/Federal programs: **\$3.4 billion**
 - Strategic Intermodal System (SIS)
 - Other Roadways and Right of Way
 - Transit
 - Transportation Management Area (TMA)
 - Transportation Alternatives (TA)
- Local revenue sources: **\$1.5 billion**
 - Transportation Impact Fees
 - State distributed fuel taxes
 - Local option fuel taxes



Financial Forecasting

POTENTIAL NEW REVENUE SOURCES

- Sales Surtax
 - 0.5% yields additional \$1.2 billion
 - 1.0% yields additional \$2.3 billion
- Local option fuel taxes
 - 1 to 5 cent option yields additional \$230 million
 - 9th cent on non-diesel fuel yields additional \$104 million
- **\$1.5 to \$2.6 billion** of untapped potential from these two sources alone



Next Steps

- Cost Feasible Plan Development
 - Finalize the full Needs List by end of February
 - Prioritize Needs List based on Stakeholder and Public Input
 - Generate cost estimates for Needs List projects
 - Develop cost feasible plan by matching highest priority projects with available funding
- Local Agency Implementation Guide Development
 - Will include policy suggestions to meet Goals
 - Will include Cost Feasible Plan and Needs List projects
 - Will include future employment numbers and traffic volumes





Open Discussion


Break to Review Needs Plan Maps


We want your input on what are the most critical projects for your organization between now and 2045!!





2045 Long Range Transportation Plan Update

Thank You!

 Steven Bostel – PM,
Space Coast TPO

 321.690.6890

 Steven.bostel@brevardfl.gov

 spacecoasttpo.com

 Travis Hills – PM,
Kittelson & Associates, Inc.

 407.540.0555

 thills@kittelson.com





South County Stakeholder Meeting

Date: February 19, 2020 – 2:00 to 3:30 PM

Location: West Melbourne Veteran’s Memorial Complex – Council Chambers
2285 Minton Road
West Melbourne, FL 32904

Attendees

1. Steven Bostel, Georganna Gillette, Laura Carter, Sarah Kraum, and Abby Hemenway (Space Coast Transportation Planning Organization (SCTPO))
2. Travis Hills and Andrew Garrison (Kittelson & Associates, Inc. (KAI))
3. Todd Corwin (City of Melbourne)
4. Christy Fischer and Scott Morgan (City of West Melbourne)
5. Heidi Salmon (Town of Melbourne Village)
6. Matthew Stinnett (Town of Malabar)
7. Frank Watanabe (City of Palm Bay)
8. Terry Jordan (Space Coast Area Transit (SCAT))

Introduction

This is the South County Stakeholder Meeting for the 2045 Long Range Transportation Plan (LRTP) Update. This meeting was held with South County stakeholders in Brevard County and the Project Team. The topics discussed during the meeting included a review of the 2045 Goals and Objectives, as well as a presentation of the needs plan development, discussion of major needs for each stakeholder, and review of draft needs.

Meeting Notes

Following points summarize the discussion from the meeting:

Introductions

- Steven Bostel reviewed the agenda for the meeting and led introductions for the attendees.

Vision & Goals

- Steven Bostel summarized the 2060 Vision and the Goals and Objectives for the 2045 LRTP. The goals include safety, economic development, increased mobility, and environmental preservation.

Plan Review and Synthesis

- Travis Hills described how a plan synthesis was conducted to review over 100 statewide and Brevard County specific plans to identify relevant projects to be included in the needs list. This included general plans, corridor studies, modal plans, environmental plans, goods and services plans, comprehensive plans and community redevelopment agency plans. A number of specific South County plans were reviewed in this process.
 - *KAI will check to see if they have the latest Melbourne Village Comprehensive Plan and the latest Brevard County West Melbourne Joint CRA.*

Needs List Development

- Travis Hills explained how the draft needs list was compiled and facilitated a discussion of important projects for each South County stakeholder. The following bullets provide an overview of discussion that took place during this part of the meeting.
 - Travis discussed several key projects for South County stakeholders including:
 - The 4-lane and 6-lane Babcock Street widenings
 - The multiple 4-lane Malabar Road widenings
 - The corridor study recommendations on Minton Road, Wickham Road, and Sarno Road, new alignments for St. Johns Heritage Parkway, Norfolk Parkway (the west and east extensions), and the Fellsmere connector
 - Implementing recommendations from the SCTPO Bicycle/Pedestrian Master Plan
 - New SCAT service in southern Brevard County
 - Proposed Bus Rapid Transit service on US 1, Minton Road/Wickham Road, Malabar Road, Babcock Street, and Ellis Road/Nasa Boulevard
 - A discussion of several projects to remain on the needs list was conducted.
 - Bombardier Boulevard 4-lane widening
 - There is no current support for this project from the City of Palm Bay. The City wants to wait to consider this project until after the St. Johns Heritage Parkway ACER project is complete.
 - Lake Andrew Drive North Extension
 - This project is under construction and will be taken off the needs list.
 - St. Johns Heritage Parkway Washingtonia Extension
 - This project still has support from the City of Melbourne.
 - US 192 6-lane widenings
 - The I-95 interchange project (original limits from St. Johns Heritage Parkway to Dike Road) has new limits as Dike Road has been renamed Coastal Lane.
 - There are multiple 6-lane widening projects on US 192 from St. Johns Heritage Parkway to Babcock Street. While it is expected that the new I-95 interchange at Ellis Road will remove some traffic from US 192, these US 192 projects should stay on the needs list. The limits may be revised in the future when the impacts of the Ellis Road become clearer.
 - Dairy Road 4-lane widening
 - This project still has support from the City of Melbourne.
 - Norfolk Parkway
 - This project still has support from the City of Melbourne.
 - Culver Drive 4-lane widening
 - This project has been completed.

- Pirate Lane 4-lane widening
 - The City of Melbourne is moving forward with this project, but it will probably be City funded and thus removed from the needs list as it will not need federal funds. *The City of Melbourne will confirm whether this project is fully city funded.*
 - US 1 6-lane widening
 - This project from Malabar Road to RJ Conlan Boulevard does not seem to be needed. *KAI will review the model to determine if traffic volumes are high enough to consider widening.*
 - Micco Road 4-lane widening
 - This project still has support from the City of Palm Bay but the City is unsure of whether it needed. *KAI will review the model to determine if traffic volumes are high enough to consider widening.*
 - A discussion of the most critical project for each North County stakeholder was conducted.
 - City of West Melbourne
 - While the Minton Road planning study shows that 6 lane widening is not necessary, the City is still interested in applying intersection improvements from the study. The widening project on the map will be changed to a corridor study implementation project.
 - The City is interested in a 4-lane widening on Eber Boulevard from Minton Road to Dairy Road. Even if a widening is not needed, a corridor study may be desired. *KAI will review the model to determine if traffic volumes are high enough to consider widening.*
 - The City asked if US 192 was a SIS facility from the St. Johns Heritage Parkway to I-95. The TPO noted that US 192 was not a SIS facility west of I-95.
 - City of Melbourne
 - The City wants to consider changing the limits on the Dairy Road 4 lane widening to include Woody Burke Drive from Hibiscus Boulevard to Nasa Boulevard. *KAI will review the model to determine if traffic volumes are high enough to consider widening.*
 - There is a planning study on Babcock Street from Palm Bay Road to US 192 that should be included on the needs list. *KAI will update the needs list accordingly.*
 - City of Palm Bay
 - The various Malabar Road and Babcock Street widening projects are major needs for the City of Palm Bay.
 - Additionally, the Babcock Street 4-lane widening from Indian River County to Micco Road should be reviewed in model. *KAI will review the model to determine if traffic volumes are high enough to consider widening.*
 - The Babcock Street and Malabar Road intersection, which is currently in a PD&E study, is a need.
 - A corridor study should be added for the Emerson Drive/Minton Road/Palm Bay intersection area.
 - Town of Melbourne Village

- The Town has already emailed KAI with a list of needs projects. *KAI will review this list to determine what should be included on the needs list.*
- Town of Malabar
 - The Malabar Road widening project from Babcock Street to US 1 is the highest priority. The Babcock Street widening and the St. Johns Heritage Parkway connection to I-95 will help as well.
 - There is interest in a variety of trail projects in the area. Sarah Kraum noted the SCTPO is interested in a South Brevard trail implementation study to review the trail desired in Malabar, Palm Bay, and Grant-Valkaria.

Next Steps

- Steven Bostel and Travis Hills led a discussion of the next steps for the 2045 LRTP. The following bullets provide an overview of discussion that took place during this part of the meeting.
 - Travis noted that stakeholder and public meetings in North Brevard and the Beaches were completed earlier this month.
 - Travis discussed the financial forecasting for the 2045 LRTP.
 - This is part of the federal requirements for the LRTP process. Available money will be assigned to project based on a prioritization process.
 - Main funding sources include the Strategic Intermodal System (SIS), Other Roadway and Right of Way, Transportation Management Area, and Transportation Alternative funds.
 - Additional funding sources can include state fuel taxes, local fuel taxes, and transportation impact fees (all fuel taxes will likely be spent on debt service and maintenance).
 - Steven discussed the cost feasible plan development process, which will commence once public meetings are finished in February.
 - Steven also noted that a local agency implementation guide will be tailored for each local jurisdiction to help each agency move toward meeting the LRTP goals.

Next Steps

- Continue Stakeholder and Public Meetings.
- Begin work on project prioritization and cost feasible plan.

The sign-in sheet and presentation given at the meeting is attached to these notes.



Space Coast TPO 2045 Long Range
Transportation Plan South Area
Technical Meeting



Wednesday, February 19, 2020

Initial	Name	Agency
CS	Bostel, Steven	SCTPO
	Ball Jeffrey	Brevard County
	Burke, Patrica	Palm Shores
LC	Carter, Laura	SCTPO
TC	Corwin, Todd	Melbourne
MC	Fischer, Christy	West Melbourne
	Garrison, Andrew	SCTPO
GG	Gillette, Georganna	SCTPO
	Gumm, Corrina	Brevard County
	Hemenway, Abby	SCTPO
TH	Hills, Travis	Kittelson
TJ	Jordan, Terry	Space Coast Area Transit
	Kraum, Sarah	SCTPO
	Lamb, Jenni	Melbourne
	Mahaney, Jason	Grant Valkaria
SM	Morgan, Scott	West Melbourne
	Reilly, Patrick	Malabar
H/S	Salmon, Heidi	Melbourne Vilage
	Sherman, Suzanne	Palm Bay
MS	Stinnett, Matthew	Malabar
FW	Watanabe, Frank	Palm Bay
	Yonts, Del	Grant Valkaria
AG	Andrew Garrison	Kittelson



2045 Long Range Transportation Plan Update

South County Stakeholder Meeting
February 19, 2020



Agenda

- Introductions
- Vision & Goals
- Plans Reviewed
- Needs Plan Development
- Next Steps
- Break to Review Needs Plan Maps





Introductions

TPO Staff, Consulting Team,
Partner Agencies

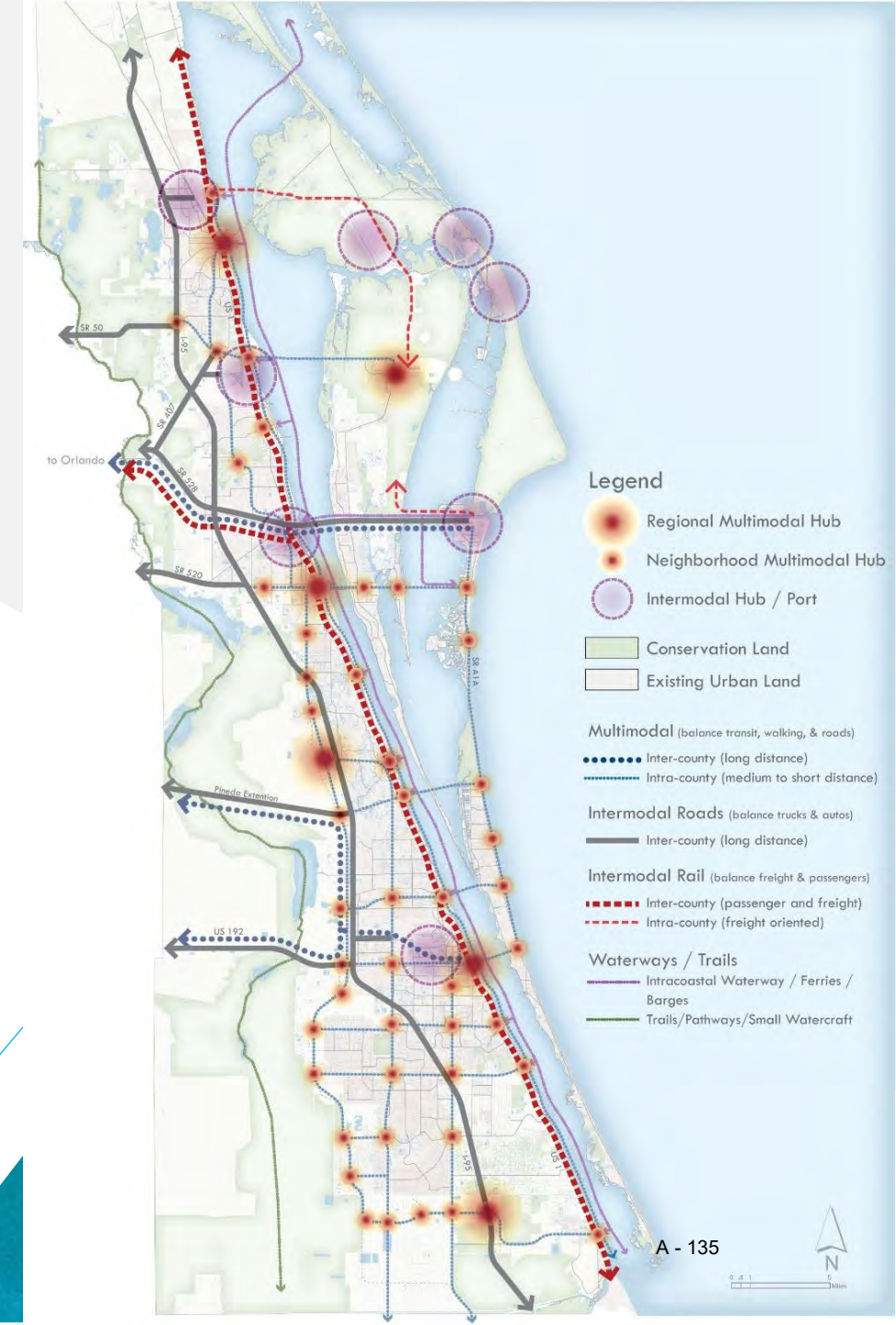


Vision & Goals Overview

2060 Vision

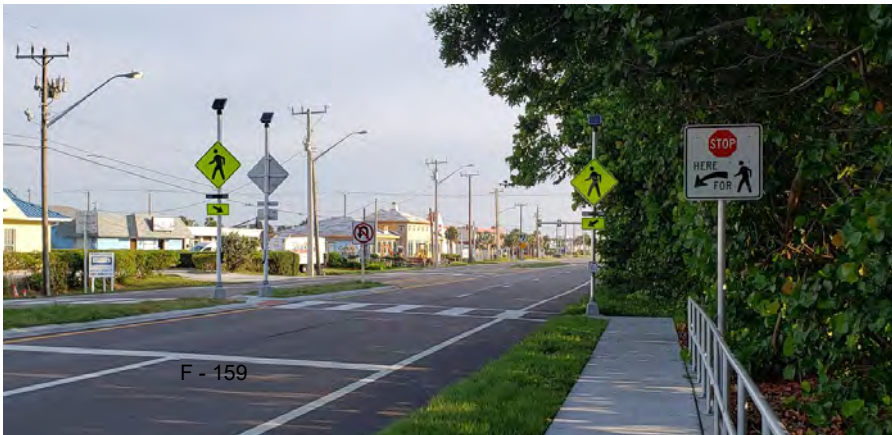
DERIVED FROM SCENARIO PLANNING PROCESS

- Leverage what's uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what's uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
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Goal 1

Improve safety and security for all users



Goal 2

Improve Economic Development with a Connected Multi-Modal System



Goal 3

Enhance connectivity and reliability of the transportation system for communities, tourism, and commerce



F - 161



A - 138

Goal 4

Preserve and provide a resilient transportation system through balancing social and environmental resources





Plan Review & Synthesis

Plan Synthesis Overview

- High-level review of over 100 Statewide and Brevard County specific plans
- Types of plans reviewed –
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 - Goods and Services Plans
 - Comprehensive Plans
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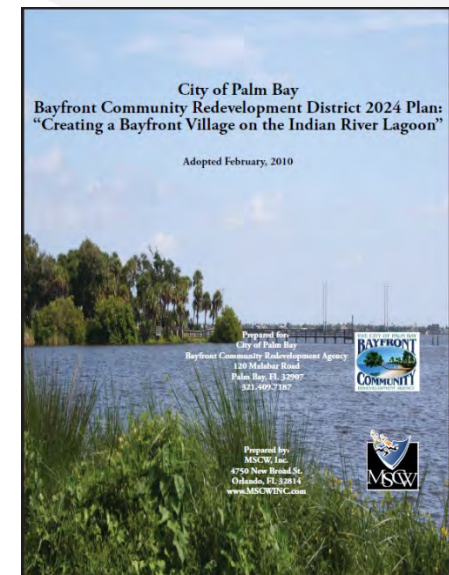
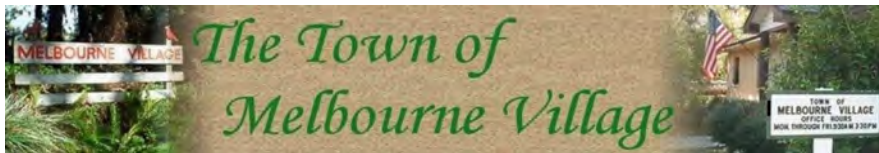
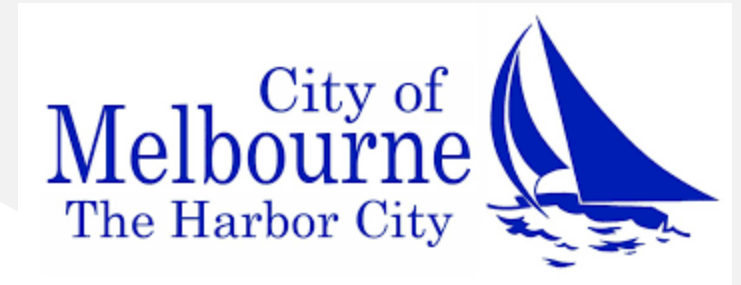
Prepared for:
Melbourne Airport Authority
One Air Terminal Parkway, Suite 220
Melbourne, Florida 32901

Plan Synthesis

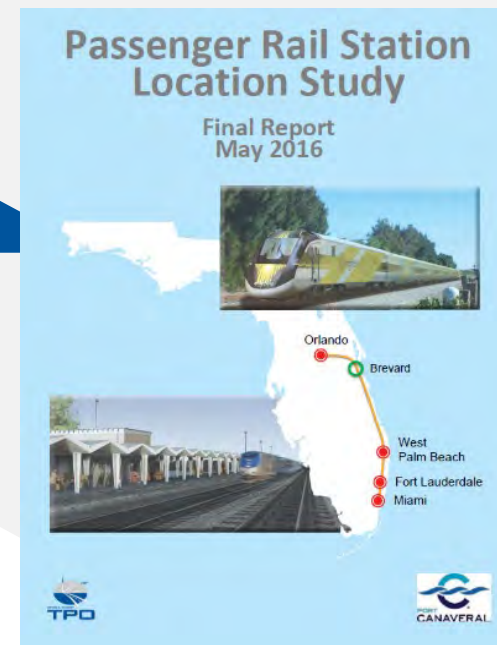
Plans Relevant to South County Stakeholders



- Comprehensive Plans for Brevard County, Melbourne, Palm Bay, West Melbourne, Grant-Valkaria, Malabar, and Melbourne Village
- Plans from Melbourne Community Redevelopment Agency and Palm Bay Bayfront Community Redevelopment District



- Orlando-Melbourne International Airport and Space Coast Regional Airport Master Plans



- Statewide Freight Plans for CFX, FEC, and Virgin Trains

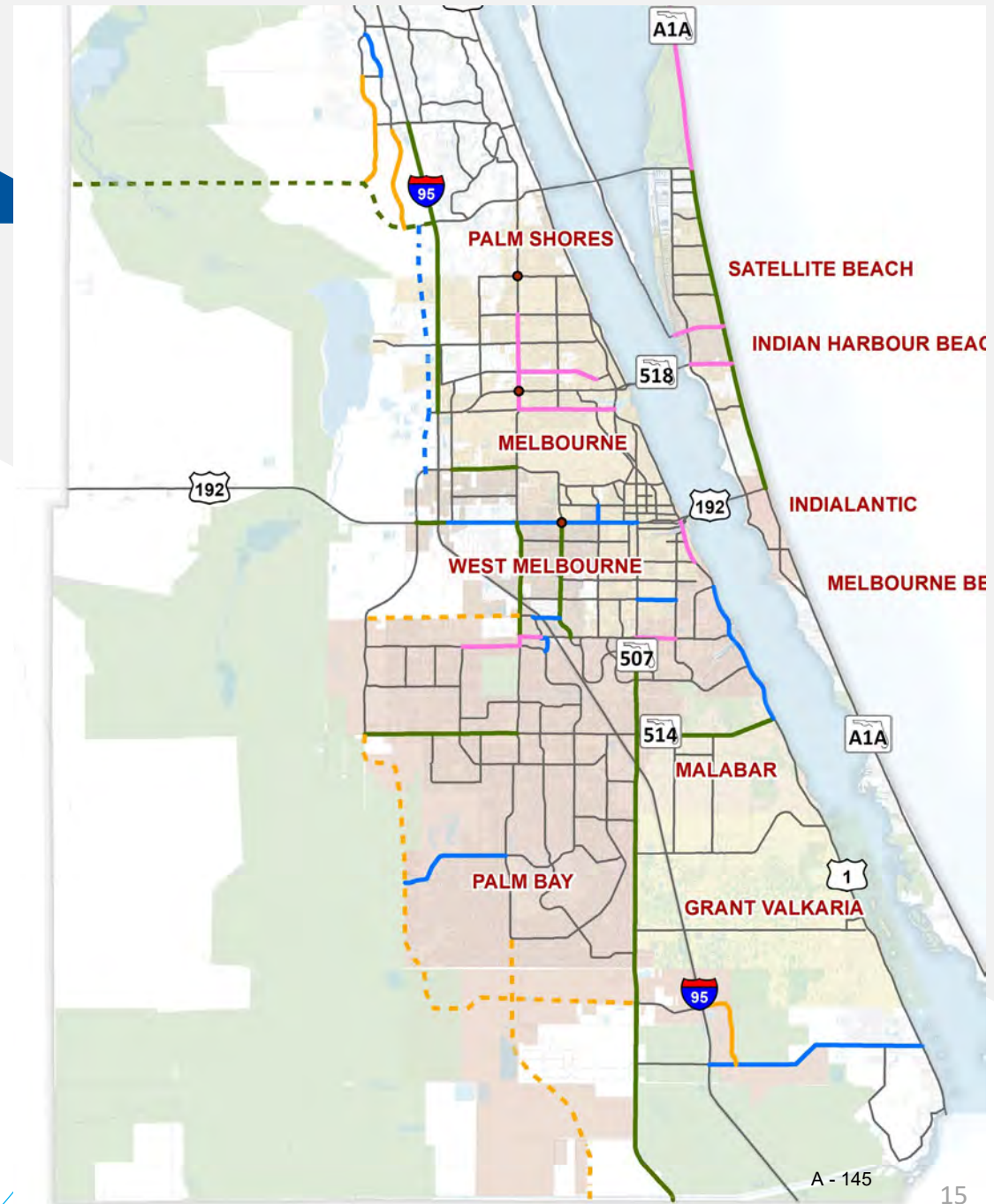
- Many Others!!!





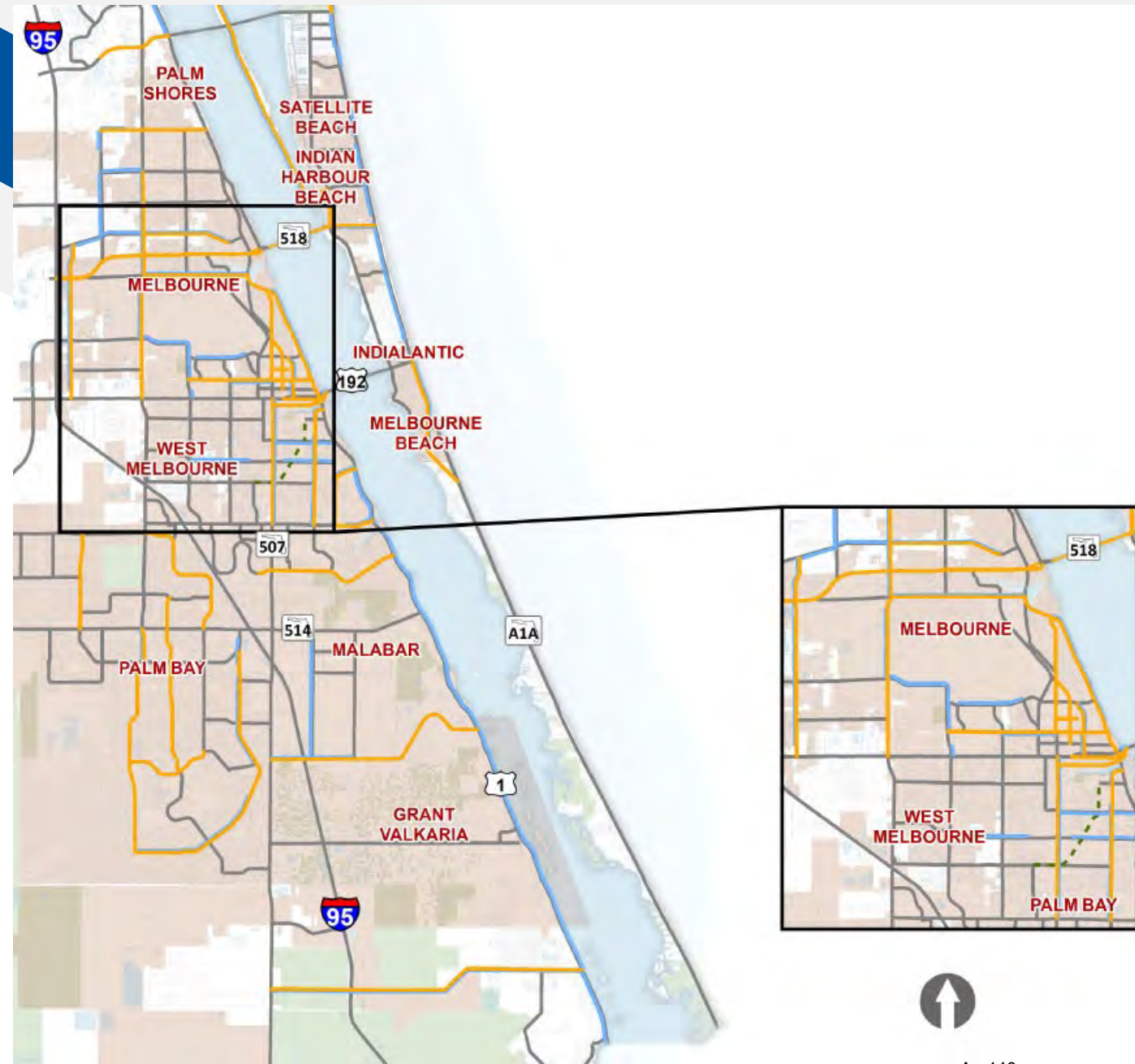
Needs List Development

2045 Needs List Projects Relevant to South County Stakeholders



2045 Needs List Projects Relevant to South County Stakeholders

- Implement Bicycle/Pedestrian Master Plan Recommendations
- Space Coast Area Transit New Service Routes from TDP
- Proposed BRT along US 1, Minton/Wickham Road, Malabar Road, Babcock Street, and Ellis/Nasa



Next Steps

Next Steps Overview

- Continued Stakeholder Meetings, Last Public Meeting Tonight
- Financial Forecasting
- Cost Feasible Plan Development
- Local Agency Implementation Guide Development



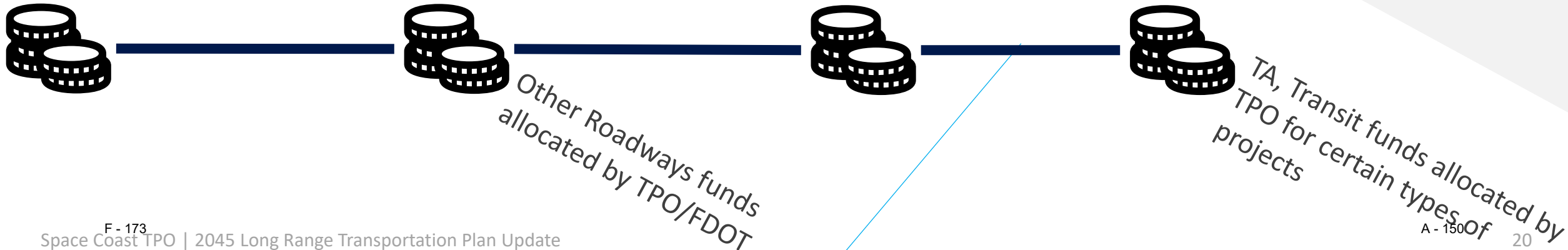
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Financial Forecasting

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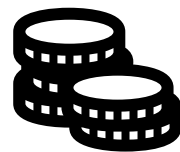


Financial Forecasting

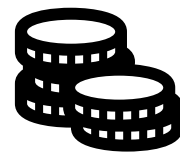
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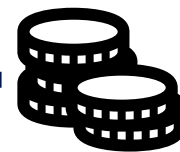
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11% of local option fuel taxes
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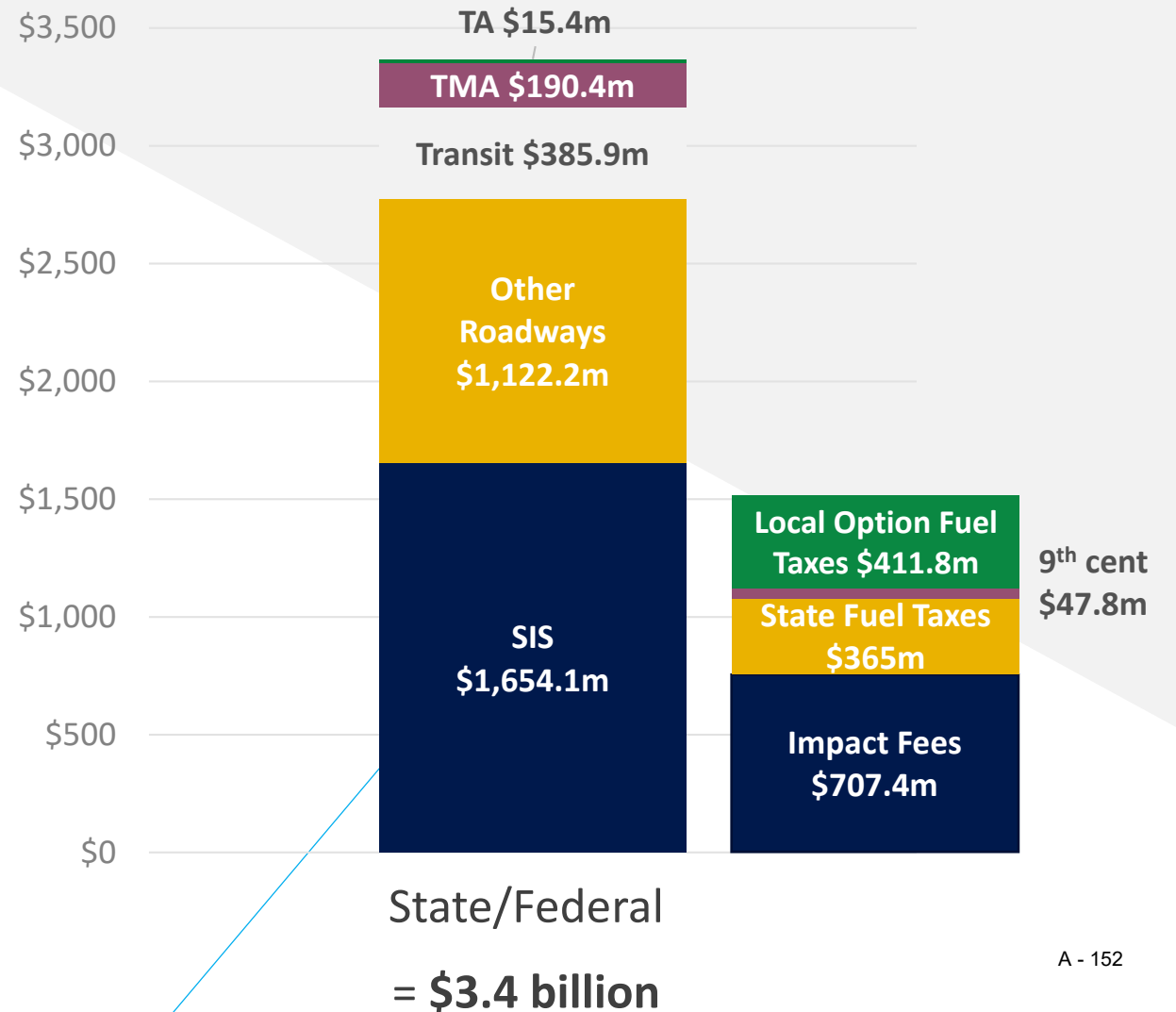


1% of State distributed Fuel
Taxes debt service committed



Impact Fees committed to
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- State/Federal programs: **\$3.4 billion**
 - Strategic Intermodal System (SIS)
 - Other Roadways and Right of Way
 - Transit
 - Transportation Management Area (TMA)
 - Transportation Alternatives (TA)
- Local revenue sources: **\$1.5 billion**
 - Transportation Impact Fees
 - State distributed fuel taxes
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Financial Forecasting

POTENTIAL NEW REVENUE SOURCES

- Sales Surtax
 - 0.5% yields additional \$1.2 billion
 - 1.0% yields additional \$2.3 billion
- Local option fuel taxes
 - 1 to 5 cent option yields additional \$230 million
 - 9th cent on non-diesel fuel yields additional \$104 million
- **\$1.5 to \$2.6 billion** of untapped potential from these two sources alone



Next Steps

- Cost Feasible Plan Development
 - Finalize the full Needs List by end of February
 - Prioritize Needs List based on Stakeholder and Public Input
 - Generate cost estimates for Needs List projects
 - Develop cost feasible plan by matching highest priority projects with available funding
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 - Will include policy suggestions to meet Goals
 - Will include Cost Feasible Plan and Needs List projects
 - Will include future employment numbers and traffic volumes





Open Discussion

Break to Review Needs Plan Maps

We want your input on what are the most critical projects for your organization between now and 2045!!



2045 Long Range Transportation Plan Update

Thank You!

- 👤 Steven Bostel – PM,
Space Coast TPO
- 📞 321.690.6890
- ✉️ Steven.bostel@brevardfl.gov
- 🌐 spacecoasttpo.com

- 👤 Travis Hills – PM,
Kittelson & Associates, Inc.
- 📞 407.540.0555
- ✉️ thills@kittelson.com





Environmental Stakeholder Meeting

Date: March 11, 2020 – 9:00 to 11:30 AM

Location: Exploration Tower, 4th Floor Conference Room, 670 Dave Nisbet Dr., Cape Canaveral 32920

Invited Agencies

1. SCTPO
2. FDOT
3. Brevard County Natural Resources
4. Brevard County EEL Program
5. Melbourne Tillman Water Control District
6. St. Johns River Water Management District
7. US Fish and Wildlife Service
8. National Park Service
9. Indian River Lagoon Council
10. Port Canaveral
11. Federal Highway Administration
12. East Central Florida Regional Planning Council
13. Florida Department of Environmental Protections
14. Space Florida
15. UF / IFAS

Attendees

1. Steven Bostel, Georganna Gillette, Laura Carter, Sarah Kraum, Lisa Hickman, Chelsea Forgenie (Space Coast Transportation Planning Organization (SCTPO))
2. Travis Hills, Mary Raulerson, and Chris Bame (Kittelson & Associates, Inc. (KAI))
3. Karen Snyder, Bill Walsh, Casey Lyon, and Jamie Kersey (Florida Department of Transportation (FDOT))
4. Bach McClure (Brevard County Natural Resources – Stormwater Program)
5. Darcie Mcgee (Brevard County Natural Resources)
6. Bob Muster (Canaveral Port Authority)
7. Fred Milch (East Central Florida Regional Planning Council (ECFRPC))
8. Holly Abeels (UF/IFAS Extension)
9. Peter Eggert (Space Florida)
10. Duane DeFreese (Indian River Lagoon National Estuary Program)
11. Laura Henning (National Park Service)

Introduction

The purpose of this meeting was to develop and share ideas on how to approach environmental planning within transportation from a regional perspective. The Space Coast Transportation Planning Organization (SCTPO) is currently developing the region's 2045 Long Range Transportation Plan (LRTP) and has convened this meeting with federal, regional, and local environmental stakeholders in Brevard County. The topics discussed during the meeting included an overview of the LRTP process, including the scope and schedule, Goals and Objectives, and plan synthesis. A facilitated discussion of key environmental initiatives and work sessions to discuss regional needs for each stakeholder and brainstorm opportunities for regional/ecosystem collaboration was the focus of the meeting.

Meeting Notes

The following points summarize the discussion from the meeting:

Introductions

- Steven Bostel reviewed the agenda for the meeting and led introductions for the attendees.

Meeting Goals

- The Project Team summarized the goals for meeting with the environmental stakeholders.
- A goal of engaging with environmental stakeholders is to proactively identify opportunities and challenges resulting from the interaction of the transportation system and the environmental system. By identifying environmental considerations as early as possible in the project life cycle, projects will have a greater opportunity to positively work with the environmental system, potentially reducing the impacts associated with projects and identifying ways that environmental mitigation can occur to increase the overall ecological value in the long run.
- Another goal is to share knowledge of ongoing concerns, priorities, and processes related to the transportation system and natural/environmental systems.
- Another goal is to better understand the existing mechanisms for engagement between environmental agencies and transportation projects and what other times in the project life cycle environmental agencies should be engaged.

LRTP Overview

- Steven Bostel provided an overview of the LRTP process and overall project schedule. The discussion described public involvement, goals and objectives, the plan synthesis, needs identification, and the cost feasible plan.

Vision & Goals

- Steven Bostel summarized the 2060 Vision and the Goals and Objectives for the 2045 LRTP. The goals include safety, economic development, increased mobility, and environmental preservation.

Plan Review and Synthesis

- Travis Hills described how a plan synthesis was conducted to review over 100 statewide and Brevard County specific plans to identify relevant projects to be included in the needs list. This included general plans, corridor studies, multimodal plans, environmental plans, goods and services plans, comprehensive plans and community redevelopment agency plans.

Understanding Environmental Initiatives for 2045

- Mary Raulerson led a group discussion in which environmental stakeholders shared their agency's ongoing initiatives and priorities for the next 25 years and onwards. Stakeholder initiatives can be broadly categorized into three areas: resiliency, sustainability, and water quality.
- Resiliency-Related Initiatives included:
 - East Central Florida Regional Planning Council: Resiliency Collaborative
 - The collaborative will define projects to improve resiliency.
 - Brevard County applied for a DEP grant for a flood analysis to help identify how to effectively plan for vulnerable areas.
 - FDOT
 - Updating the Florida Transportation Plan (FTP), which includes resiliency as one of the campaigns. The FTP will give a policy perspective on how FDOT is approaching resiliency.
 - Governor's Task Force
 - Will coordinate sea level rise projections between agencies.
 - Space Florida
 - Publishing a plan this year, the plan already considers infrastructure.
- Sustainability
 - East Central Florida Regional Planning Council
 - Completing 'How Did We Grow' report.
 - Brevard EOC / IFAS
 - Developed a list of agricultural areas in Brevard county. This report is soon to be finalized.
 - 1,000 Friends of Florida
 - Upcoming workshop to talk about long range projections in Brevard County.
 - East Central Florida Corridor Evaluation Study (CFX and Major East-West Connectors)
 - Contact Judy Pizzo at FDOT for more information.
 - Need to think about the natural water flow patterns across these corridors and determine what the impact is on flooding and the environmental systems.
 - Brevard County
 - Brevard County is currently coordinating GIS between public works and other groups to coordinate projects in unincorporated areas.
 - Mary posed the question as to how GIS data was currently being shared between agencies. Currently, environmental data is fairly fragmented, but there are regional efforts within the County and related to the Resiliency Collaborative that are beginning to coordinate data.
- Water Quality
 - Indian River Lagoon National Estuary Program
 - Passed a 2008 Comprehensive Conservation and Management Plan (CCMP), which includes regional water management / stormwater projects.

- Envisions concurrently implementing projects to minimize cost and maximize benefit.
 - Currently using a 10-year planning horizon, but consider longer impacts of projects.
 - Completed a risk-based vulnerability assessment of the Indian River Lagoon to climate change. This assessment had a focus on clean water.
 - Developing a list of 9 actions to address readiness for climate change related to transportation, waste management, and stormwater which will be finalized in the next month.
 - Believes that considering infrastructure is critical to attaining environmental protections.
- Brevard County
 - Consider opportunities for low runoff impact development.
 - Develop stormwater systems that can safely fail as storms become more intense.

Life Cycle of a Project

- Mary Raulerson described the typical life cycle of a transportation project and solicited feedback from environmental stakeholders as to what step they interact with a given project. The figure below shows the life cycle of a project presented at the meeting.



- Meeting attendees shared they are currently not interacting with projects at the LRTP stage. This meeting offers a new, helpful way of engaging with environmental stakeholders.
- Most interaction with environmental stakeholders occurs at the project specific level during PD&E, although there is also project specific involvement during the Planning and Design phases of projects.

- FDOT's Efficient Transportation Decision Making process (ETDM) is intended to identify potential environmental issues early in the project development process. This is not being used for most projects during the planning phase.
- Several attendees noted that coordination has been improving on projects.

Work Session

- Environmental stakeholders and the project team divided into 2 working groups to review the data that had been collected and presented in a series of maps, and discussed opportunities for potential collaboration.
- Prepared maps for discussion included:
 - Lands for Conservation;
 - Designated Waters;
 - Flood Insurance Rate Map;
 - Sea Level Rise;
 - Mitigation Banks; and
 - National Wetlands Inventory.
- Discussion points and outcomes
 - It may be helpful to understand where agricultural lands are. These lands may be likely to develop into residential areas. New transportation infrastructure increases both the impacts of the transportation infrastructure and of potential new development. Consider opportunities to improve existing infrastructure, rather than building new infrastructure.
 - Consider Peril of Flood analysis and storm surge in the flood and sea level rise mapping. Volusia County has mapped storm surge with sea level rise, but Brevard County has not completed this analysis.
 - The East Central Florida Regional Planning Council identified an opportunity to convert inundated lands to mitigation and conservation. What will FEMA's policy for repetitive loss be?
 - Any corridor on the water should be considered for shore stabilization, especially if the corridor is expected to be affected by sea level rise.
 - Patrick Air Force Base lands are currently being shown on the Conservation map; we should clarify if these lands are indeed "conserved". The perception is that right now the Air Force could develop the lands to serve other purposes.
 - Explore ways to add additional value to transportation (or other infrastructure) projects; can we combine resources/funds to add additional value to the original project?
 - There are many regulatory barriers associated with the wetland and protected species permitting processes that are not supportive of mitigating in ways that may make more ecological sense.
 - Look for overlapping/common needs across different projects and explore potential partnerships and sources of money.
 - Some examples of proactive environmental planning include mitigation banking (although there are limitations with how these are permitted currently) and Basin Management Action Plans (BMAPs) that may be limited by Florida Statute (373.4137).

- Review where the Environmentally Endangered Lands Program (EEL) lands and potential future lands overlap with other needs and then fund the purchase of those lands. Explore opportunities for funding the purchase / restoration of EEL lands as mitigation (for others' projects).

Conclusion

- The group brainstormed who may want to be invited to future environmental collaboration meetings:
 - Sierra Club
 - Audubon Society
 - Kennedy Space Center (invited but did not attend)
 - Environmental Technical Advisory Team (ETAT)
 - Saint Johns River Water Management District (invited but did not attend)
 - Seminole Tribe of Florida
 - Florida Department of State
 - Florida Department of Agriculture and Consumer Services
 - Florida Department of Environmental Protection (invited but did not attend)
 - Florida Fish and Wildlife Conservation Commission
 - Florida Department of Economic Opportunity
 - US Environmental Protection Agency
 - Natural Resource Conservation Service
 - US Fish and Wildlife Service (invited but did not attend)
 - NASA
 - National Marine Fisheries Service
 - US Forest Service
 - US Coast Guard
 - US Army Corps of Engineers
- In terms of the Indian River Lagoon, may need to identify critical areas that have multiple benefits to focusing ecological effort. For example, areas that may serve as a critical habitat and allow opportunities to clean runoff. In areas such as this, a new mitigation bank may be a good solution. Duane suggested connecting Save Our Indian River Lagoon (SOIRL) and EEL to pursue this solution.
- Duane emphasized the unique resource the Lagoon (one of only approximately 20 estuaries in the National Estuary Program) is and recommended using the presence of the Lagoon as an opportunity to secure federal funding.
- Mary recommended continuing to have further discussions about ecological value.
- Environmental stakeholders were asked to share resources and previous work with Steven Bostel (SCTPO).

Next Steps

- Update maps and add additional data per discussion with stakeholders –
 - Add Crawler Way to the National Wetlands Inventory map.
 - Review DEP classifications for surface waters.
 - Show all inundated roads on the Sea Level Rise map, rather than just planned projects that are anticipated to be inundated.
- Gather existing resources

- SJRWMD Technical Report dealing with flooding and inundation.
- Indian River Lagoon Comprehensive Conservation and Management Plan.
- Indian River Lagoon Project Lists.
- Brevard County Stormwater Projects (subset of projects that were identified by IRLNEP).
- Brevard EOC / IFAS agricultural areas mapping.
- Summarize relevant resources and provide access to resources to stakeholders

The agenda, sign-in sheets, presentation, and maps from the meeting are attached to these notes.

Environmental Stakeholders Meeting Agenda

2045 Long Range Transportation Plan

March 11, 2020

Exploration Tower, 4th Floor Conference Room, 670 Dave Nisbet Dr., Cape Canaveral 32920

9:00 – 11:00 AM

1. Introductions and Goals of Meeting
2. LRTP Overview
3. 2045 LRTP Vision & Goals
4. Plans Reviewed/Plan Synthesis
5. Understanding Environmental Initiatives for 2045
6. Life Cycle of a Project
7. Work Session
 - a. Review Draft Environmental Maps
 - b. Identify Additional Relevant Information
 - c. Brainstorm Opportunities for Regional/Ecosystem Collaboration
8. Summary/Report Back
9. Next Steps/Open Discussion



Space Coast Transportation Planning organization 2045 Long
Range Transportation Plan Environmental Meeting

Wednesday, March 11, 2020

Name	Agency	Email
Bach McClure	Brevard Natres Stormwater	bach.mccclure@brevardfl.gov
Darcie McGee	Brevard Co	darcie.mcgee@brevardfl.gov
Bob Musser	Canaveral Port Authority	Rmusser@portcanaveral.com
Fred Mitch	ECFRPC	fmitch@ecfrpc.org
Jamie Kussey	FDOT - PLEMD	jamie.kussey@dot.state.fl.us
Bill Walsh	FDOT - EMO	william.walsh@dot.state.fl.us
Karen Snyder	FDOT - PLEMD	karen.snyder@dot.state.fl.us



2045 Long Range Transportation Plan Update


Environmental Stakeholder Meeting
March 11, 2020



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Agenda

- Introductions and Goals of Meeting
- LRTP Overview
- 2045 LRTP Vision & Goals
- Life Cycle of a Project
- Plans Reviewed
- Small Groups Work Session
- Next Steps



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Introductions

TPO Staff, Consulting Team,
Partner Agencies

3

Goals of Meeting

- Proactively engage with environmental agencies
- Begin building collaboration early in the project process
- Develop understanding of environmental considerations during the planning stage of projects
- Vision is to be as diligent with addressing environmental concerns as we are with addressing other transportation aspects on every project

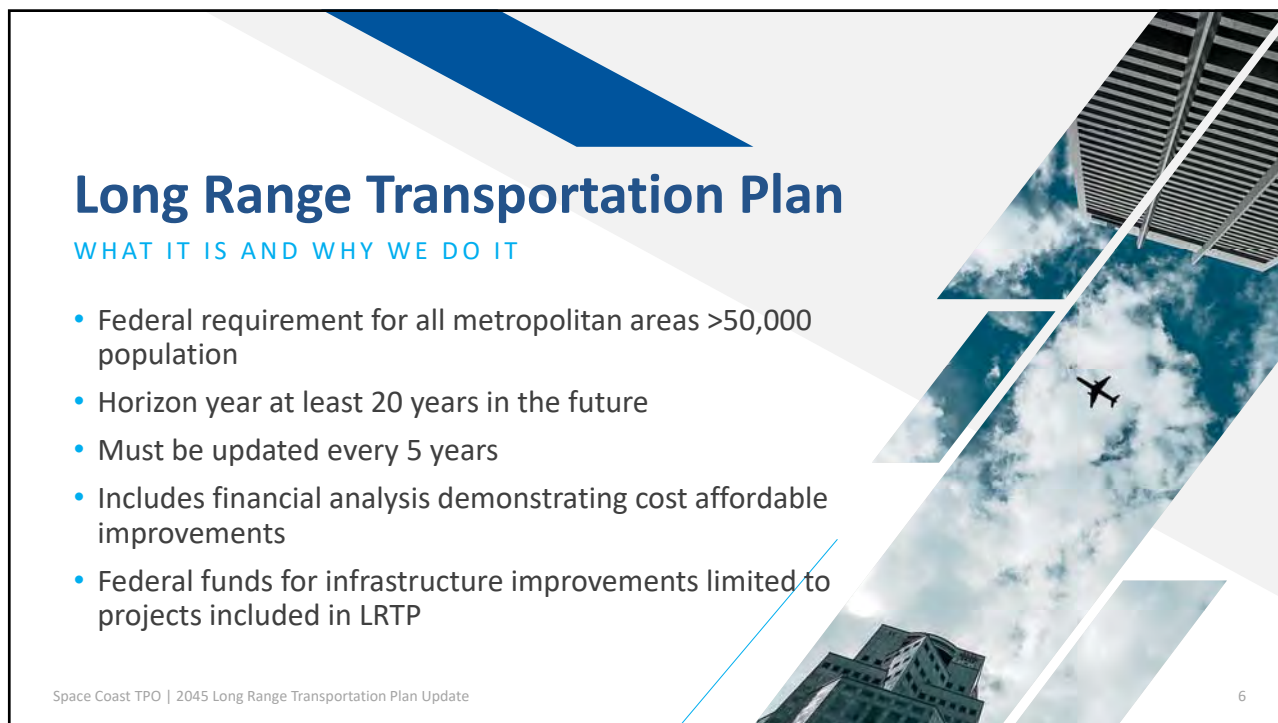
Space Coast TPO | 2045 Long Range Transportation Plan Update

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Long Range Transportation Plan

WHAT IT IS AND WHY WE DO IT

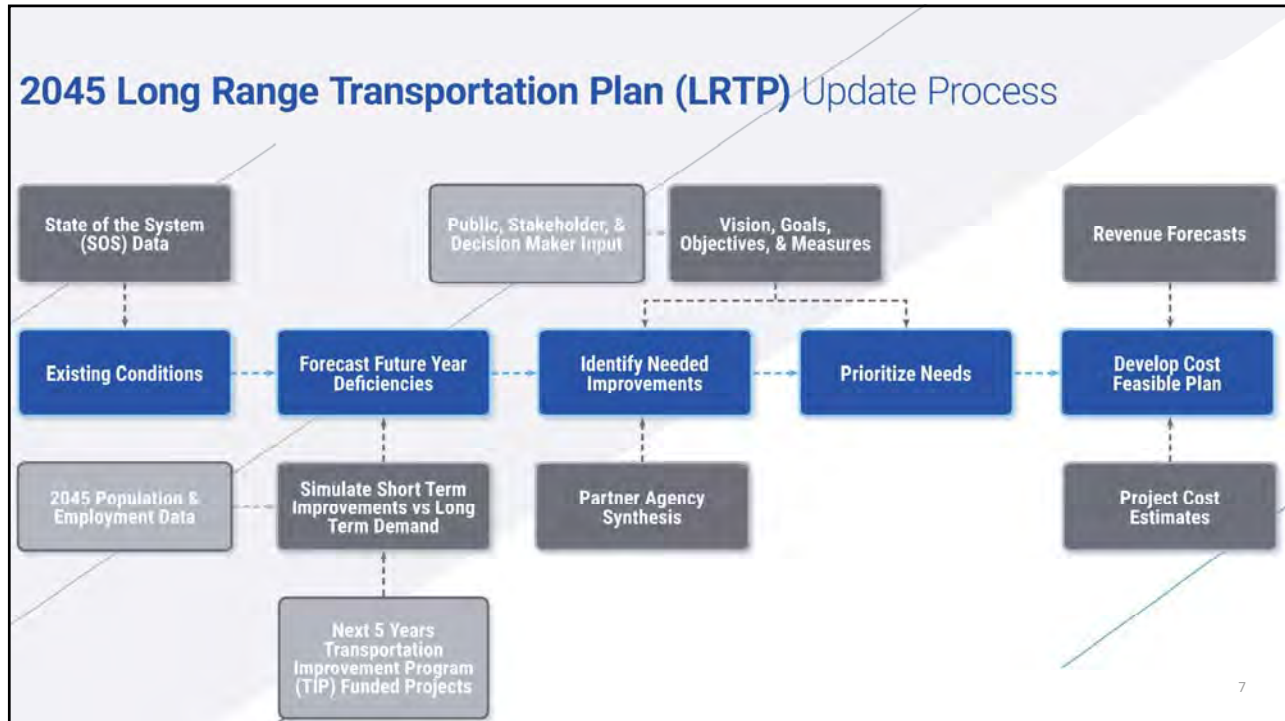
- Federal requirement for all metropolitan areas >50,000 population
- Horizon year at least 20 years in the future
- Must be updated every 5 years
- Includes financial analysis demonstrating cost affordable improvements
- Federal funds for infrastructure improvements limited to projects included in L RTP

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LRTP Tasks and Schedule

Project Schedule

TASK	2018		2019				2020			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Begin	★									
Public Outreach										
Public Workshops							★		★	
Goals, Objectives, and Performance Measures										
Data Compilation and Plan Synthesis										
Corridor Strategic Plans										
Cost Feasible Plan Update										
Plan Documentation										

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Vision & Goals Overview

9

2060 Vision

DERIVED FROM SCENARIO PLANNING PROCESS

- Leverage what's uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what's uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
 - More travel options

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Goal 1

Improve safety and security for all users



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Goal 2

Improve Economic Development with a Connected Multi-Modal System



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Goal 3

Enhance connectivity and reliability of the transportation system for communities, tourism, and commerce

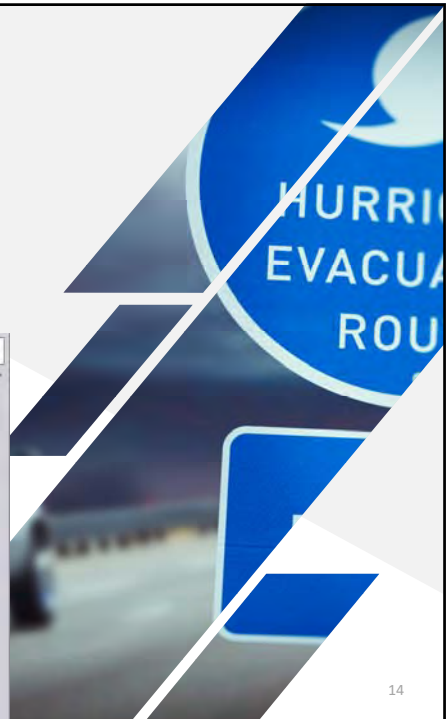
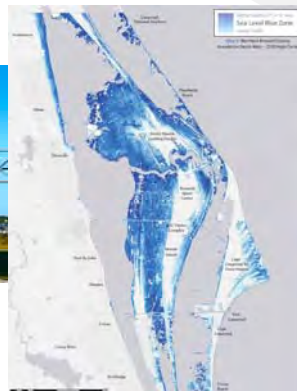
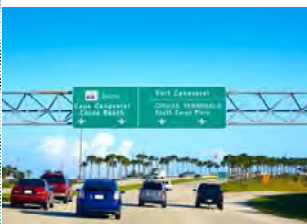


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Goal 4

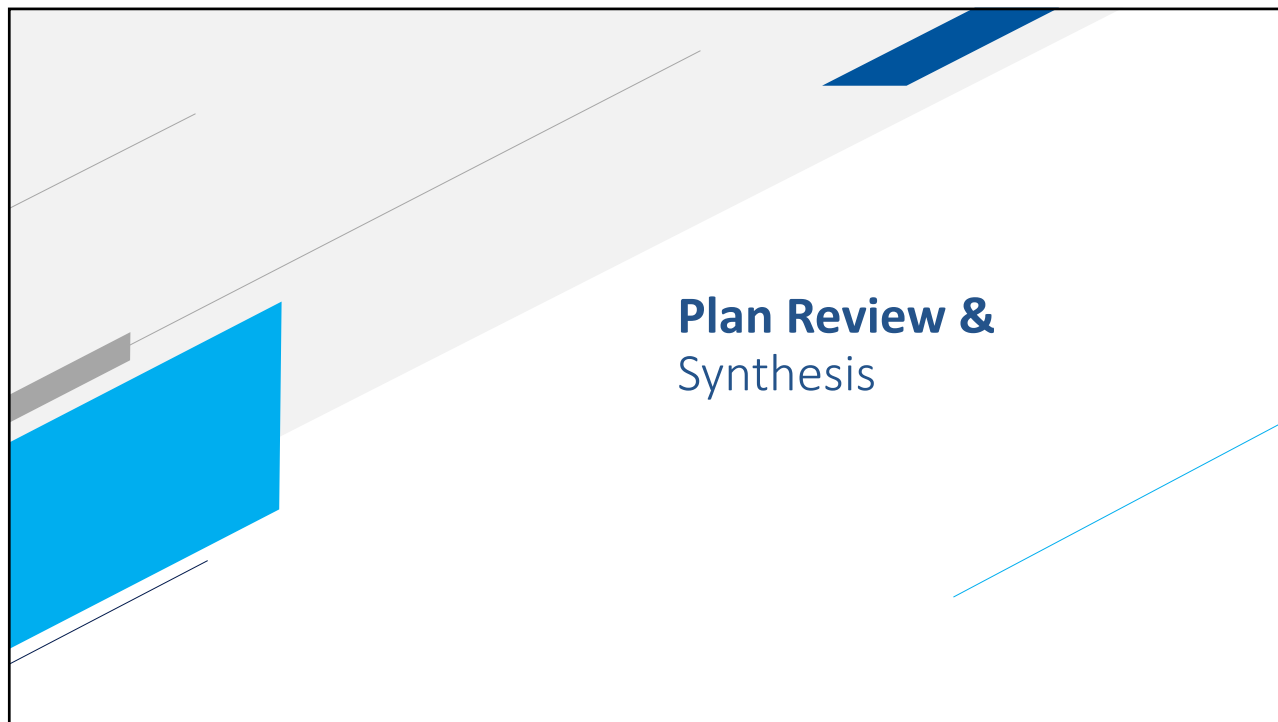
Preserve and provide a resilient transportation system through balancing social and environmental resources



14

14


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15

Plan Synthesis Overview


- High-level review of over 100 Statewide and Brevard County specific plans
- Types of plans reviewed –
 - General Plans (Statewide/Countywide)
 - Completed/Ongoing Studies in Brevard
 - Modal Plans (Ped/Bike/Transit/Ports/Freight)
 - Environmental Agencies/Plans
 - Goods and Services Plans
 - Comprehensive Plans
 - Community Redevelopment Agencies/Plans



ORLANDO - MELBOURNE INTERNATIONAL AIRPORT - MLB



Prepared for:
Melbourne Airport Authority
One Air Terminal Parkway, Suite 220
Melbourne, Florida 32901



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Plan Synthesis Plans Related to Environmental Stakeholders

- SCTPO Sea Level Rise Study and ECFRPC Regional Resiliency Action Plan
- Melbourne-Tillman WCD and St. Johns River WMD Plans
- EELs Program
- Various NOAA Reports



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Understanding Environmental Initiatives for 2045

9

18

Life Cycle of a Project

- Where does your agency currently interact with the project process?



← Total 6-14 Years from Planning through Construction →

Work Session

Environmental Mapping

- National Wetlands Inventory (USFWS)
- Conservation Lands (FDEP, FNAI, Florida Forever, Mitigation Banks, NPS, USFWS, Local Parks)
- Flood Insurance Rate Map (FEMA)
- Designated Waters (FDEP)
- Mitigation Banks
- Sea Level Rise (SCTPO Sea Level Rise Study, NOAA)

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Breakout Groups

- Review Draft Environmental Mapping
- Identify Additional Relevant Information
- Brainstorm Opportunities for Regional/Ecosystem Collaboration

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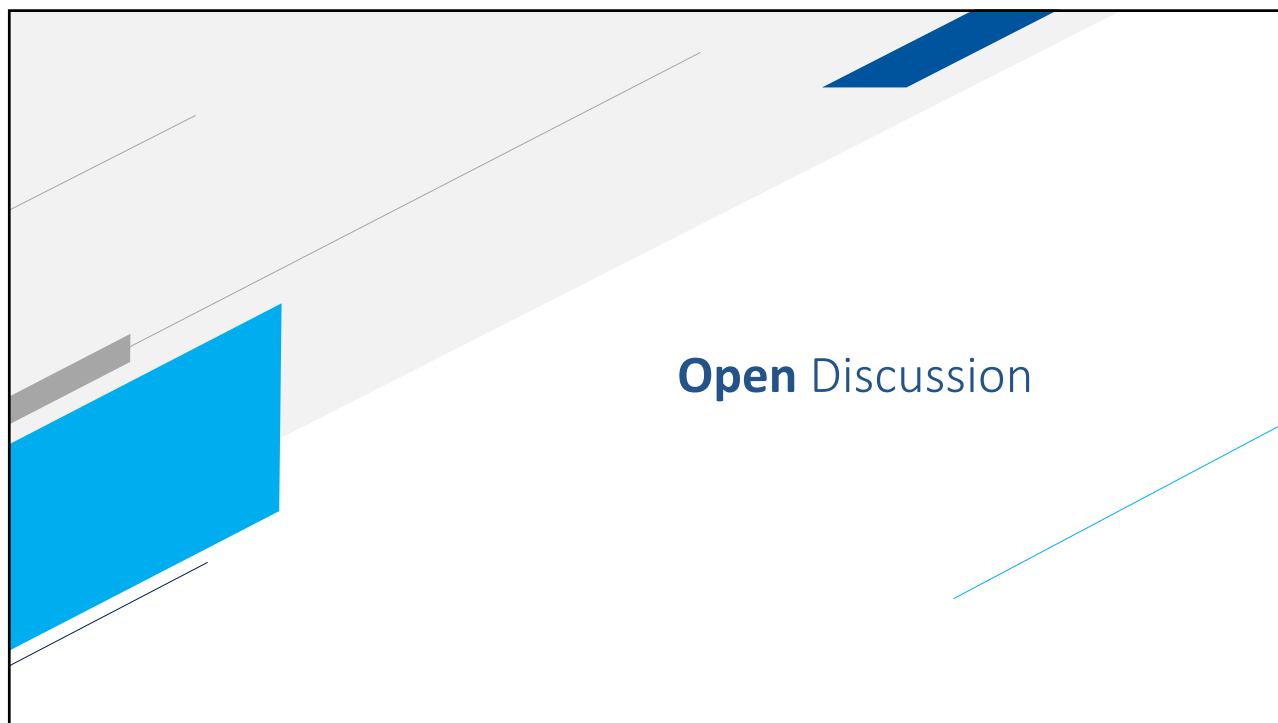
Next Steps Overview

- Cost Feasible Plan Development
- Draft Cost Feasible: Posted by June 17th for Public Comment
- Open House June 17th: Present Draft Cost Feasible Plan
- July TAC/CAC/TPO: Present Draft Cost Feasible Plan
- September TAC/CAC/TPO: Present 2045 LRTP for adoption

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25



Open Discussion





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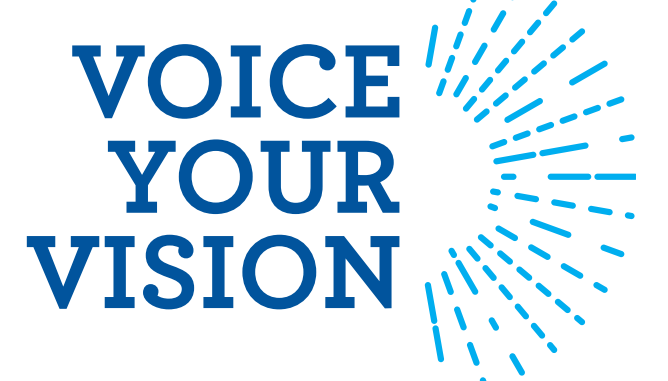
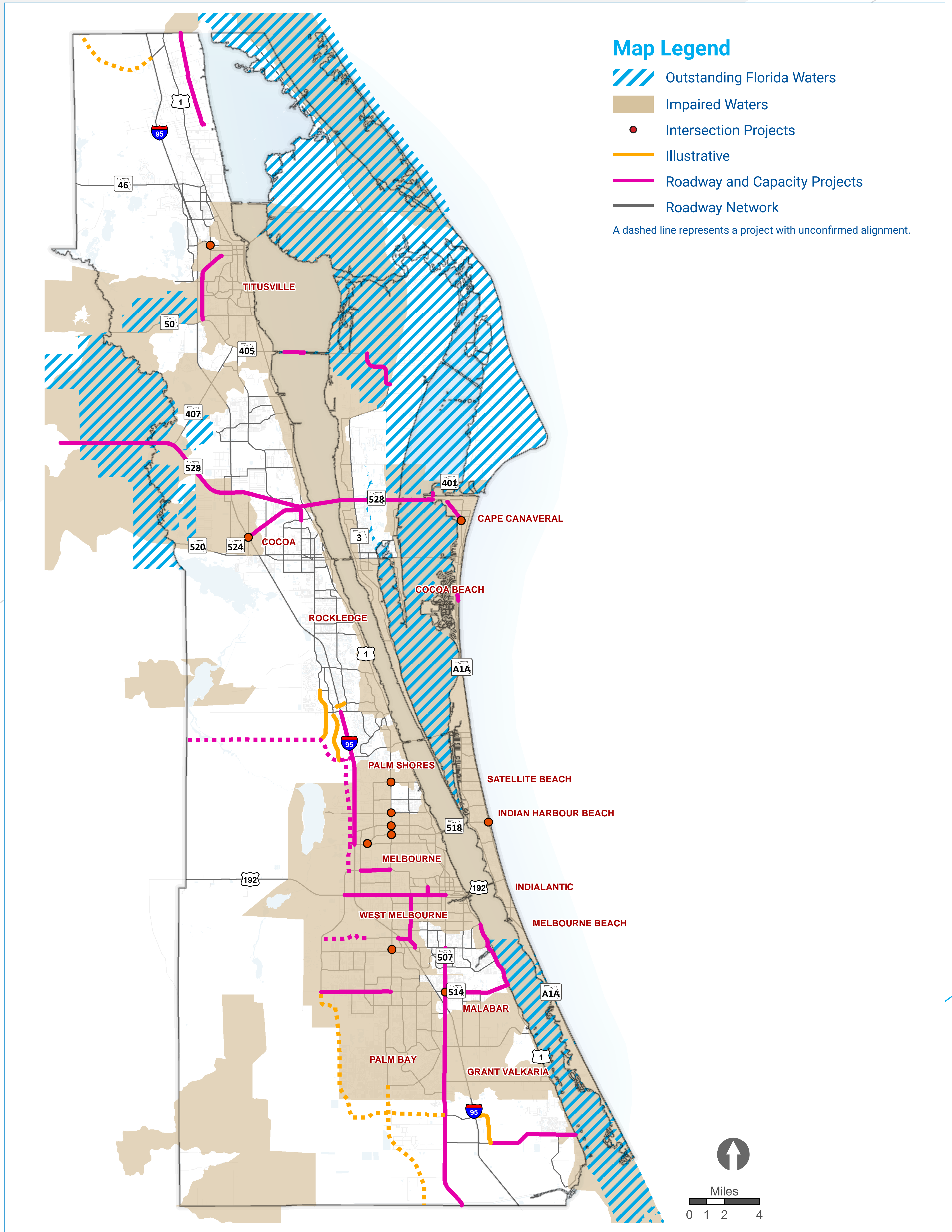
2045 Long Range Transportation Plan Update

Thank You!

<p> Steven Bostel – PM, Space Coast TPO</p> <p> 321.690.6890</p> <p> Steven.bostel@brevardfl.gov</p> <p> spacecoasttpo.com</p>	<p> Travis Hills – PM, Kittelson & Associates, Inc.</p> <p> 407.540.0555</p> <p> thills@kittelson.com</p>
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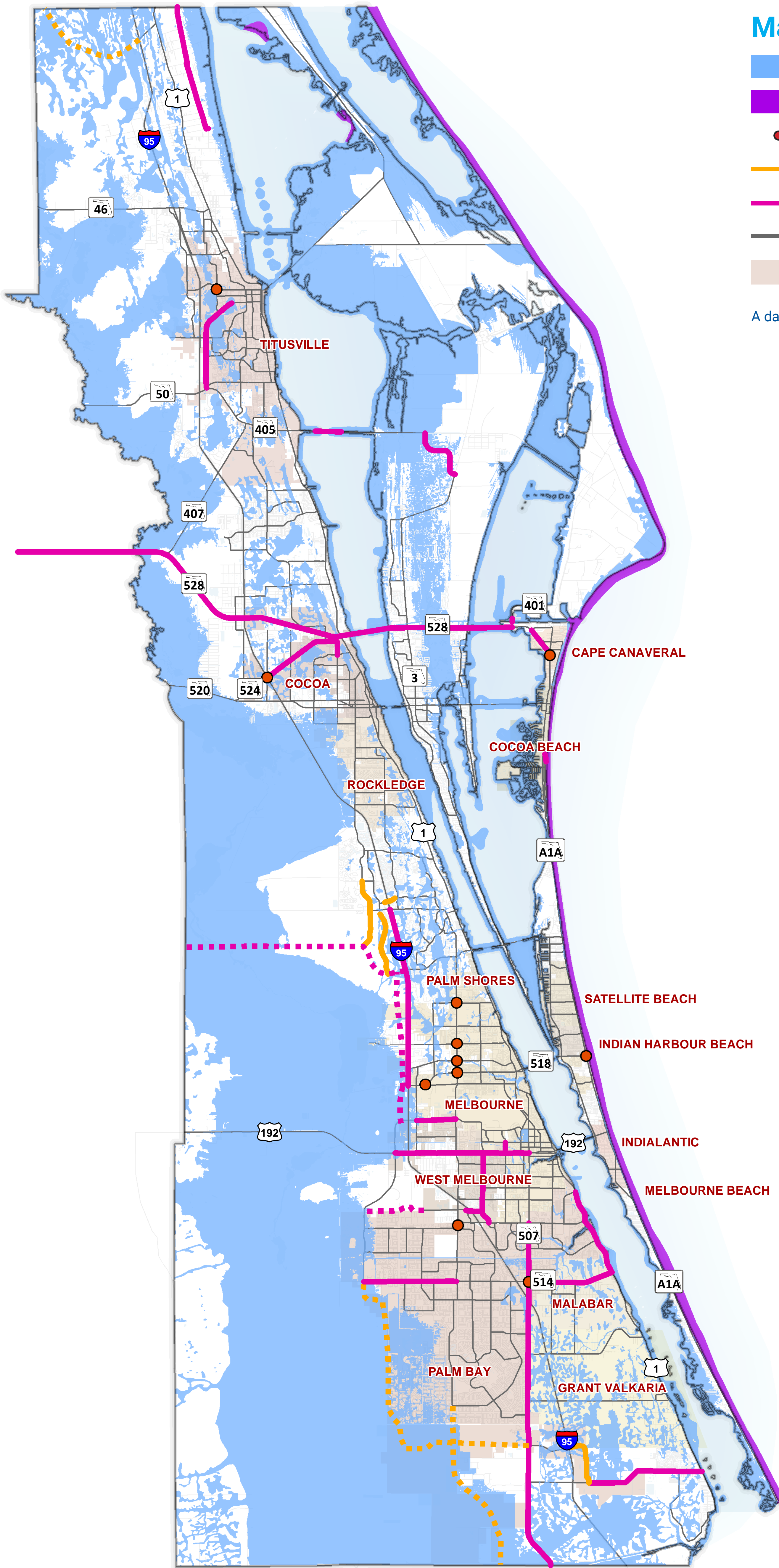


Designated Waters (FDEP)



March 2020

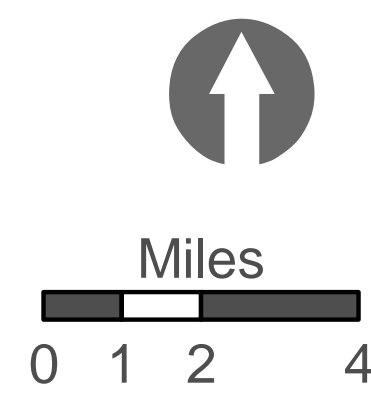
Flood Insurance Rate Map (FEMA - March 2019)



Map Legend

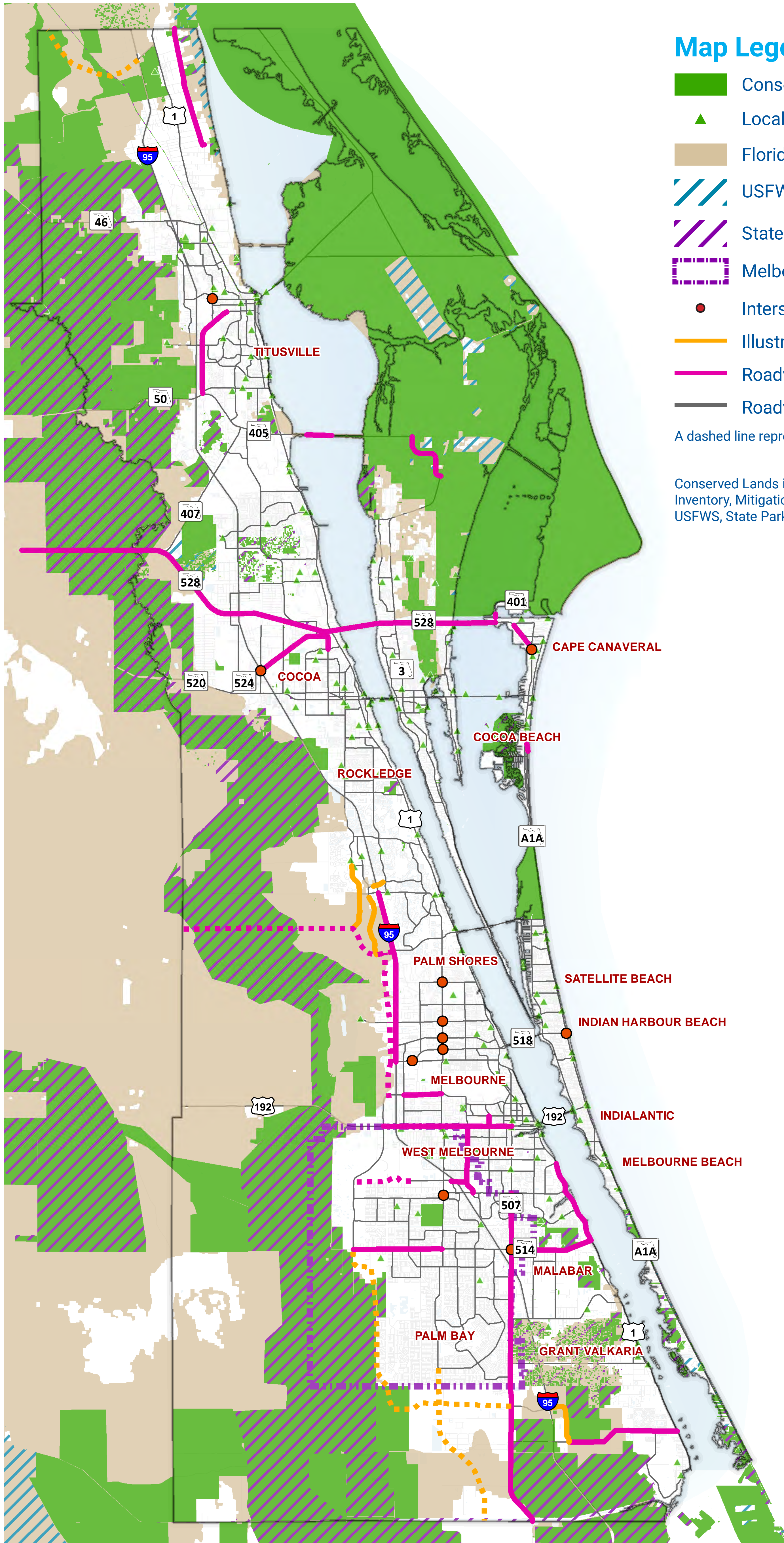
- Non Coastal 100 Year Flood
- Coastal 100 Year Flood
- Intersection Projects
- Illustrative
- Roadway and Capacity Projects
- Roadway Network
- Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.



March 2020

Lands for Conservation

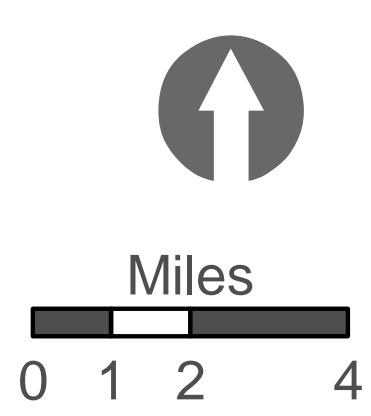


Map Legend

- Conservation Lands
- Local Parks
- Florida Ecological Greenways Network (FDEP)
- USFWS Approved for Acquisition
- State Owned Land
- Melbourne Tillman Water Control District
- Intersection Projects
- Illustrative
- Roadway and Capacity Projects
- Roadway Network

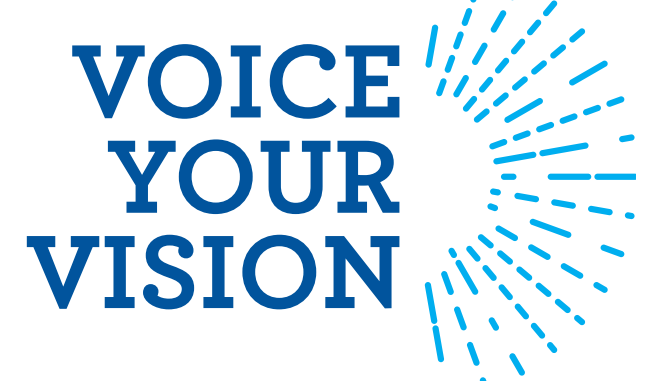
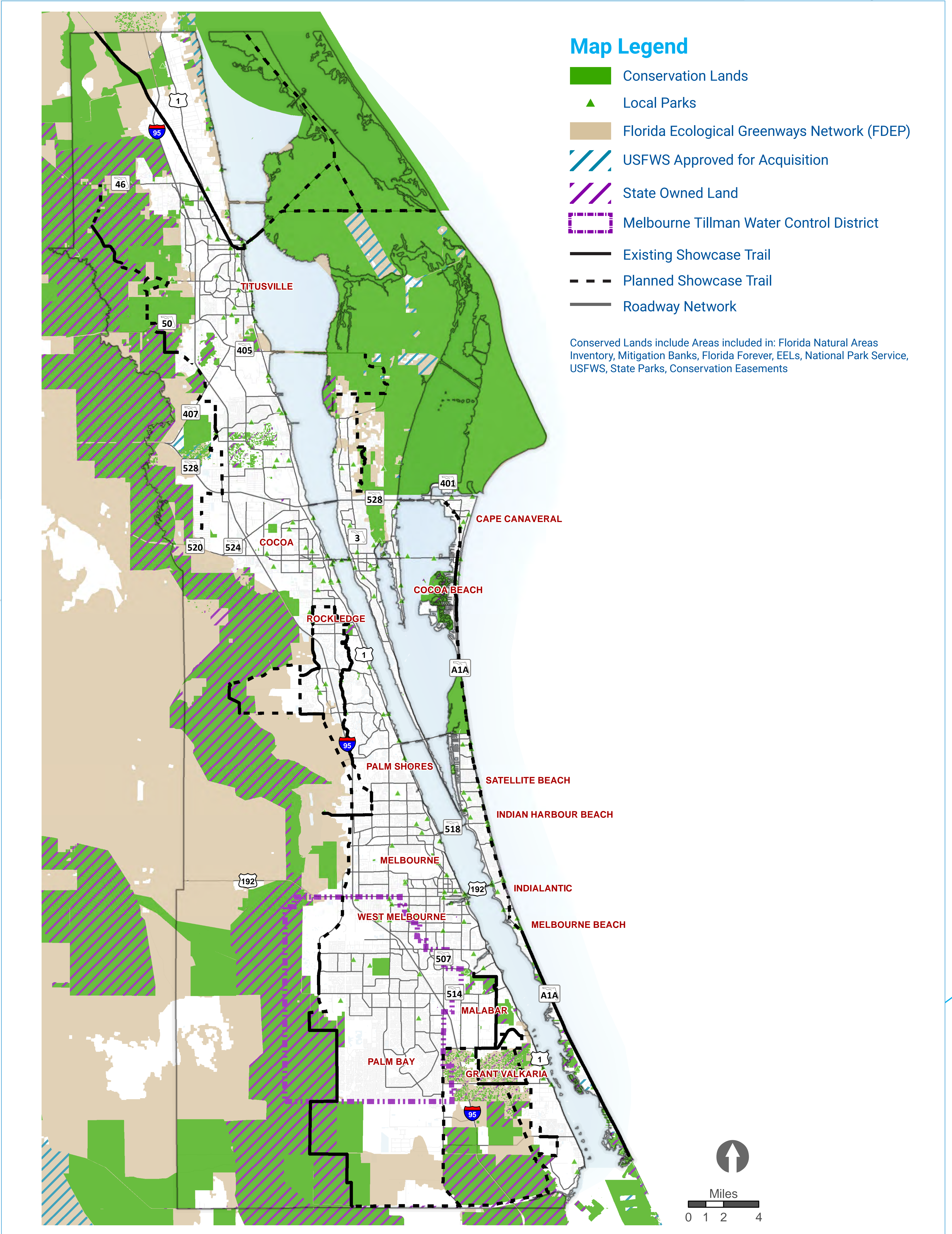
A dashed line represents a project with unconfirmed alignment.

Conserved Lands include Areas included in: Florida Natural Areas Inventory, Mitigation Banks, Florida Forever, EELs, National Park Service, USFWS, State Parks, Conservation Easements



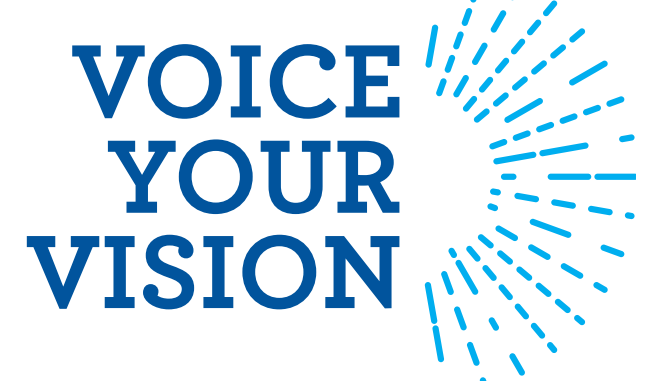
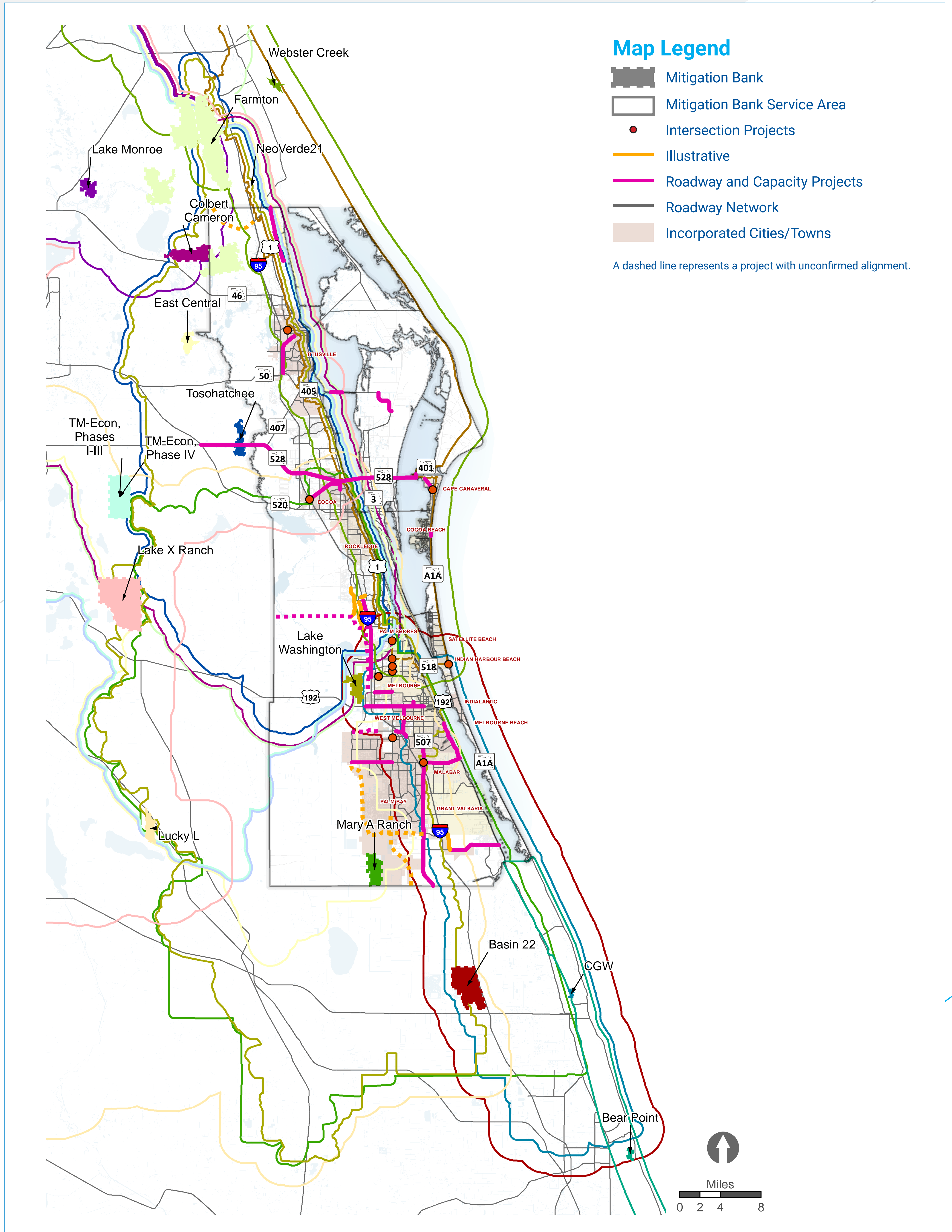
March 2020

Lands for Conservation Showcase Trails



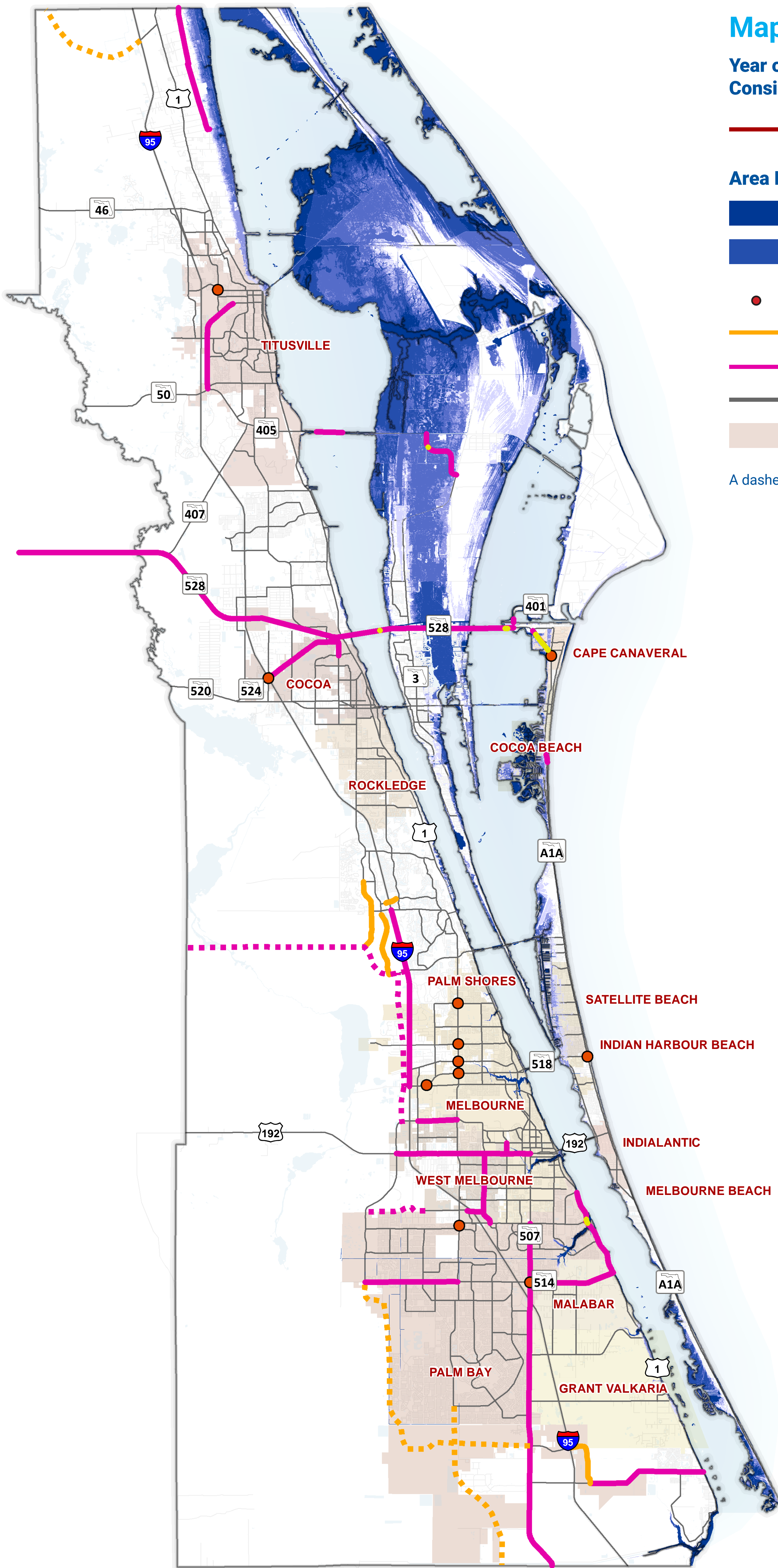
March 2020

Mitigation Banks



March 2020

Sea Level Rise



Map Legend

Year of Inundation on a Needs List Project
Considering NOAA High Projection for Sea Level Rise

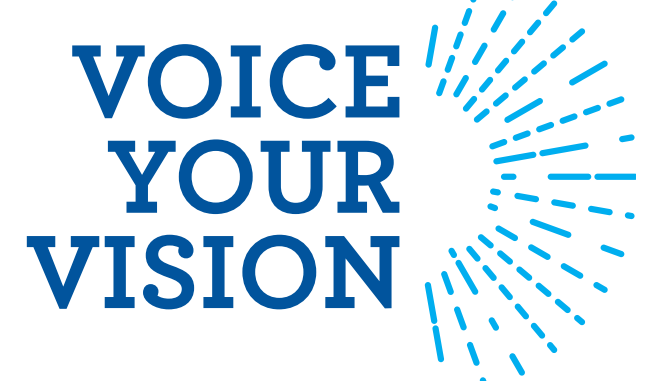
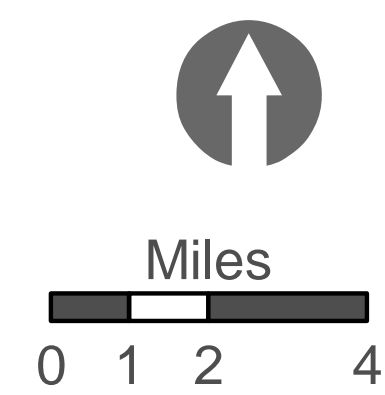
— 2040 — 2070 — 2100

Area Inundated by Given Sea Level Rise

■ 1 ft. ■ 3 ft. ■ 5 ft.
■ 2 ft. ■ 4 ft.

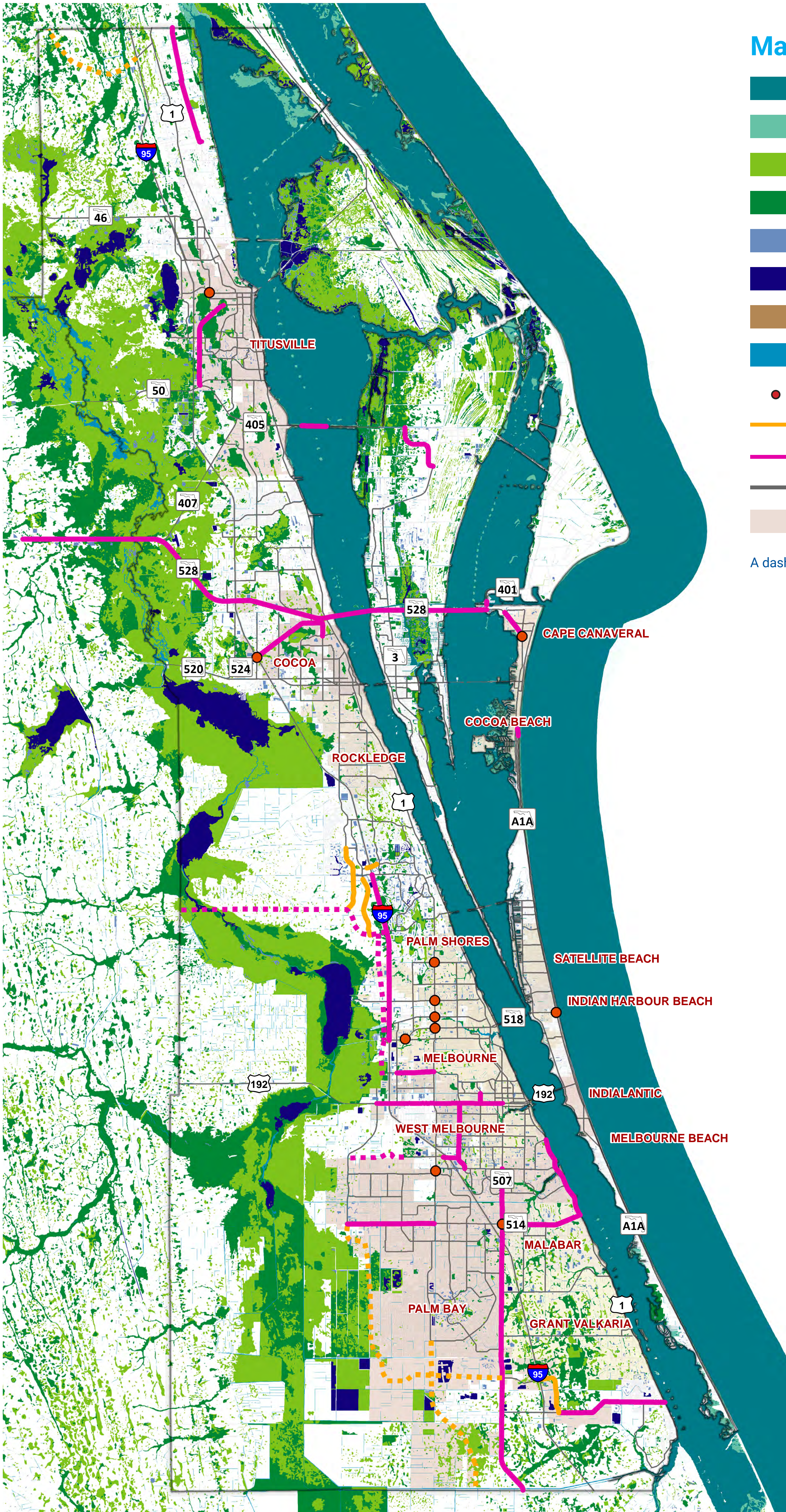
- Intersection Projects
- Illustrative
- Roadway and Capacity Projects
- Roadway Network
- Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.



March 2020

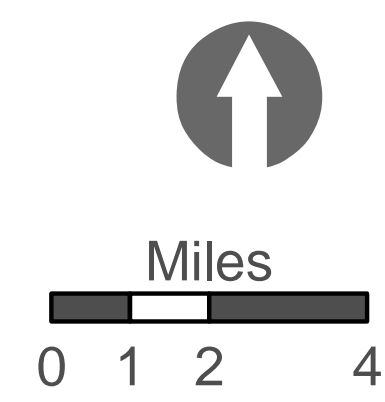
National Wetland Inventory (USFWS)



Map Legend

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine
- Intersection Projects
- Illustrative
- Roadway and Capacity Projects
- Roadway Network
- Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.



**VOICE
YOUR
VISION**

March 2020

Appendix B: Technical Committee Meeting Materials



Technical Committee Kick Off Meeting

Date: November 13, 2018 – 1 to 3 PM

Location: Space Coast Room

2725 Judge Fran Jamieson Way; Bldg. C; 2nd Floor
Melbourne, FL 32940

Attendees:

1. Steven Bostel, Abby Hemenway, Georganna Gillette, Laura Carter, and Sarah Kraum (Space Coast Transportation Planning Organization (SCTPO))
2. Travis Hills and Franco Saraceno (Kittelson & Associates, Inc. (KAI))
3. Courtney Barker (Satellite Beach)
4. David Lindemann (Brevard County Public Schools)
5. Steven Gilmore (NASA-KSC)
6. Alix Bernard (Rockledge)
7. Brad Parrish (Titusville)
8. Ashley Stanford (Brevard County Public Works)
9. Bob Musser (Canaveral Port Authority)
10. Todd Corwin (Melbourne)
11. Steve Szabo (Space Florida)
12. Devin Swanson (Brevard County Traffic Operations)
13. Alan Woolwick (Brevard County Housing and Human Services)

Introduction:

This is the first Technical Committee Meeting for the 2045 Long Range Transportation Plan (LRTP) Update. This meeting was held with members of the Technical Committee and the Project Team. The topics discussed during the meeting included a review of the LRTP scope and schedule, the public involvement timeline, a review of the 2045 draft Goals and Objectives, and presentation of the campaign mark, early public outreach activities, and user survey.

Meeting Notes:

Following points summarize the discussion from the meeting:

Introductions

- Steven Bostel reviewed the agenda for the meeting and led introductions for the attendees.

Study Scope and Schedule Overview

- Travis Hills provided an overview of the LRTP process and overall project schedule. The following bullets provide an overview of discussion that took place during this part of the meeting.
- Revenue Forecasting –
 - The Project Team should be looking at new revenue sources for revenue forecasts and the cost feasible plan.
 - Can the SCTPO work with the attorney's office to calculate how much extra money the County may have in certain revenue sources?
 - Possibly investigate multiple cost feasible plan scenarios with varying revenue sources such as tourism, gas tax, infrastructure tax, developer tax, etc.
 - The Technical Committee would like the cost for improvements broken down on a per citizen basis.
 - The Project Team should investigate assigning projects to potential funding sources.
- Will projects identified from the sea level rise study be included in the needs list? Yes, these projects will be identified and included.
- Land Use –
 - Future zoning plays a role in transportation planning. Does the LRTP provide guidance on how to develop to support transportation? The LRTP is where we can have the conversation about future land use and potential redevelopment, instead of encouraging urban sprawl.
 - Land use typically drives the roadway improvements but building new roadways can also promote urban sprawl.
 - Scenario planning performed as part of last plan touched on land use elements.
 - Possibly include land use regulation changes to support the Goals and Objectives in the local jurisdiction plans.
 - May want to present to the local Chamber of Commerce's so they can support the land use changes as they arise.
- Can also look at transit as a capacity improvement instead of just new roadway widening projects.

2045 Draft Goals and Objectives

- Franco Saraceno provided an overview of the 2040 Vision and the revised Goals and Objectives for the 2045 LRTP. The following bullets provide an overview of discussion that took place during this part of the meeting.
- Need to include some sort of understanding that transportation technology may be significantly different in 2045 than it is now.
 - Would be good to ask local governments about what they have done to prepare for technology and include some examples in the local jurisdiction implementation plans.
- Objective 3.3 - add "and other shocks and stressors" to the end of the Objective.

Campaign Mark

- Steven walked through the campaign and branding materials that have been prepared by BowStern.

- A Technical Committee Members asked if a ridesharing question was included. Yes, there is a mode question that includes ridesharing as an option.

Other General Comments

- Should there be a more regional transit group to implement the transit vision? The feeling is that there is no connection regionally to make the improvements happen.
- The 2040 corridor strategic plans assessed transit oriented development (TOD) readiness. This will be reviewed again when the plans are updated.

Next Steps:

- Release user survey to Technical Committee and general public.
- Finalize draft Goals and Objectives.
- Begin work on data collection from local jurisdictions.

Technical Committee Kick-Off Meeting Agenda

2045 Long Range Transportation Plan

November 13, 2018

2725 Judge Fran Jamieson Way, Viera Building C, 2nd Floor, Space Coast Room

1:00 – 3:00 PM

1. Introductions
2. LRTP Overview Presentation
 - a. Study Scope and Schedule Overview
 - b. Public Involvement Timeline
3. Current Activities
 - a. 2045 Goals and Objectives
 - i. Overview of 2040 Vision
 - ii. Overview of 2040 Goals and Objectives
 - iii. Review draft updates to Goals and Objectives
 - b. Campaign Mark and Early Public Outreach Activities
 - c. User Survey

Next Steps

1. Release user survey to Technical Committee and general public
2. Finalize draft Goals and Objectives
3. Begin work on data collection from local jurisdictions

Name: _____

Email: _____

Phone #: _____

Organization: _____

The 2045 LRTP Update is a 2 year long process. We understand your time is valuable and different Technical Committee Members may have varying levels of interest/availability. Please circle the following elements related to how often you would like to be contacted during the LRTP Update. A majority of this contact will be via email.

- Technical Committee meeting invitations
- Public Meeting invitations
- For review of project materials
- For specific jurisdictional data collection needs

**2045 LRTP: Technical Committee Kick Off Meeting
November 13, 2018**

Name	Agency/Firm	Email
Steven Bostel	SCTPO	steven.bostel@brevard.fl.gov
Courtney Barker	Satellite Beach	cbarker@satellitebeach.org
DAVID LINDEMANN	Brevard Public Schools	lindemann.david@brevardschools.org
STEVEN GILMORE	NASA-KSC	STEVEN.GILMORE@NASA.GOV
Alix Bernard	Rockledge	abernard@cityofrockledge.org
Brad Parrish	Titusville	bradley.parrish@titusville.com
Sarah Kraum	SCTPO	
Abby Homenway	SCTPO	
Laure Carter	SCTPO	
Georganne Gillette	SCTPO	
Ashley Stamford	Brevard County Public Works	
FRANCO SARACENO	Kittelson	fsaraceno@kittelson.com
Bob Musser	Canaveral Port Authority	RMusser@portcanaveral.com
Todd Corwin	City of Melbourne	todd.corwin@mlbfl.org
Steve Szabo	Space Florida	sszabo@spaceflorida.gov
Devin Swanson	Brevard Co. Traffic Ops	alor.woolcott@brevard.fl.gov
ALAN WOOLCOTT	BCHHS	



2045 Long Range Transportation Plan Update

November 13, 2018



Agenda

- Introductions
- LRTP Overview
 - Study Scope and Overview
 - Project Schedule/Public Involvement Timeline
- Current Activities
 - 2045 Goals and Objectives
 - Campaign Mark and Early Public Outreach Activities
 - User Survey
- Next Steps



Introductions

TPO Staff, Consulting Team,
Partner Agencies

Collaborative Process

TPO AND PARTNER AGENCIES

- Space Coast TPO
 - Georganna Gillette, Executive Director
 - Laura Carter, Assistant Director
 - Steven Bostel, PM
 - Abby Hemenway, PIO
- The Kittelson Team
 - Travis Hills, PM
 - Franco Saraceno, PP
 - Karl Passetti, QC
 - Kelly Robertson & Elle Balogh (BowStern)
- Partner Agencies
 - FDOT
 - Brevard County
 - Reps from 16 Cities/Towns
 - Space Coast Area Transit
 - Port Canaveral
 - Orlando-Melbourne and Space Coast Airports
 - KSC/Space Florida/PAFB
 - Environmental Agencies



L RTP Overview

Process, Schedule, Deliverables

Long Range Transportation Plan

WHAT IT IS AND WHY WE DO IT

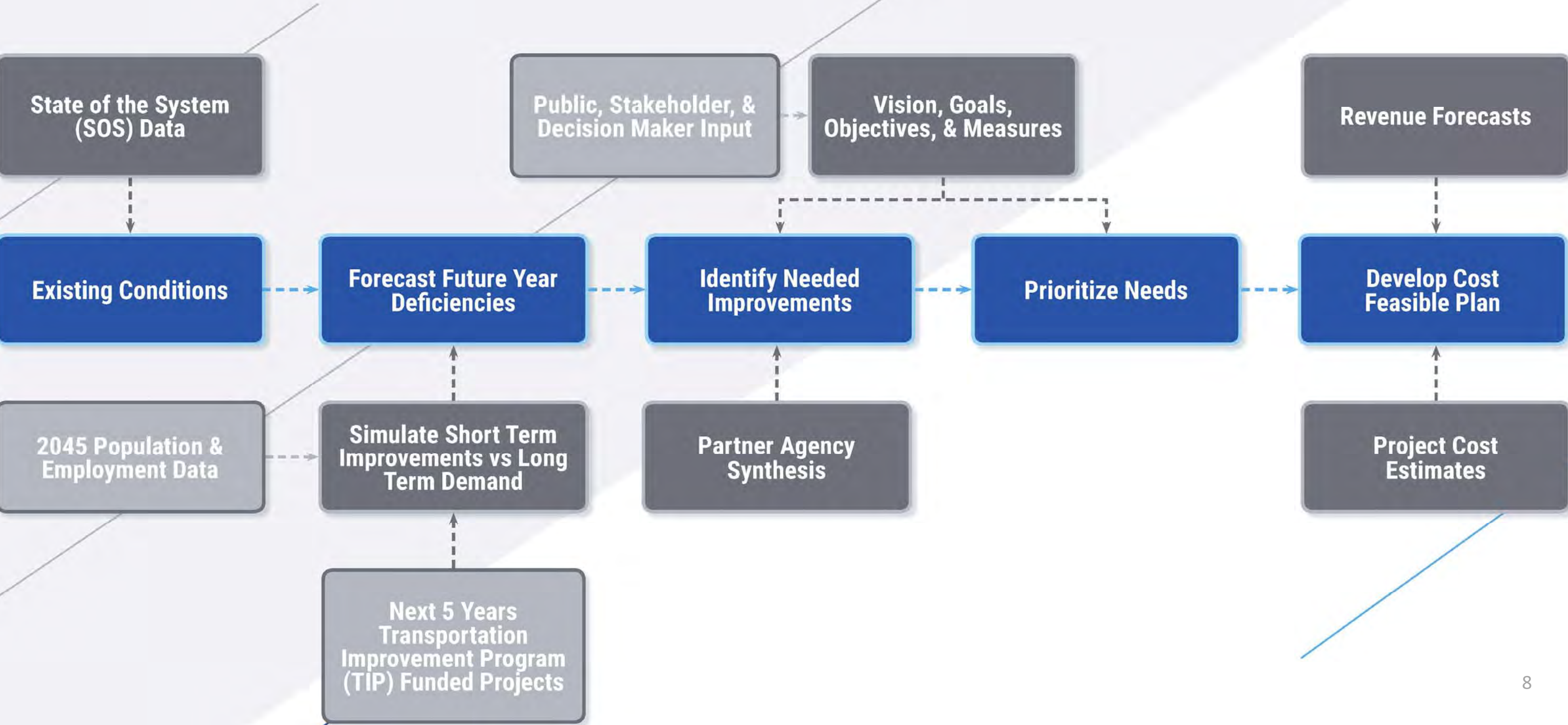
- Federal requirement for all metropolitan areas >50,000 population
- Horizon year at least 20 years in the future
- Must be updated every 5 years
- Includes financial analysis demonstrating cost affordable improvements
- Federal funds for infrastructure improvements limited to projects included in LRTP

L RTP Scope of Work

MAJOR TASKS

PRIMARY TASKS	DESCRIPTION	END DATE
PUBLIC INVOLVEMENT	Public workshops / On-line survey via MetroQuest / Pop-up meetings / Project Website	Ongoing
GOALS, OBJECTIVES, & MEASURES	Revisit 2040 LRTP Vision & Goals / Identify new goals & measures / Assign weighting to goals/measures	Spring 2019
PLAN SYNTHESIS	Review partner agency plans / Coordinate needs assessment	Summer 2019
CORRIDOR STRATEGIC PLANS	Travel demand analysis / Multimodal corridor plans / Evaluate needs	Spring 2020
COST FEASIBLE PLAN	Revenue forecasts / Project cost estimates / Cost constrained project lists	Summer 2020

2045 Long Range Transportation Plan (LRTP) Update Process



Collaborative Approach

PARTNER AGENCY PLANS/INPUT COORDINATION

Key Milestones

1. Goals, Objectives, & Measures (GOMs)
2. Existing plus Committed (E+C) network improvements
3. Plan Synthesis, Corridor Strategic Plans
4. Project Prioritization, Cost Feasible Plan

Key Input from Partners

1. GOMs, weighting of goals/measures
2. Review of networks, programmed improvements
3. Review of synthesis, corridor plans
4. Review of project scoring, draft Cost Feasible Plan

Interactive Mapping Tool

http://maps.kittelson.com/sctpo_lrtp

SPACE COAST TPO 2045 LONG RANGE TRANSPORTATION PLAN – COMPLETED & FUTURE PROJECTS

For the purposes of the L RTP needs assessment, the Brevard County roadway network will be analyzed for future capacity improvements. As part of this exercise, recently completed projects and near term future projects have been reviewed. This map displays the roadway capacity projects completed between 2015 and 2018. Also displayed on this map are future capacity projects identified in the Space Coast TPO's Transportation Improvement Program (TIP) and the FDOT 5 Year Work Program (out to 2023). Please review these projects for any inconsistencies and comment as needed. We would also like you to comment/add any projects that are not displayed on the map

[View a list of existing comments →](#)

Having trouble viewing or using the map? Please contact thills@kittelson.com with your comments.

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[Admin login](#)

INSTRUCTIONS
Review these projects for any inconsistencies and comment as needed. Comment/add any projects that are not displayed on the map.

LAYERS
Click any of the layer titles below to toggle them off the map.

- + Projects
- Background
- Brevard County Boundary
- SCTPO LRTP Roadway Network

LAST SELECTED: **CANAVERAL GROVES BLVD**

Project Schedule



2045 Long Range Transportation Plan | Project Schedule

	2018			2019				2020					
	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter				
Public Involvement		Workshop #1				Workshop #2		Workshop #3					
Goals, Objectives & Measures													
Data Compilation and Plan Synthesis													
Corridor Strategic Plans	Existing + Committed Network		Needs Network		Cost Feasible Plan Network								
Cost Feasible Plan Update		Revenue Forecast				Project Costs, Cost Feasible Plan							
Plan Documentation													

Project Deliverables

- 2045 LRTP Adoption Document
- Public Involvement Summary
- Financial Forecasts
- Cost Feasible Plan (CFP)
- ***Needs Project Lists (Projects Outside of CFP)***
- ***Planning Dashboard***
- ***Local Jurisdiction Implementation Plans***





Current Activities

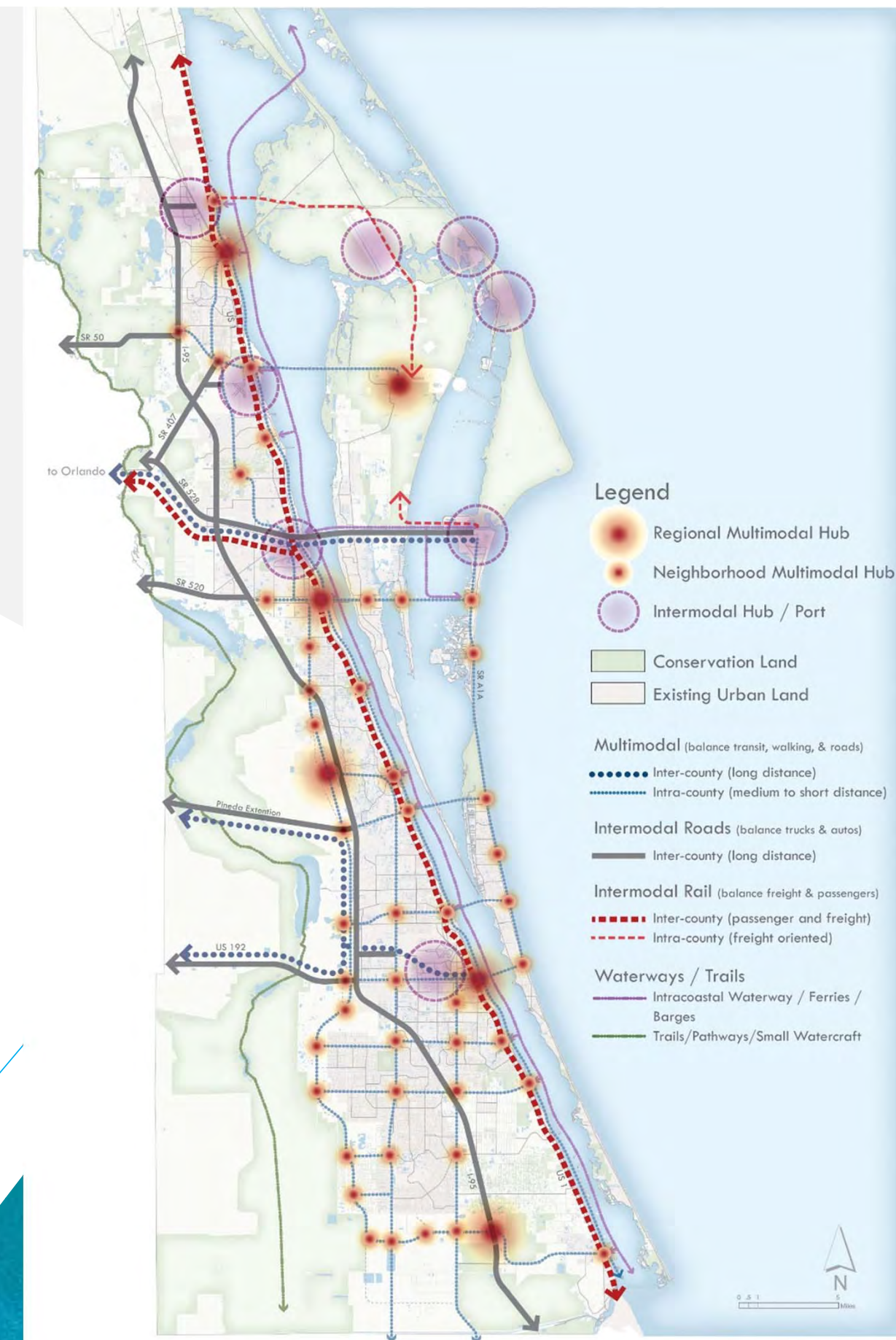
Goals & Objectives, Public Outreach,
User Survey

2040 Vision

DERIVED FROM SCENARIO PLANNING PROCESS

- Leverage what's uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what's uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
 - More travel options

Space Coast TPO | 2045 Long Range Transportation Plan Update



Goals & Objectives

FHWA NATIONAL PLANNING FACTORS

- Economic Vitality
- Safety
- Security
- Accessibility and Mobility
- Environment and Quality of Life
- Integration and Connectivity
- Efficient System Management and Operation
- Preservation of the Existing System
- Resiliency and Reliability – ***New since 2040 plan***
- Travel and Tourism – ***New since 2040 plan***



2045 LRTP DRAFT Goals

Goal 1 – Enhance economic development through intermodal transportation connections

- Objective 1.1 – Promote **economic development** through the improved performance of highway and rail facilities providing **connections** to intermodal hubs and commerce centers
- Objective 1.2 – Improve **mobility** for people and freight on the regional transportation system within the County
- Objective 1.3 – Improve **security** through improvements to the capacity and efficiency of the County’s evacuation routes
- Objective 1.4 – Employ **operational strategies and preservation of the existing system** to optimize the performance of the County’s transportation infrastructure
- **Objective 1.5 – Enhance access to tourist destinations**

National Planning Factors

- Economic Vitality, Connectivity, Accessibility
- Mobility
- Security
- Efficient System O&M
- **Travel and Tourism**

2045 LRTP DRAFT Goals

Goal 2 – Increase the range of community, housing and travel options.

- Objective 2.1 – Increase the supply and use of non-automobile oriented transportation infrastructure, **including transit, sidewalks, bicycle facilities, and trails.**
- Objective 2.2 – Improve the **safety** of County and State infrastructure for motorized and non-motorized users.
- **Objective 2.3 – Improve the **reliability** of the transportation system through operational and incident management strategies.**

National Planning Factors

- Integration and Connectivity, Accessibility
- Safety
- **Reliability**

2045 LRTP DRAFT Goals

Goal 3 – Balance preservation of the natural environment with economic development and livability

- Objective 3.1 – Improve air quality by **lowering mobile source emissions** with energy efficient vehicles and reduced vehicle miles traveled.
- Objective 3.2 – Promote intergovernmental coordination to **redevelop historic communities** and concentrate development within multimodal hubs.
- **Objective 3.3 – Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with sea level rise.**

National Planning Factors

- Environment, Quality of Life
- Preservation, Accessibility
- **Resiliency**

Campaign Development Schedule



Branding



Facebook Ads – Public Workshops

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Facebook Ads – Survey

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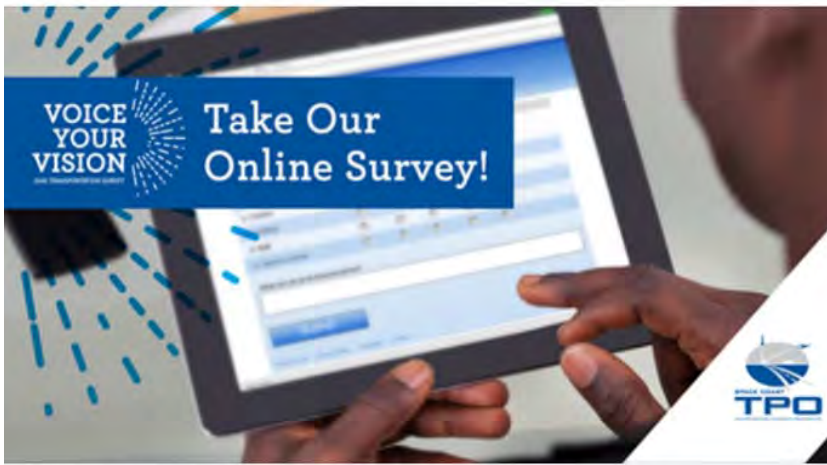
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


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Help us drive the future of public transportation by taking part in our online survey. Your feedback is valuable and will help us hit the gas on innovative transportation solutions. Click to get started!

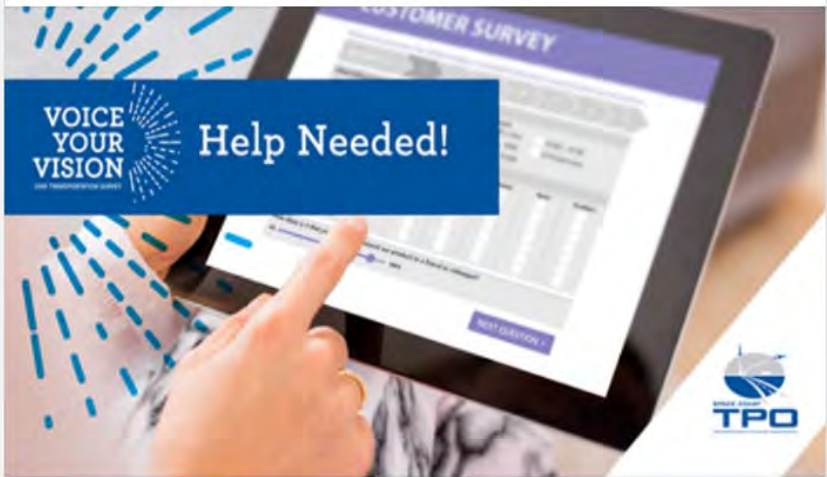


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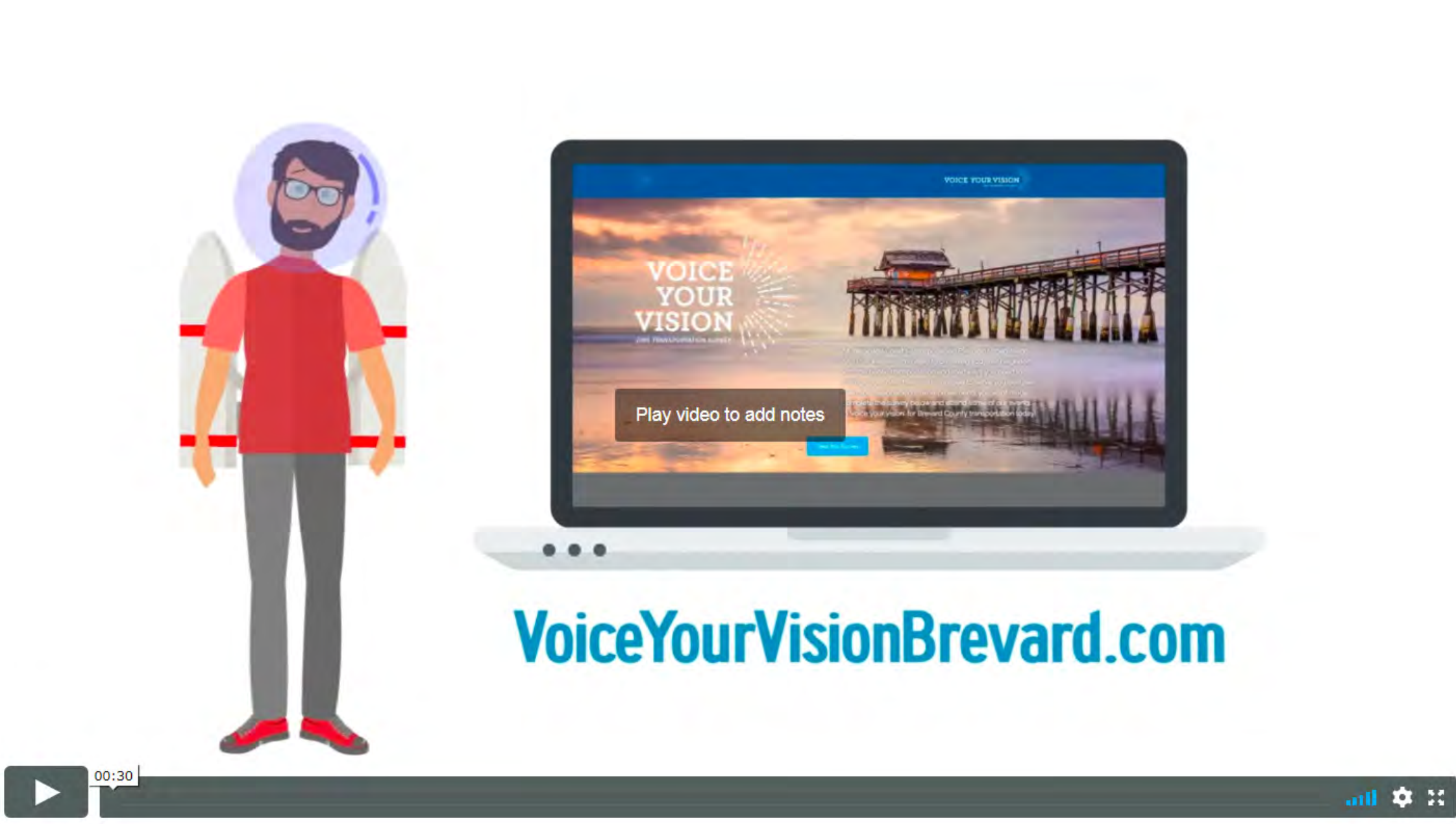


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<https://vimeo.com/tobyholcomb/review/297304150/504d51d15f>

Public Outreach Video Preview



Website / User Survey

<http://sctpo.clientwebzone.com/>

WE WANT TO
UNDERSTAND HOW
PEOPLE MOVE IN
BREVARD

WELCOME

Welcome

We Need Your Input!

The Space Coast Transportation Planning Organization (SCTPO) is currently developing the 2045 Long Range Transportation Plan (The Plan). The goal of this Plan is to create a transportation system to serve the needs of Brevard County's residents and visitors.

[Begin](#)

As part of our public outreach efforts, the SCTPO is seeking input through this survey to help guide Brevard County's long term transportation needs.

VOICE YOUR VISION
SPACE COAST TPO

2 SURVEY
3 RATING
4 PRIORITY RANKING
5 STAY INVOLVED

Facebook, Twitter, Email, LinkedIn icons

Next Steps

Next Steps





- Release survey to Technical Committee and Public
- Finalize draft Goals & Objectives
- Begin data collection and plan review





2045 Long Range Transportation Plan Update

Thank You!

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 spacecoasttpo.com

 Travis Hills – PM,
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 thills@kittelson.com





Cost Feasible Plan Methodology Technical Committee Meeting

Date: April 28, 2020 – 10:00 to 11:00 AM

Location: Online via GoToWebinar

Attendees

1. Steven Bostel, Georganna Gillette, Laura Carter, Sarah Kraum, and Chelsea Forgenie (Space Coast Transportation Planning Organization (SCTPO))
2. Vickie Wyche (Florida Department of Transportation (FDOT))
3. Liz Alward (Satellite Beach)
4. Devin Swanson and Jeffrey Ball (Brevard County)
5. Alix Bernard and Ken Poole (Rockledge)
6. Todd Corwin (Melbourne)
7. Scott Morgan and Christy Fischer (West Melbourne)
8. Jared Francis (Cocoa Beach)
9. Wyatt Hoover (Melbourne Beach)
10. Jason Mahaney (Grant-Valkaria)
11. Abigail Morgan, Bryant Smith, and Dodie Selig (Cocoa)
12. Mark Ryan (Indian Harbour Beach)
13. Frank Watanabe and Suzanne Sherman (Palm Bay)
14. Matthew Stinnett (Malabar)
15. George Tompkins (Melbourne Village)
16. Brad Parrish (Titusville)
17. Cheryl Campbell (Campbell and Campbell Associates, Inc.)
18. Travis Hills and Franco Saraceno (Kittelsohn & Associates, Inc. (KAI))

Introduction

The Space Coast Transportation Planning Organization (SCTPO) is currently developing the region's 2045 Long Range Transportation Plan (LRTP) and convened this meeting with federal, regional, and local Technical Committee Members. The purpose of this meeting was to review the methodology for developing the cost feasible plan for the LRTP. The topics discussed during the meeting included a summary of where the LRTP is in the study process, an overview of stakeholder/public outreach/meetings, and a review of the cost feasible plan methodology and scenarios. Due to COVID-19, the meeting was held virtually via GoToWebinar. The PowerPoint created for the meeting was presented in Mentimeter, a web-based platform that provides real-time questions and polling capabilities. The summary provided in these notes includes the questions and results from the polls asked during the meeting.

Meeting Notes

The following points summarize the discussion from the meeting:

Housekeeping/Meeting Agenda

- Steven Bostel reviewed housekeeping items and the overall format for how the GoToWebinar would be presented.
- Attendees were able to virtually “sign-in” to the meeting via Mentimeter.
- Steven also reviewed the agenda for the meeting.

Where We Are

- Steven provided an overview of where the LRTP is in the study process. The Project Team is currently working on project prioritization and cost feasible plan development.

Stakeholder & Public Meeting Summary

- Travis Hills provided an overview of the Stakeholder Meetings and Public Open Houses in February and early March. Travis specifically discussed the outreach to the Environmental Stakeholders and the outcomes from that meeting.
- A poll asked the survey respondents if they attend one of the Stakeholder Meetings or Public Workshops:
 - 10 responded “Yes”
 - 3 responded “No”
 - 4 responded “I was at all of them”

Cost Feasible Plan Methodology

- Steven summarized the methodology for cost feasible plan development:
 - Starting with the Needs List Projects and scoring those projects based on the Project Priorities scoring criteria. The Project Priorities scoring criteria was approved by the SCTPO Board on March 12, 2020.
 - The Project Priorities scoring criteria includes categories for safety, transportation and land use, sustainability and resiliency, innovation, and multi-modal.
 - The Project Priorities scoring criteria aligns with the LRTP Goals, Objectives, and Evaluation Criteria.
 - There are other considerations that will be considered during cost feasible plan development:
 - Does the project need State or Federal funding?
 - Is the project an identified need in the Travel Demand Model?
 - Is the project in the prior LRTP?
 - Is the project identified in existing SCTPO or Local Agency Plans?
 - Is the project anticipated/needed in the next 20 years?
 - Does the project have local support/funding?
 - The cost feasible plan will be developed based on the technical Project Priorities scoring criteria, phase consideration (does it just need construction funding?), and a discretionary review (aka the “Reality Check”).

- A poll asked the survey respondents if they agree with the method to guide the development of the cost feasible plan:
 - 12 responded “Yes”
 - 0 responded “No”

Cost Feasible Plan Scenarios

- Travis Hills reviewed the financial forecasting and potential new revenue sources that will be used to develop the cost feasible plan. Travis also reviewed the funding programs for the cost feasible plan and the three scenarios that the Project Team will be developing:
 - Scenario 1: Allocate majority of funding for high priority Capacity/Roadway/Intersection Projects, allocate remainder for Boxed Funds.
 - Scenario 2: Allocate most of the funding towards Boxed Funds, placing a higher emphasis on Safety and Multi-Modal Projects; fewer Capacity/Roadway/Intersection Projects would be funded.
 - Scenario 3: Utilize potential new revenue sources to fund additional projects not funded in Scenarios 1 & 2.
- A poll asked the survey respondents if they think their organization would support any new funding sources for future transportation projects:
 - 7 responded “Gas Tax”
 - 3 responded “Vehicle Miles Traveled Tax/Fee”
 - 2 responded “No”
 - 1 responded “Sales Tax”
 - 1 responded “Possibly 3 Months Ago”

Next Steps

- Steven discussed the next steps for the LRTP:
 - Continue Draft Cost Feasible Plan Development
 - Send Draft Cost Feasible Plan to Technical Committee for review late May/early June
 - Draft Cost Feasible: Post June 17th for Public Comment
 - Open House June 17th: Present Draft Cost Feasible Plan
 - July TAC/CAC/TPO: Present Draft Cost Feasible Plan
 - Local Agency Implementation Guide Development
 - September TAC/CAC/TPO: Present 2045 LRTP for adoption

Other Discussion/Questions

- A final poll asked the survey respondents if the Project Team has missed anything. The following responds were documented:
 - Everything is good.
 - So far, so good. Thank you.
 - Look forward to the Draft Cost Feasible Plan.
 - Thanks for all this info. Is there consideration for adding more public transportation between mainland and beachside communities? Parking is becoming a serious issue for beach towns...

- The Project Team will follow up with Space Coast Area Transit to discuss their plans for more mainland to beachside transit service.
- Other questions included the following:
 - Are we adjusting the revenues based on the current COVID-19 situation?
 - No, we have to use the federal/state revenue projections that were established earlier in the LRTP process.
 - What is the timeline for the cost feasible plan scenario testing?
 - End of May/early June to send to the Technical Committee for review.

The agenda and presentation from the meeting are attached to these notes.

Technical Committee Cost Feasible Plan Methodology

Meeting Agenda

2045 Long Range Transportation Plan

April 28, 2020

Online via GoToWebinar

10:00 AM – 12:00 PM

1. Roll Call/Housekeeping
2. Where We Are
3. Summary of Stakeholder and Public Outreach
4. Cost Feasible Plan Methodology
5. Cost Feasible Plan Scenarios
 - a. Financial Forecasting
 - b. Cost Feasible Plan Funding Programs
 - c. Scenario Testing
6. Next Steps
 - a. Cost Feasible Plan Development Process
 - b. Local Agency Implementation Guide Development
7. Open Discussion



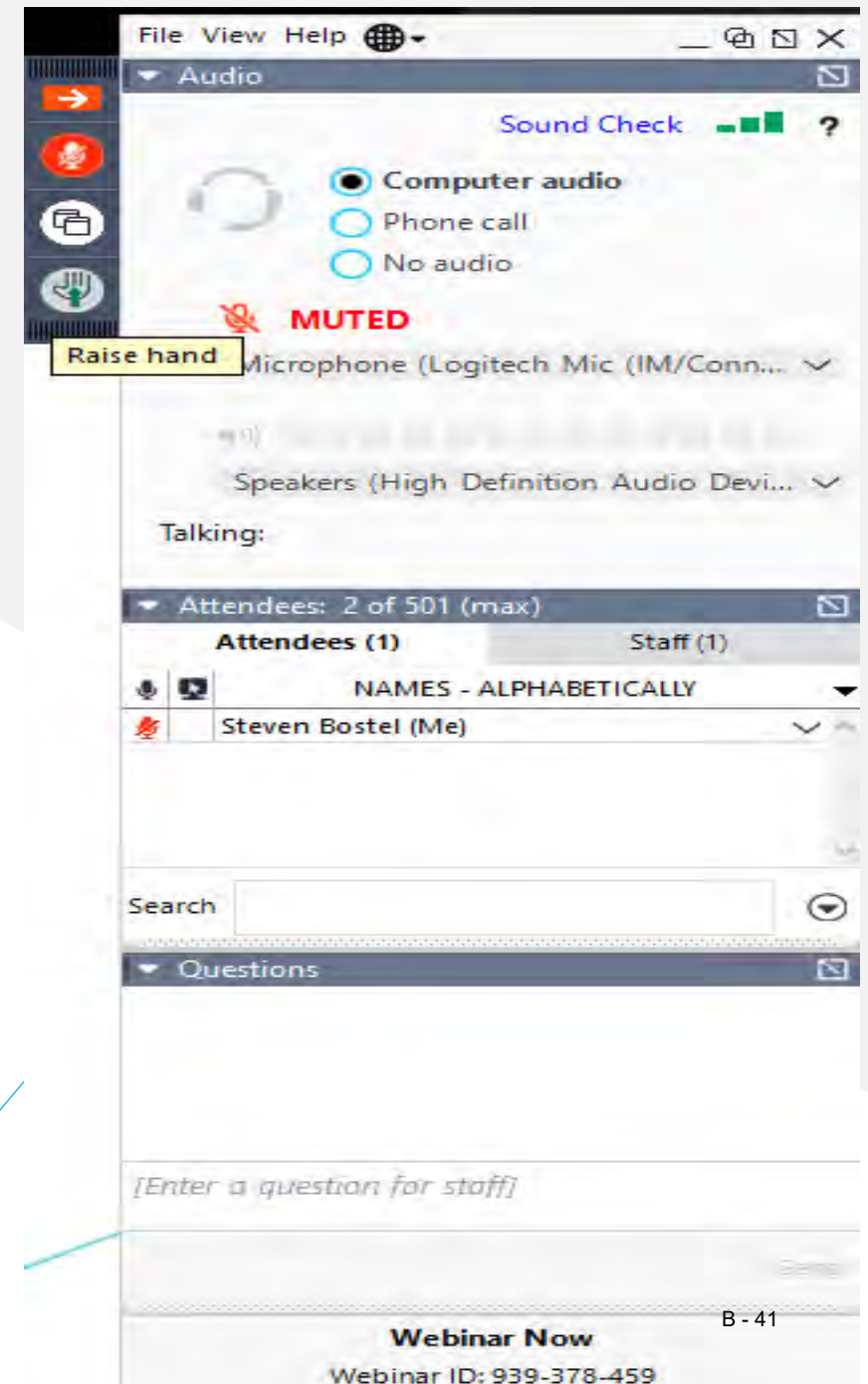
2045 Long Range Transportation Plan Update

Cost Feasible Plan Methodology Technical Committee

April 28, 2020

GoTo Webinar Overview

- All mics will be muted
- If using phone for audio you **MUST** enter audio pin in order to be able to speak.
- Sign-in and polls via Mentimeter
- If you would like to speak please use “Raise Hand” icon to be un-muted. We will call on you once you are un-muted.
- Other comments/questions can be entered in the “Question Box”

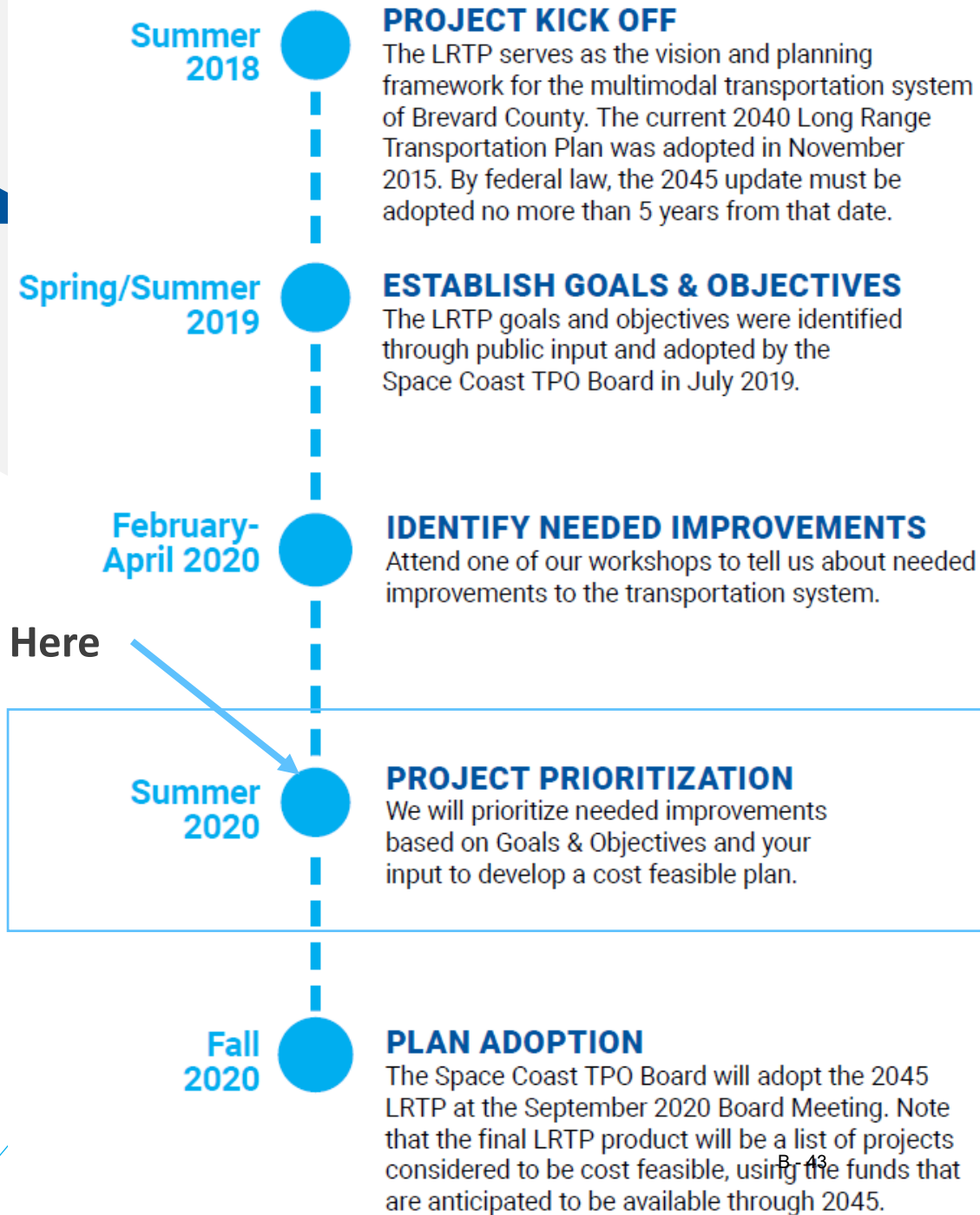


Agenda

- Housekeeping
- Where We Are
- Summary of Stakeholder and Public Outreach
- Cost Feasible Plan Methodology
- Cost Feasible Plan Scenarios
- Next Steps



Where We Are





Stakeholder & Public Meeting Summary

Stakeholder/Public Outreach Meetings

- Purpose: Review and Identify Needed Projects
- Timeframe: February/March
- Stakeholders Included Local Jurisdictions, Transit, Port, Airport, Space, Tourism, and Environmental Resource Agencies
- 3 Public Open Houses held across the County



Environmental Outreach Meeting

- Purpose: To develop and share ideas on environmental planning approach within transportation
- Invited agencies included FHWA, FDOT, Brevard County, ECFRPC, Melbourne-Tillman, SJRWMD, USFWS, National Park Service, Indian River Lagoon Council, Port Canaveral, Space Florida, UF/IFAS



Environmental Outreach Meeting

- Conclusions/Next Steps
 - ❑ Perform multiple environmental collaboration meetings each year
 - ❑ Schedule a meeting w/Environmental Resource Agencies yearly during the Project Priorities Process each Spring to review submitted projects
 - ❑ Perform a high-level screening of 2045 LRTP Needs List projects vs environmental resources to identify potential issues





Cost Feasible Plan Methodology

Project Priorities Scoring

ENSURE PROJECTS ARE ADDRESSING REQUIREMENTS AND GOALS

- Governing Board Strategic Plan Emphasis Areas
- FHWA Planning Factors
- Performance Measures
- Long Range Transportation Plan Goals
- Single List Format



Project Priorities Scoring Review Process

- Transportation Subcommittee (January 16th)
 - Comment period
- Edited based on received comments
- Bicycle, Pedestrian & Trails Advisory Committee (January 27th)
- Technical & Citizen Advisory Committees (March 9th)
- TPO Approval (March 12th)



Summary of Screening Criteria



Safety

Targeting high crash and high speed corridors to address our largest safety concerns.



Transportation & Land Use

Improves access to community resources, activity centers, and economic drivers.



Sustainability & Resiliency

Improves drainage, stormwater, water quality or considers Sea Level Rise impacts.



Innovation

Project improves travel time reliability or includes unique solutions, such as ITS, roundabouts, etc.



Multi-Modal

Project addresses bicycle, pedestrian, and/or transit needs.

Screening Criteria Matched to LRTP Goals

Goals/Objectives	Evaluation Criteria	Project Priorities Criteria
Goal 1: Improve safety and security for all users		
Objective 1.1 - Improve safety of infrastructure for motorized and non-motorized users	Vehicular Crash frequency and severity Vulnerable road user crash frequency and severity	A3 A4 A5
Objective 1.2 - Support the Highway Safety Improvement Program	Addresses a goal or objective of the Highway Safety Improvement Program	A1 A2 A3 A4 A5
Objective 1.3 - Provide a system of bikeways, sidewalks, and shared use paths, connecting residential areas, job centers, schools, and other destinations	Provides bicycle and pedestrian facilities to community assets (schools, parks, civic centers, etc.) (direct, indirect, none)	B3 B4 B5 E1 E2
Goal 2: Improve Economic Development with a Connected Multi-Modal System		
Objective 2.1 - Promote economic development through the improved performance of multi-modal facilities providing connections to intermodal hubs and commerce centers	Level of connection to intermodal hub (direct, indirect, none) Level of connection to commerce centers (direct, indirect, none)	B3 B5 E4 B3
Objective 2.2 - Improve connectivity between major activity centers	Corridor connects major activity centers (direct, indirect, none)	B3 B5
Objective 2.3 - Promote intergovernmental coordination to redevelop historic communities and concentrate development within multimodal hubs	Project supports redevelopment/infill Project improves accessibility or connectivity to existing development Project supports future land use plans	*1 A3 B3 E3 *1

F - 264

*1 - Criteria cannot be quantified, but will be reviewed with local jurisdictions during project development process.

Goals/Objectives	Evaluation Criteria	Project Priorities Criteria
Goal 3: Enhance mobility and reliability of the transportation system for communities, tourism, and commerce		
Objective 3.1 - Improve mobility of people and freight by increasing the use of emerging technologies (ITS).	Existing volume/maximum acceptable volume ratio to represent levels of congestion (high ratio ranks higher) ITS applications included	B1 B2 D1 D4
Objective 3.2 - Enhance access to tourist destinations	Corridor connects to a tourist destination(s) (direct, indirect, none)	B5
Objective 3.3 - Improve the reliability of the transportation system through operational and incident management strategies	Includes Transportation Systems Management and Operations (TSMO) strategies that improve reliability (high, medium, low)	D2 D3 D4
Objective 3.4 - Enhance access to travel options in transportation disadvantaged areas	Improves access to transit facilities provides improved bicycle and/or pedestrian facilities for a transportation disadvantaged area (direct, indirect, none)	A3 E4 E3 *2
Goal 4: Preserve and provide a resilient, secure transportation system through balancing social and environmental resources		
Objective 4.1 Improve security through improvements to the capacity and efficiency of the County's evacuation routes	Improvement to evacuation routes (direct, indirect, none)	C1
Objective 4.2 - Improve air quality by lowering mobile source emissions with energy efficient vehicles and reduced vehicle miles traveled	Supports connected or electric vehicles Encourages carpooling, transit, or other ride-sharing options	D1 E4
Objective 4.3 - Improve the resiliency of the transportation system through mitigation and adaptation strategies to address sea level rise and other shocks and stressors	Improves treatment of storm water Includes adaptation strategies concerning sea level rise, flooding, and extreme weather events	C2 C2 C4
Objective 4.4 - Integrate a "fix-it-first" mentality to keep existing infrastructure (roads, bridges, transit assets, etc.) in a state of good repair	Supports maintenance of system	C3 C5

B - 52

*2 - Additional analysis will be completed to consider the equitable distribution of projects.

L RTP Project Considerations

- Does the project need State or Federal Funding?
- Identified need in the Travel Demand Model?
- In Prior L RTP?
- Identified in existing TPO or Local Agency Plans?
- Anticipated/needed in the next 20 years?
- Does it have local support/funding?



Cost Feasible Development

- **Technical Score (0-100)** – Based on Project Priorities Scoring Criteria
- **Phase Consideration** – Move projects only needing Construction funding to the top of the list
- **Discretionary Review (aka the “Reality Check”)** – project cost feasibility, project has local support, model traffic data supports need



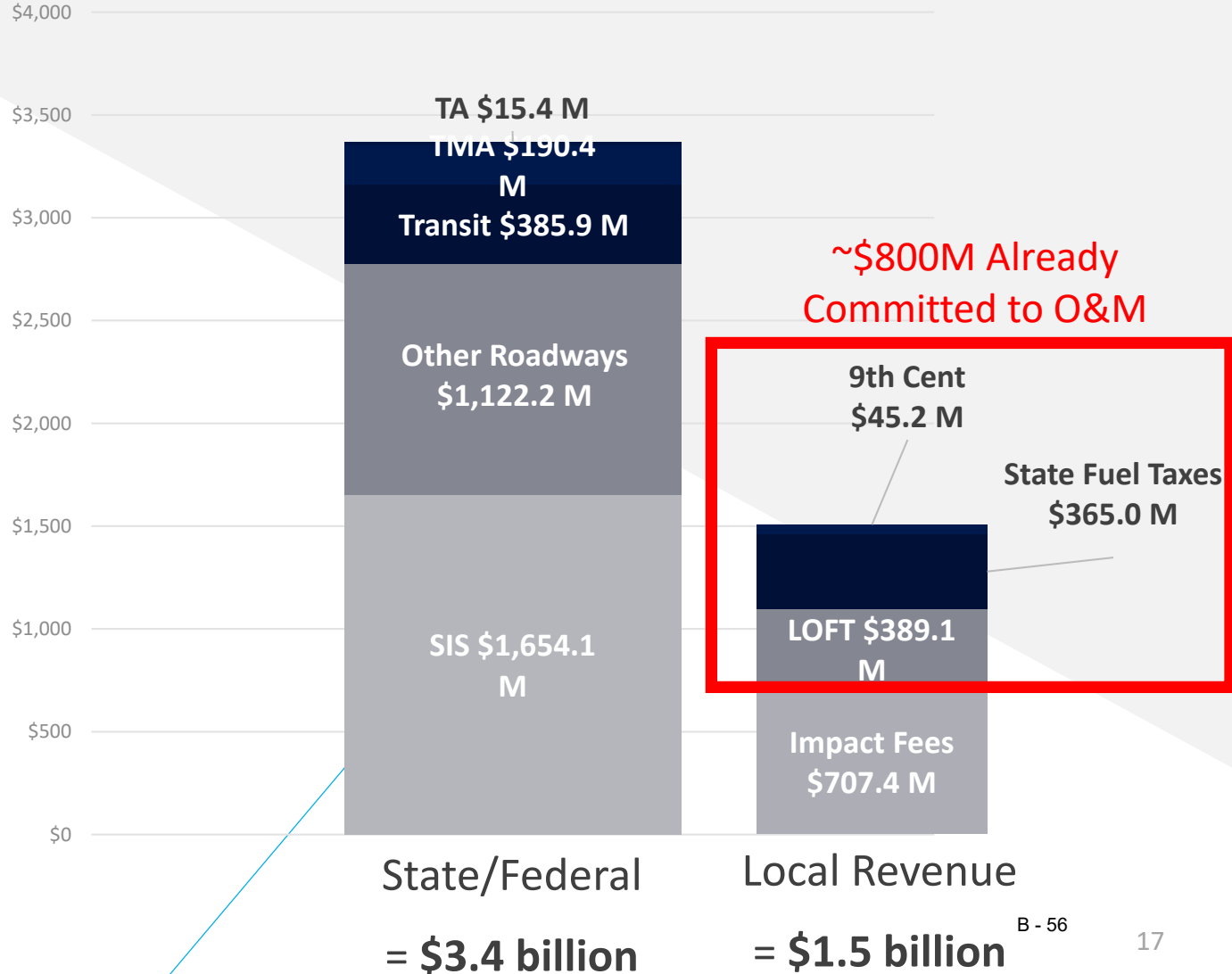


Cost Feasible Plan Scenarios

Financial Forecasting

- State/Federal programs: **\$3.4 billion**
 - Strategic Intermodal System (SIS)
 - Other Roadways and Right of Way
 - Transit
 - Transportation Management Area (TMA)
 - Transportation Alternatives (TA)

- Local revenue sources: **\$1.5 billion**
 - Transportation Impact Fees
 - State distributed fuel taxes
 - Local option fuel taxes



Financial Forecasting

POTENTIAL NEW REVENUE SOURCES

- Sales Surtax
 - 0.5% yields additional \$1.2 billion
 - 1.0% yields additional \$2.3 billion
- Local option fuel taxes
 - 1 to 5 cent option yields additional \$215 million
 - 9th cent on non-diesel fuel yields additional \$100 million
- **\$1.5 to \$2.6 billion** of untapped potential from these two sources alone



Cost Feasible Plan

Funding Programs

- Utilize State and Local Funding Sources for Capacity/Roadway/Intersection Projects
- Utilize State and Local Funding to also set aside “boxed funds” for other specific project types
 - Prioritized Corridors from Bicycle & Pedestrian Master Plan
 - Prioritized ITS Projects
 - Transit O&M
 - Study Implementation Projects
 - Safety Projects



Cost Feasible Plan

Scenarios

- Scenario 1: Allocate majority of funding for high priority Capacity/Roadway/Intersection Projects, allocate remainder for Boxed Funds
- Scenario 2: Allocate most of the funding towards Boxed Funds, placing a higher emphasis on Safety and Multi-Modal Projects; fewer Capacity/Roadway/Intersection Projects would be funded
- Scenario 3: Utilize potential new revenue sources to fund additional projects not funded in Scenarios 1 & 2

Next Steps

Next Steps

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- Send Draft Cost Feasible Plan to Technical Committee for review late May/early June
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2045 Long Range Transportation Plan Update

Thank You!

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- ✉️ thills@kittelson.com



Appendix C: Board/Committee Presentation Materials



2045 Long Range Transportation Plan Goals & Objectives

July 2019 Board and Committee Meetings



1



Long Range Transportation Plan

WHAT IT IS AND WHY WE DO IT

- Federal requirement for all metropolitan areas >50,000 population
- Horizon year at least 20 years in the future
- Must be updated every 5 years
- Includes financial analysis demonstrating cost affordable improvements
- Federal funds for infrastructure improvements limited to projects included in LRTP

2

1

Voice Your Vision User Survey Overview

- Available Jan. 5th – April 30th, 2019
- 3,778 survey completions
- 5,085 website visits
- 4,842 comments
- 820,832 social media impressions (goal was 150k)
- 118,231 video views (goal was 500)

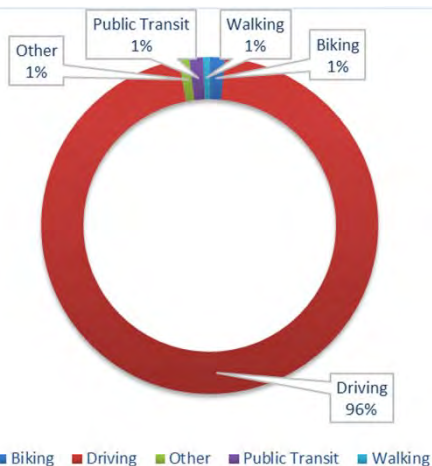


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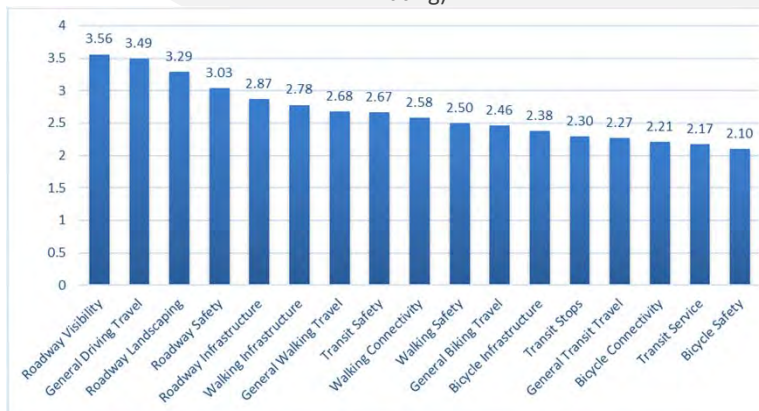
3

Voice Your Vision User Survey Results

What is your primary means of travel?



What are the best aspects of our existing transportation system? (higher number = better rating)



4

4

2

Voice Your Vision User Survey Key Takeaways

- Majority (96%) of residents drive as primary modes of transportation
- Of those that walk and/or bike, the highest percentage is for recreational purposes
- Only 4% of survey respondents ride transit regularly
- Existing roadway/driving facilities rate the best, while existing bicycle/transit facilities rate the worst
- Roadway improvements are top priority among survey respondents



5

5

Long Term Vision

- Invest in ports (Space, Sea, Air)
- Continue high tech focus
- More walkable communities
- Less reliance on autos
- Wider variety of housing
- More travel options (Transit, Rail, Rideshare, Walk, Bike, Trails)



6

6

3

Purpose of Goals

- Guides vision
- Define priorities
- Represents needs of citizens
- Ensures Federal Highway Planning Factors are met
- Tool to evaluate projects for Cost-Feasible Plan



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Goal 1

Improve safety and security for all users



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Goal 2

Improve Economic Development with a Connected Multi-Modal System



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Goal 3

Enhance connectivity and reliability of the transportation system for communities, tourism, and commerce



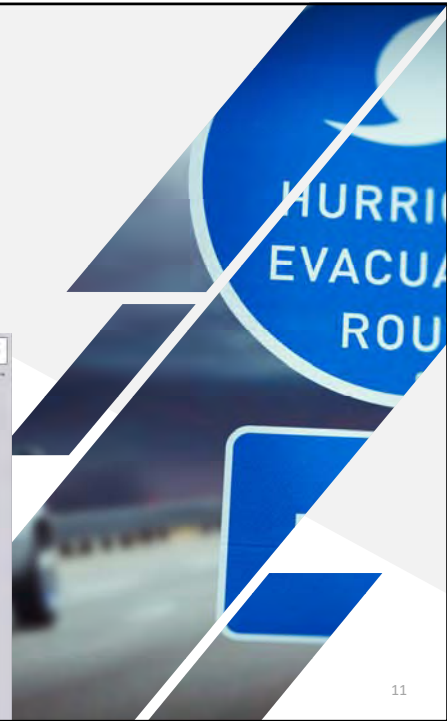
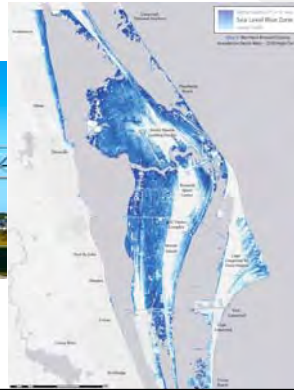
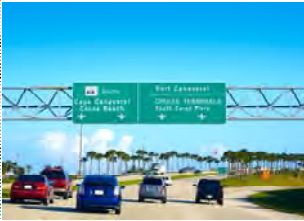
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Goal 4

Preserve and provide a resilient transportation system through balancing social and environmental resources



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Requested Action

Approve 2045 Long Range Transportation Plan Goals


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Next Steps

	2018	2019		2020		
Task 1: Public Involvement	■	■	■	■	■	■
Task 2: Goals, Objectives, Measures	■	■	■	■	■	■
Task 3: Data Compilation	■	■	■	■	■	■
Task 4: Corridor Strategic Plans	■	■	■	■	■	■
Task 5: Cost Feasible Plan Update	■	■	■	■	■	■
Task 6: Documentation	■	■	■	■	■	■



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Stay Connected

 @SCTPO
 @SpaceCoastTPO
 Sign up for our newsletter: www.sctpo.com



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**SPACE COAST
TPO**

Thank You!


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2045 Long Range Transportation Plan Update

Bicycle Pedestrian Trails Advisory Committee
January 27, 2020




1

Long Range Transportation Plan

WHAT IT IS AND WHY WE DO IT

- Federal requirement for all metropolitan areas >50,000 population
- Horizon year at least 20 years in the future
- Must be updated every 5 years
- Includes financial analysis demonstrating cost affordable improvements
- Federal funds for infrastructure improvements limited to projects included in LRTP



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2060 Vision

DERIVED FROM SCENARIO PLANNING PROCESS

- Leverage what’s uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what’s uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
 - More travel options



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Project Schedule

	2018	2019				2020		
Task 1: Public Involvement	Active	Active	Active	Active	Active	Active	Active	Active
Task 2: Goals, Objectives, Measures	Active	Active	Active					
Task 3: Data Compilation		Active	Active	Active				
Task 4: Corridor Strategic Plans		Active	Active	Active	Active	Active	Active	
Task 5: Cost Feasible Plan Update								
Task 6: Documentation						Active	Active	Active

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Requirements

FHWA NATIONAL PLANNING FACTORS

- Economic Vitality
- Safety
- Security
- Accessibility and Mobility
- Environment and Quality of Life
- Integration and Connectivity
- Efficient System Management and Operation
- Preservation of the Existing System
- Resiliency and Reliability – ***New since 2040 plan***
- Travel and Tourism – ***New since 2040 plan***

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Voice Your Vision User Survey Overview

- Available Jan. 5th – April 30th, 2019
- 3,778 survey completions
- 5,085 website visits
- 4,842 comments
- 820,832 social media impressions (goal was 150k)
- 118,231 video views (goal was 500)

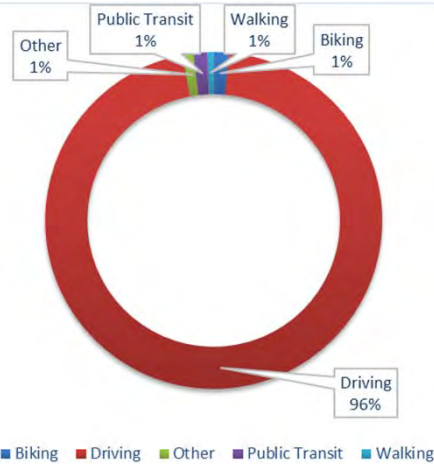
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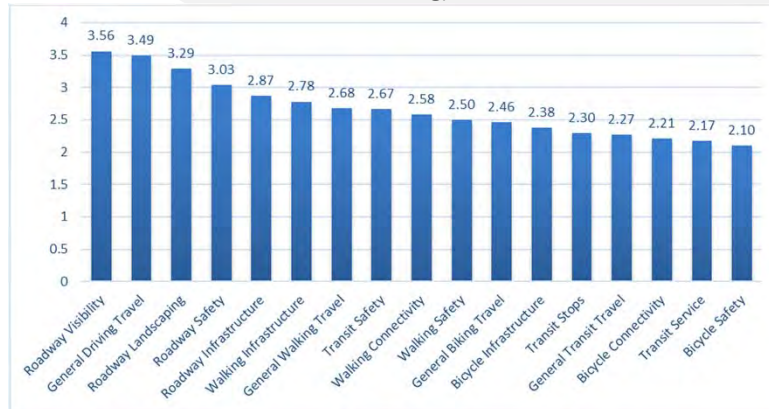
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Voice Your Vision User Survey Results

What is your primary means of travel?



What are the best aspects of our existing transportation system? (higher number = better rating)



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Voice Your Vision User Survey Key Takeaways

- Majority (96%) of residents drive as primary modes of transportation
- Of those that walk and/or bike, the highest percentage is for recreational purposes
- Only 4% of survey respondents ride transit regularly
- Existing roadway/driving facilities rate the best, while existing bicycle/transit facilities rate the worst
- Roadway improvements are top priority among survey respondents



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Purpose of Goals

- Guides vision
- Define priorities
- Represents needs of citizens
- Ensures Federal Highway Planning Factors are met
- Tool to evaluate projects for Cost-Feasible Plan



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Goal 1

Improve safety and security for all users



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Goal 2

Improve Economic Development with a Connected Multi-Modal System



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Goal 3

Enhance connectivity and reliability of the transportation system for communities, tourism, and commerce



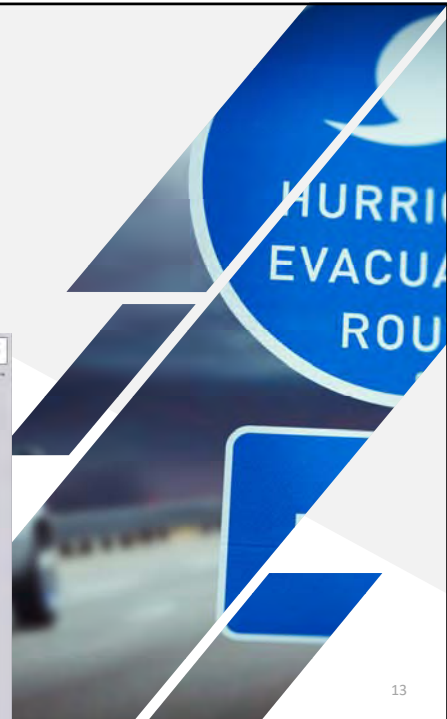
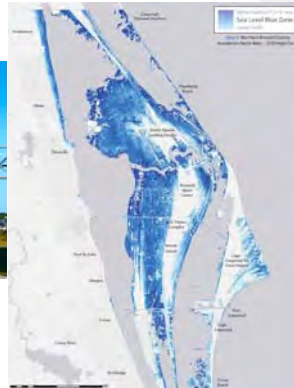
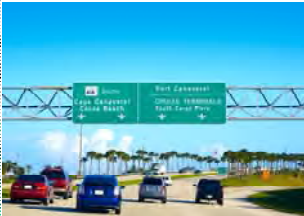
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Goal 4

Preserve and provide a resilient transportation system through balancing social and environmental resources



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Goal Importance Public Survey #2

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Plan Synthesis Overview

- High-level review of over 100 Statewide and Brevard County specific plans
- Types of plans reviewed –
 - General Plans (Statewide/Countywide)
 - Completed/Ongoing Studies in Brevard
 - Modal Plans (Ped/Bike/Transit/Ports/Freight)
 - Environmental Agencies/Plans
 - Goods and Services Plans
 - Comprehensive Plans
 - Community Redevelopment Agencies/Plans

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Plan Synthesis Bicycle and Pedestrian

- Bicycle and Pedestrian Master Plan
- SUNTrails Network related to the St. Johns River to Sea Loop and East Coast Greenway
- 15+ corridor planning studies/PD&E's with pedestrian/bicycle facilities/safety/mobility recommendations

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2045 Needs List Projects Bicycle and Pedestrian

- Bicycle and Pedestrian Master Plan prioritized corridors for bicycle/pedestrian facilities and sidewalk gaps
- Regional and Showcase Trail projects
- Recommendations from corridor planning studies/PD&E's relating to pedestrian/bicycle facilities/safety/mobility

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Next Steps


- Public Meetings February 11, 17, and 18th
- Needs Plan Development
- Traffic Model Development
- Revenue Forecast
- Cost Feasible Plan Development
- Plan Adoption in September

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2045 Long Range Transportation Plan Update

Thank You!

<p> Steven Bostel – PM, Space Coast TPO</p> <p> 321.690.6890</p> <p> Steven.bostel@brevardfl.gov</p> <p> spacecoasttpo.com</p>	<p> Travis Hills – PM, Kittelson & Associates, Inc.</p> <p> 407.540.0555</p> <p> thills@kittelson.com</p>
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2045 Long Range Transportation Plan Update

Needs Presentation
TAC/CAC and TPO Board
March 2020



1

Agenda

- Where We Are
- Summary of Stakeholder and Public Outreach
- Draft Needs List
- Revenue Forecast
- Next Steps

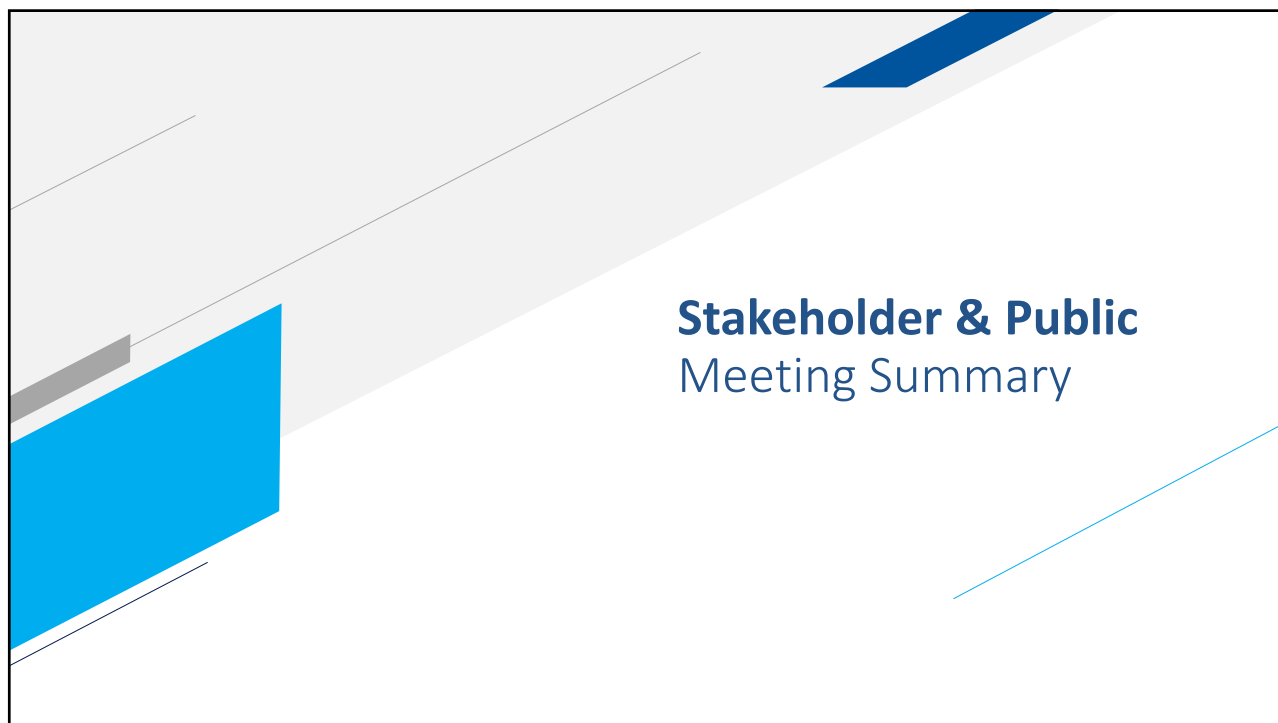


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Stakeholder Meetings

- Purpose: Review and Identify Needed Projects
- February Stakeholder Meetings:
(Brevard County Included in Each Meeting)
 - ❑ Multi-Modal – Transit, Port, Airport, Space, and Tourism
 - ❑ North County – Titusville, Cocoa, and Rockledge
 - ❑ South County – Melbourne, Palm Bay, West Melbourne, Grant-Valkaria, Malabar, and Melbourne Village
 - ❑ Beaches – Melbourne Beach, Indialantic, Indian Harbor Beach, Satellite Beach, Cocoa Beach, and Cape Canaveral
- March Stakeholder Meeting:
 - ❑ Environmental - Natural Resources, EELs, SJWMD, Melbourne Tillman, IRL, US Fish & Wildlife, Federal Lands, FWS, DEP



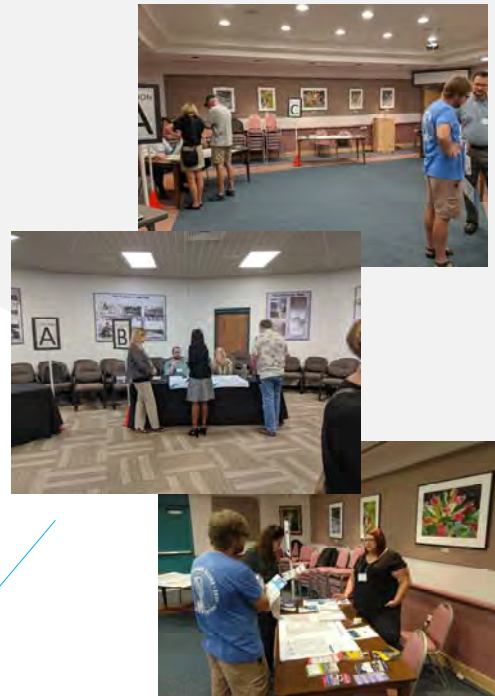
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3 Public Open Houses

- Targeted Different Areas of County
 - ❑ North County – Cocoa City Hall
 - ❑ South County – West Melbourne Veterans Memorial Center
 - ❑ Beaches – Satellite Beach City Hall
- Outreach Stats
 - ❑ Over 5,500 people reached via Facebook
 - ❑ Nearly 1,500 impressions via Twitter and Nextdoor
- First “Facebook Live” Promoting Open House!



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Draft Needs List Development

- Started with Projects from 2040 LRTP
- Reviewed TIP/FDOT Work Program Projects
- Identified Additional Projects through Plan Synthesis
- Identified Additional Projects through Stakeholder Meetings and Public Open Houses

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Plan Synthesis Overview

- High-level review of over 100 Statewide and Brevard County specific plans
- Types of plans reviewed –
 - General Plans (Statewide/Countywide)
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 - Goods and Services Plans
 - Comprehensive Plans
 - Community Redevelopment Agencies/Plans

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Draft Needs List Project Types

- Safety Projects
- Roadway, Capacity, and Intersection Projects
- Study Implementation Projects
- ITS Master Plan Priority Projects
- Bicycle & Pedestrian Master Plan Priority Projects
- Bus Rapid Transit Projects Identified from 2040 L RTP
- Space Coast Area Transit – Transit Development Plan Projects

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Draft Needs List Safety

Project	Roadway	From	To
BREVARD COUNTY			
Clearlake Road Pedestrian/Bicycle Safety Review	SR 501 (Clearlake Rd.)	Dixon Rd.	Michigan Ave.
Wickham Road Safety Audit	Wickham Rd.	Sarno Rd.	Parkway Dr.
COCOA			
Fiske Blvd. Corridor Planning Study	SR 519 (Fiske Blvd.)	Rosa Jones Blvd.	SR 520
MELBOURNE			
US 1 Pedestrian/Bicycle Safety Review	US 1	University Blvd.	New Haven Ave.
PALM BAY			
Malabar Road Safety Audit	Malabar Rd.	Emerson Dr.	San Filippo Dr.
Emerson Drive Road Safety Audit	Emerson Dr.	Jupiter Blvd.	Minton Rd.
Palm Bay Road Pedestrian/Bicycle Safety Review	Palm Bay Rd.	SR 507 (Babcock St.)	Lipscomb St.



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Draft Needs List Roadway and Capacity Projects

COCOA BEACH			
SR A1A	N 2nd St.	Sunflower St.	Roadway Improvements (Adding Curb/Gutter)
GRANT-VALKARIA			
SR 507 (Babcock St.)	Grant Rd.	Foundation Park Blvd.	Widen to 4 Lanes
MALABAR			
SR 507 (Babcock St.)	Foundation Park Blvd.	Unknown Road S of Camoa St.	Widen to 4 Lanes
SR 514 (Malabar Rd.)	SR 507 (Babcock St.)	US 1	Widen to 4 Lanes
US 1	SR 514 (Malabar Rd.)	RJ Conlan Blvd.	Widen to 6 Lanes
PALM BAY			
SR 507 (Babcock St.)	SR 514 (Malabar Rd.)	Palm Bay Rd.	Widen to 6 Lanes
MELBOURNE			
US 192	Wickham Rd.	Dairy Rd.	Widen to 6 Lanes
US 192	Dairy Rd.	SR 507 (Babcock St.)	Widen to 6 Lanes
Dairy Rd.	US 192	Hibiscus Blvd.	Widen to 4 Lanes
WEST MELBOURNE			
Hollywood Blvd.	Palm Bay Rd.	US 192	Widen to 4 Lanes
FLORIDA DEPARTMENT OF TRANSPORTATION			
I-95	SR 518 (Eau Gallie Blvd.)	Wickham Rd.	Widen to 8 Lanes
SR 528	SR 520	E. of Industry Rd.	Interim Widen to 6 Lanes, Ultimate Widen to 8 Lanes
SR 528	E. of Industry Rd.	E. of SR 3	Widen to 6 Lanes
SR 528	E. of SR 3	Port Canaveral Interchange (SR 401)	Widen to 6 Lanes

BREVARD COUNTY			
Dixie Way	Hammock Rd.	Ditch Rd./County Line Rd.	Pave New Asphalt Road
Nasa Causeway Bridge	N/A	N/A	Bridge Replacement
SR 401	N/A	N/A	Bridge Replacement
Space Commerce Wy.	NASA Pkwy. W	Kennedy Pkwy. N	Widen to 4 Lanes
Pineda Cswy. Extension	Osceola County Line	I-95	New 4 Lane Road
SR A1A	N Atlantic Ave.	George King Blvd.	Roadway Improvements (Adding Curb/Gutter)
SR 524	S Friday Rd.	Industry Rd.	Widen to 4 Lanes
SR 501 (Clearlake Rd.)	Michigan Ave.	Industry Rd.	Widen to 4 Lanes
SR 507 (Babcock St.)	Indian River County Line	Micco Rd./Deer Run Rd.	Widen to 4 Lanes
SR 507 (Babcock St.)	Micco Rd./Deer Run Rd.	Grant Rd.	Widen to 4 Lanes
Western Norfolk Pkwy. Extension	St. Johns Heritage Pkwy.	Current End of Norfolk Pkwy. W of Minton Rd.	New 2 Lane Road
Ellis Rd.	John Rhodes Blvd.	W of Wickham Rd.	Widen to 4 Lanes
St. Johns Heritage Pkwy. Washington Ext.	Ellis Rd.	SR 404 (Pineda Cswy.)	New 2 Lane Road
Micco Rd.	St. Johns Heritage Pkwy.	US 1	Widen to 4 Lanes
Malabar Rd.	St. Johns Heritage Pkwy.	Minton Rd.	Widen to 4 Lanes
Eastern Norfolk Pkwy. Extension	Norfolk Pkwy.	Imagine Way	New 2 Lane Road and I-95 Flyover
US 192	St. Johns Heritage Pkwy.	Coastal Ln.	Widen to 6 Lanes/ Interchange Improvements
US 192	Coastal Ln.	Wickham Rd.	Widen to 6 Lanes
SR 405 (South St.)	SR 50	Rock Pit Rd.	Widen to 4 Lanes



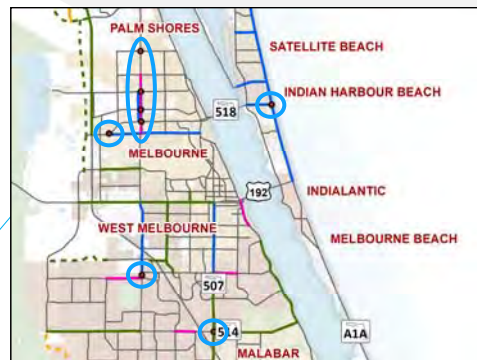
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Draft Needs List Intersection Projects

Intersection	From	To	Improvement
BREVARD COUNTY			
SR 518 (Eau Gallie Blvd.) at SR A1A	N/A	N/A	Operational Improvements
Palm Bay Rd./Minton Rd./Emerson Dr.	Emerson Drive	Palm Bay Road	Operational Analysis
CAPE CANAVERAL			
SR A1A at N Atlantic Ave./International Dr.	N/A	N/A	Intersection Realignment/New 2 Lane Road
MELBOURNE			
SR 5054 (Sarno Rd.) at SR 518 (Eau Gallie Blvd.)	N/A	N/A	Operational Improvements
Wickham Rd. at SR 518 (Eau Gallie Blvd.)	N/A	N/A	Operational Improvements
Wickham Rd. at Aurora Rd.	N/A	N/A	Operational Improvements
Wickham Rd. at Lake Washington Rd.	N/A	N/A	Operational Improvements
Wickham Rd. at Post Rd.	N/A	N/A	Operational Improvements
PALM BAY			
SR 507 (Babcock St.) at SR 514 (Malabar Rd.)	Unknown Road S of Canvoa Street	Biddle Street	Operational Improvements
TITUSVILLE			
SR 406 (Garden St.) at Singleton Ave.	N/A	N/A	Operational Analysis
FLORIDA DEPARTMENT OF TRANSPORTATION			
I-95/SR 524 Interchange	N/A	N/A	Operational Improvements

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Draft Needs List Study Implementation

Roadway	From	To
BREVARD COUNTY		
SR 3 (Courtenay Pkwy.)	Fortenberry Rd.	McAuliffe Bridge
SR A1A	Pineda Cswy. (SR 404)	Sherry Lee Ln.
SR 519 (Fiske Blvd.)	Barnes Blvd.	Rosa Jones Blvd.
SR A1A	US 192	SR 404 (Pineda Cswy.)
SR 518 (Eau Gallie Blvd.)	SR 513 (S Patrick Dr.)	SR A1A
Wickham Rd.	SR 518 (Eau Gallie Blvd.)	Lake Washington Rd.
US 1	SR 404 (Pineda Cswy.)	Park Ave.
Minton Rd.	Palm Bay Rd.	US 192
CAPE CANAVERAL		
SR A1A	SR 520	N Atlantic Ave.
COCOA		
SR 520	US 1	Riveredge Blvd.
Dixon Blvd.	SR 501 (Clearlake Rd.)	FEC Railroad
INDIAN HARBOUR BEACH		
Banana River Dr.	Mathers Bridge	SR A1A
MELBOURNE		
SR 5054 (Sarno Rd.)	SR 518 (Eau Gallie Blvd.)	Wickham Rd.
Sarno Rd.	Wickham Rd.	US 1
SR 507 (Babcock St.)	Palm Bay Rd.	US 192
SATELLITE BEACH		
Jackson St.	SR 513 (S Patrick Dr.)	SR A1A

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Draft Needs List ITS - Fiber

Roadway	From	To	Priority
SR 520	Milford Point Dr.	SR A1A	1
SR A1A	Minuteman Cwy.	North of Central Blvd.	2
US 1	SR 405	SR 406	3
Dixon Blvd.	Clearlake Rd. (SR 501)	US 1	4
Eau Gallie Blvd. (SR 518)	US 1	SR A1A	5
Babcock St. (SR 507)	Malabar Rd.	Palm Bay Rd.	6
Elio Rd./Nasa Blvd.	John Rodas Blvd.	US 1	7
Milton Rd.	Malabar Rd.	South of Emerson Dr.	8
Dairy Rd.	Palm Bay Rd.	US 192	9
Malabar Rd.	St. Johns Heritage Pkwy.	East of Holiday Park Blvd.	10
Emerson Dr.	St. Johns Heritage Pkwy.	Malabar Rd.	11
San Filippo Dr.	South of Treeland Blvd.	North of Malabar Rd.	12
Hollywood Blvd.	Palm Bay Rd.	US 192	13
Jacinto Blvd.	Malabar Rd.	San Filippo Dr.	14
Port Malabar Blvd.	Babcock St.	US 1	15
Riverside Dr.	Falcon Dr.	Eau Gallie Blvd. (SR 518)	16
Hickory St./Nasa Blvd.	US 192	MLB Airport	17
US 1	Florida Cwy. (SR 404)	Brownsburg Dr.	18
Stadium Pkwy./Fiske Blvd.	North of Lodge Fran Jameson Wy.	Barton Blvd.	19
Viers Blvd.	Stadium Pkwy.	US 1	20



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Draft Needs List Bicycle Priorities

Road Name	Corridor Road Start	Corridor Road End	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Bicycle Improvements Prioritization Rank
SR 520 (Meritt Island Causeway)	Humphrey Bridge	S. Banana River Circle	Unincorporated			1
SR 3 (N. Courtenay Parkway)	SR 520 (Meritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			2
Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	Melbourne			3
Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			4
SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated	Melbourne Beach	Indianapolis	5
SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		6
SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	Unincorporated	Cocoa		7
Murrell Road	Wickham Road	Barton Boulevard	Rockledge	Unincorporated		8
US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Samo Road	Melbourne	Unincorporated		9
Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay	Unincorporated	10



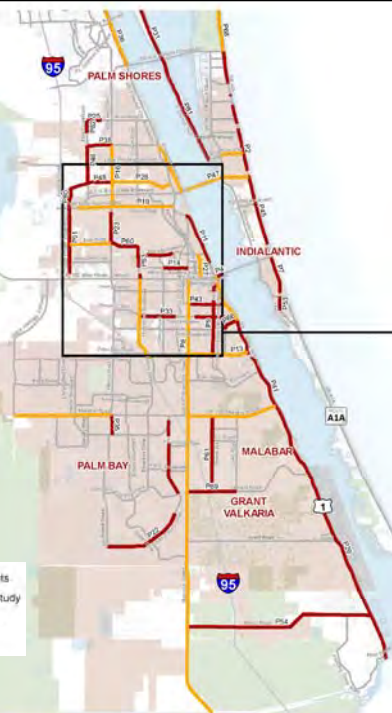
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Draft Needs List Pedestrian Priorities

Road Name	Corridor Road Start	Corridor Road End	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Pedestrian Improvements Prioritization Rank
SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	Unincorporated			1
SR A1A	SR 518 (Lau Galleh Boulevard)	SR 404 (Pineda Causeway)	Satellite Beach	Indian Harbour Beach	Unincorporated	2
SR 3 (N. Courtney Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			3
US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	Melbourne	Unincorporated		4
US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	Unincorporated	Titusville	Cocoa	5
Park Avenue	SR 405 (South Street)	SR 405 (Garden Street)	Titusville			6
SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated	Melbourne Beach	Indianalantic	7
SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		8
Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay	Unincorporated	9
Murrell Road	Wickham Road	Barton Boulevard	Rockledge	Unincorporated		10

- Priority Pedestrian Improvements
- Recently Completed/Ongoing Study
- Master Plan Roadway Network
- Incorporated Cities/Towns



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Draft Needs List Transit/Bus Rapid Transit

Bus Rapid Transit Projects

Roadway	Project Number	From	To
US 1 North	1A	Mims	Country Club Dr.
	1B	SR 50	Fay Blvd.
	1C	Williams Point	SR 520
US 1 Central	2A	Downtown Cocoa	Viera Blvd.
	2B	Viera Blvd.	Lake Washington Rd.
	2C	Lake Washington Rd.	Downtown Melbourne
US 1 South	3A	US 192	Port Malabar Blvd.
	3B	Port Malabar Blvd.	Valkaria Rd.
	3C	Valkaria Rd.	Micco Rd.
SR 528	4A	Orange County Line	US 1
	4B	US 1	Port Canaveral
I-95	5A	Pineda Cswy.	Ellis Rd.
Ellis Rd./Nasa Blvd.	5B	I-95	US 1
SR 520	6	West of I-95	Cocoa Beach
Fiske Blvd./Stadium Pkwy.	7	SR 520	Viera Blvd.
Wickham Rd.	8A	Stadium Pkwy.	Lake Washington Rd.
Wicham Rd./Minton Rd.	8B	Lake Washington Rd.	Palm Bay Rd.
Minton Rd./Malabar Rd.	8C	Palm Bay Rd.	US 1
Babcock St.	9A	US 1	Malabar Rd.
	9B	Malabar Rd.	I-95
SR A1A	10A	Port Canaveral	Cocoa Beach
	10B	Cocoa Beach	Satellite Beach
	10C	Satellite Beach	US 192

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SCAT Transit Development Plan

Service Type/Mode	Description	Original Implementation Year	New Implementation Year
Alternative 1: EFSC (formerly Brevard Community College) to UCF Express	New Service	2015	2025
Alternative 2: Port St. John to Titusville Circulator	New Service	2018	N/A
Alternative 3: Grissom Parkway North-South Corridor	New Service	2018	N/A
Alternative 5: US 1 Heritage Corridor via Malabar	New Service	2018	N/A
Alternative 6: West Cocoa Circulator	New Service	2018	N/A
Alternative 7: SR 520 to Port Canaveral	New Service	2019	N/A
Alternative 8: Viera	New Service	2019	N/A
Alternative 9: Minuteman Causeway East-West Connector	New Service	2019	N/A
Alternative 10: US 192 East-West Connector	New Service	2019	N/A
Alternative 11: Babcock Road	New Service	2019	N/A
Alternative 12: Palm Bay Circulator	New Service	2019	N/A
Alternative 13: Downtown Melbourne to ASA Condo Park	New Service	2019	N/A
Alternative 14: Heritage High School	New Service	2019	N/A
Alternative 16: Orlando Airport Express	New Service	2021	N/A
Alternative 17: Kennedy Space Center Express	New Service	2021	N/A
Alternative 18: RCC Connector	New Service	2021	N/A
Alternative 19: US 1 Express	New Service	2021	N/A
Alternative 20: Sebastian and South County	New Service	2022	N/A
Alternative 21: Canaveral National Seashore	New Service	2022	N/A



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Revenue Forecast Overview

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Financial Forecasting

- Federal requirement to develop a Cost Feasible Plan
- Prioritized Improvements vs. Financial Resource Forecasts
- State/Federal revenue projections provided by FDOT
- Local revenue projections estimated by Study Team
- Potential new revenue sources for informational purposes

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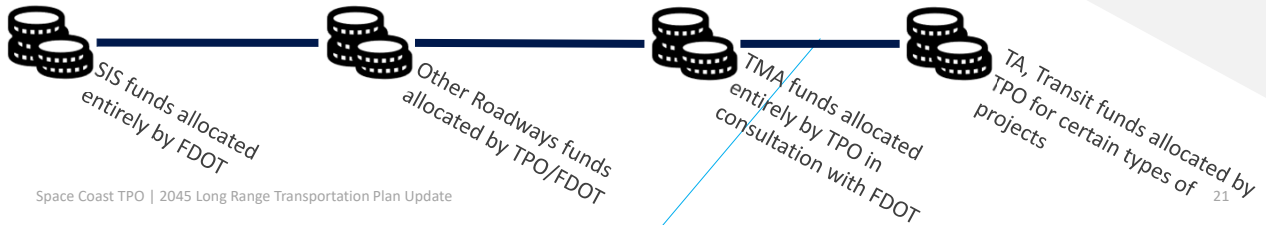
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Financial Forecasting

STATE/FEDERAL REVENUE PROGRAMS

- Strategic Intermodal System (SIS)
- Other Roadways and Right of Way
- Transportation Management Area (TMA)
- Transportation Alternatives (TA), Transit

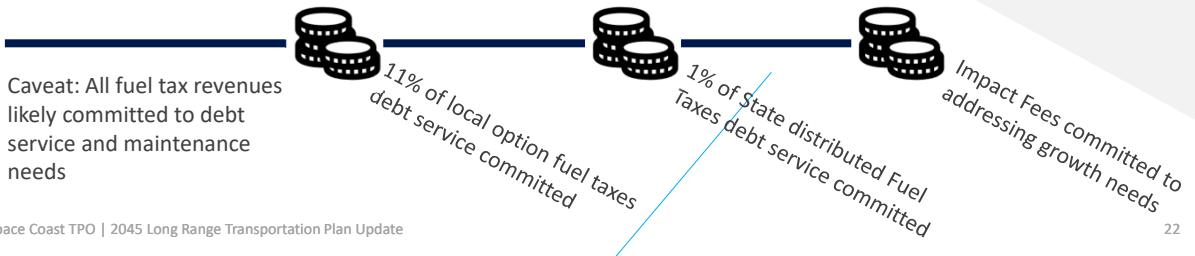


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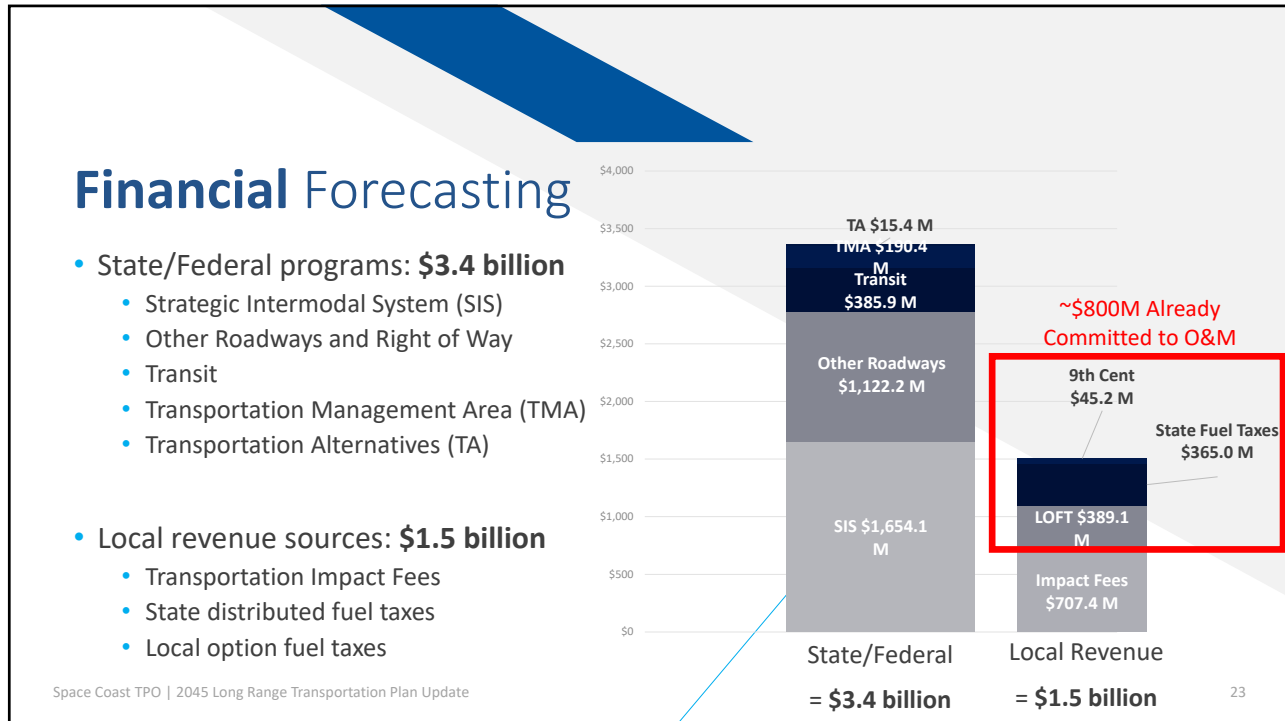
Financial Forecasting

LOCAL REVENUE PROGRAMS

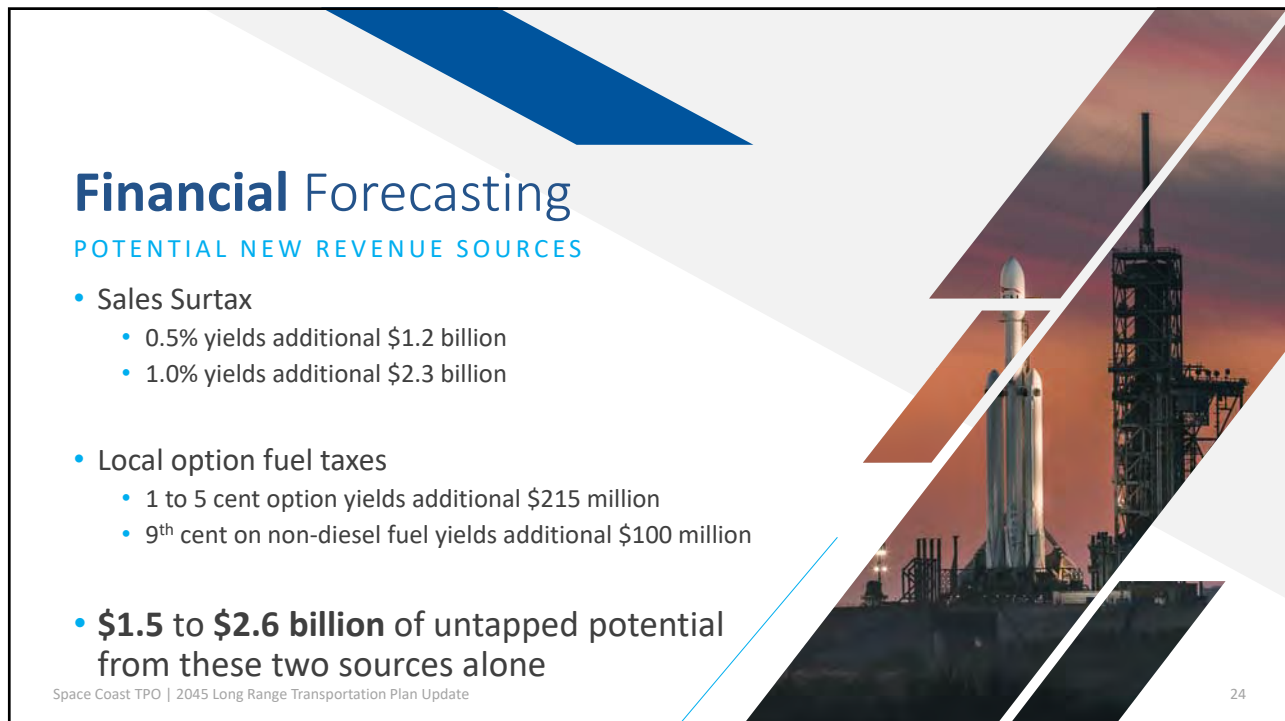
- State distributed fuel taxes
- Local option fuel taxes
- Transportation Impact Fees



22



23



24

Locally Imposed Fuel Taxes

Fuel Tax Rates as of January 1, 2020

Financial Forecasting

POTENTIAL NEW REVENUE SOURCES

- Only 12 out of Florida's 67 counties have not implemented more than the 6 cent gas tax, Brevard is one of them

Locally Imposed Motor Fuel Taxes
Tax Rates (¢/gal) as of January 1, 2020

6¢	= 12
7¢	= 18
9¢	= 1
10¢	= 3
11¢	= 2
12¢	= 31
Total Counties = 67	

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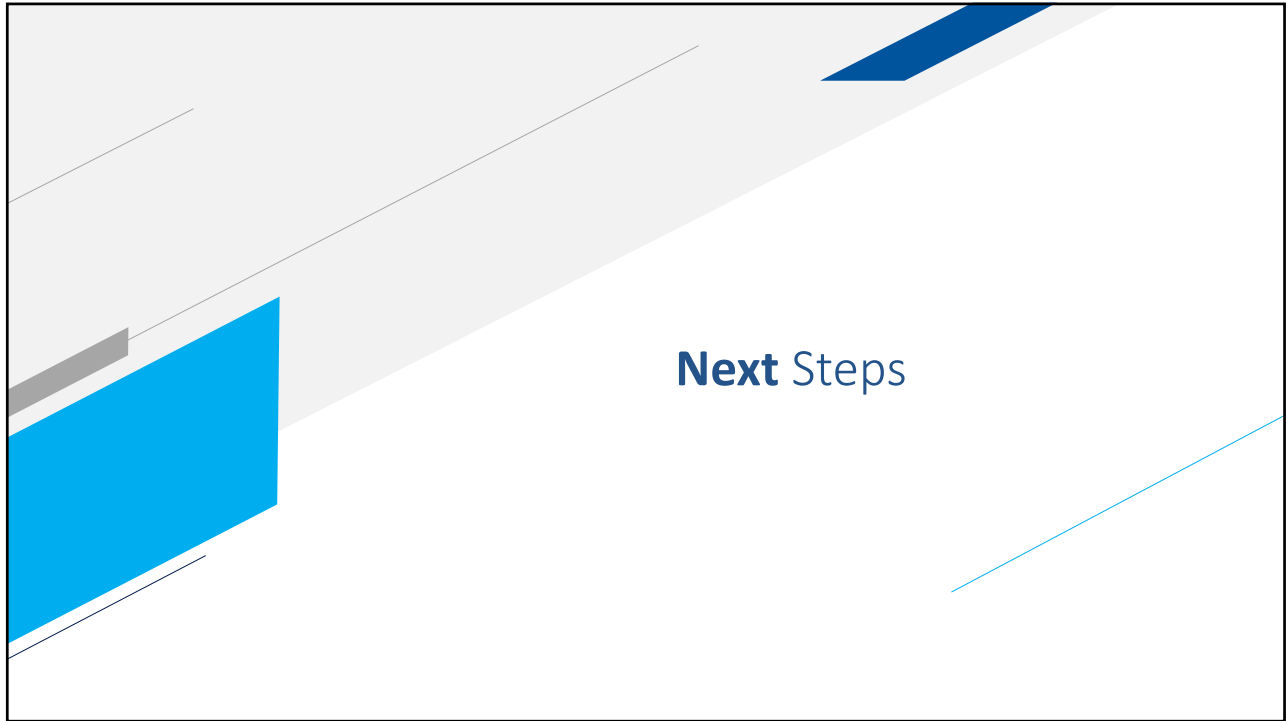
Cost Feasible Plan

Funding Programs

- Utilize State and Local Funding Sources for Roadway and Intersection Projects
- Utilize State and Local Funding to also set aside “boxed funds” for other specific project types
 - Prioritized Corridors from Bicycle & Pedestrian Master Plan
 - Prioritized ITS Projects
 - Transit O&M
 - Study Implementation Projects
 - Safety Projects

26

26



27



Next Steps

- Cost Feasible Plan Development
- Draft Cost Feasible: Post June 17th for Public Comment
- Open House June 17th: Present Draft Cost Feasible Plan
- July TAC/CAC/TPO: Present Draft Cost Feasible Plan
- Local Agency Implementation Guide Development
- September TAC/CAC/TPO: Present 2045 LRTP for adoption

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2045 Long Range Transportation Plan Update

Thank You!

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2045 Long Range Transportation Plan Update

Cost Feasible Plan Methodology
May 2020 Board/Committee Meetings



1

Agenda

- Summary of Environmental Outreach
- Cost Feasible Plan Methodology
- Cost Feasible Plan Scenarios
- Next Steps



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2

Environmental Outreach Meeting

- Purpose: To develop and share ideas on environmental planning approach within transportation
- Invited agencies included FHWA, FDOT, Brevard County, ECFRPC, Melbourne-Tillman, SJRWMD, USFWS, National Park Service, Indian River Lagoon Council, Port Canaveral, Space Florida, UF/IFAS



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3

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Environmental Outreach Meeting

- Conclusions/Next Steps
 - Perform multiple environmental collaboration meetings each year
 - Schedule a meeting w/Environmental Resource Agencies yearly during the Project Priorities Process each Spring to review submitted projects
 - Perform a high-level screening of 2045 LRTP Needs List projects vs environmental resources to identify potential issues



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4

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Cost Feasible Development

- **Technical Score (0-100)** – Based on Project Priorities Scoring Criteria
- **Phase Consideration** – Move projects only needing Construction funding to the top of the list
- **Discretionary Review (aka the “Reality Check”)** – project cost feasibility, project has local support, model traffic data supports need

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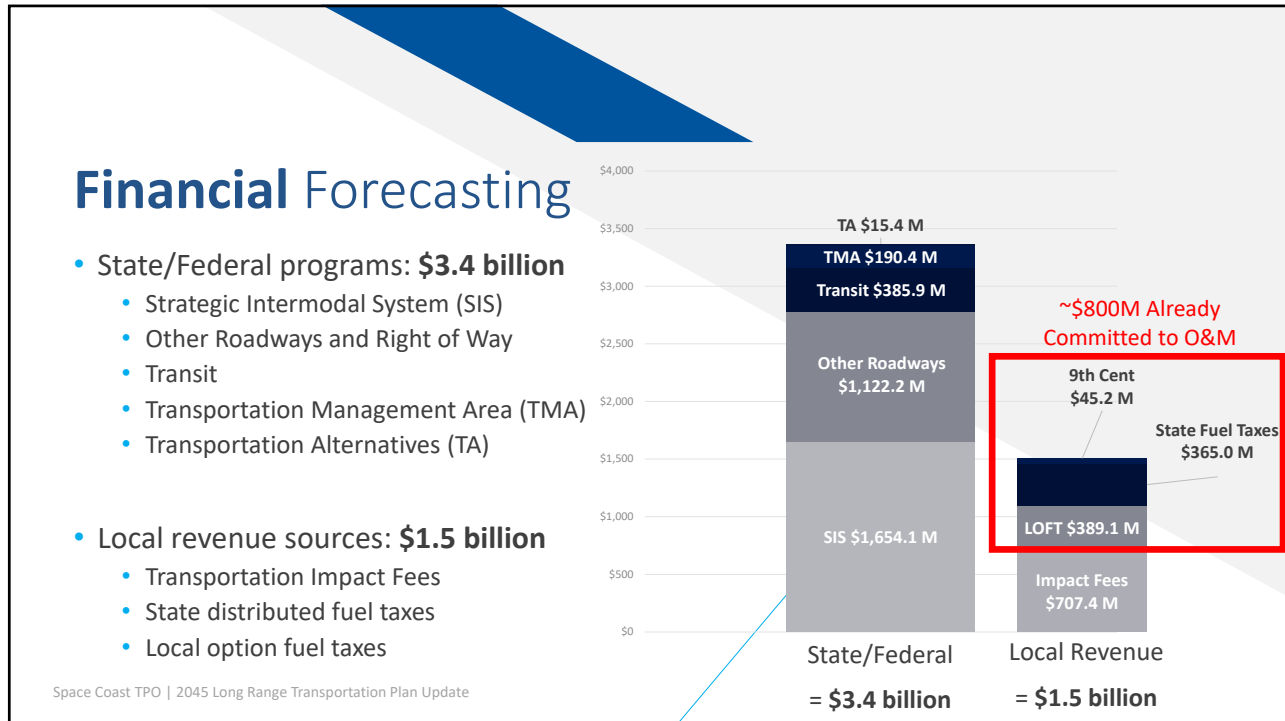
LRTP Project Considerations

- Does the project need State or Federal Funding?
- Identified need in the Travel Demand Model?
- In Prior LRTP?
- Identified in existing TPO or Local Agency Plans?
- Anticipated/needed in the next 20 years?
- Does it have local support/funding?

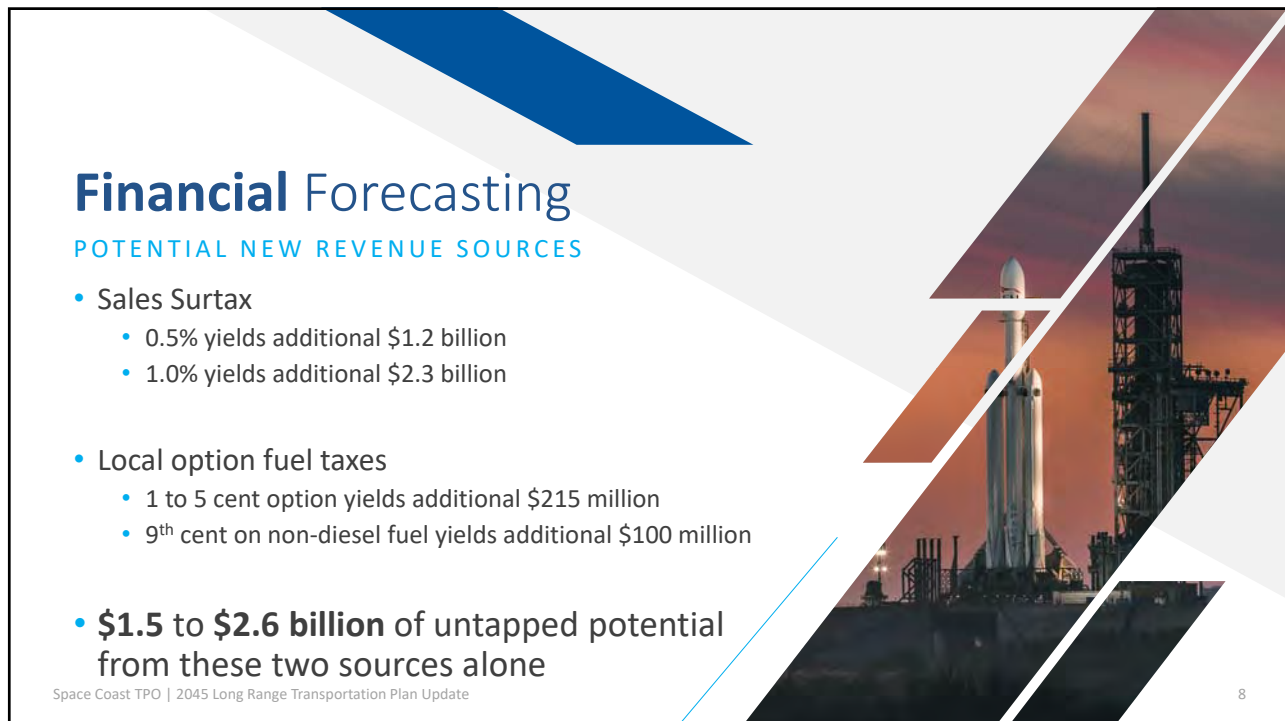
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Cost Feasible Plan Funding Programs

- Utilize State and Local Funding Sources for Capacity/Roadway/Intersection Projects
- Utilize State and Local Funding to also set aside “boxed funds” for other specific project types
 - Prioritized Corridors from Bicycle & Pedestrian Master Plan
 - Prioritized ITS Projects
 - Transit O&M
 - Study Implementation Projects
 - Safety Projects



9

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Cost Feasible Plan Scenarios

- Scenario 1: Allocate majority of funding for high priority Capacity/Roadway/Intersection Projects, allocate remainder for Boxed Funds
- Scenario 2: Allocate most of the funding towards Boxed Funds, placing a higher emphasis on Safety and Multi-Modal Projects; fewer Capacity/Roadway/Intersection Projects would be funded
- Scenario 3: Utilize potential new revenue sources to fund additional projects not funded in Scenarios 1 & 2



10

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Next Steps

- Continue Draft Cost Feasible Plan Development
- Send Draft Cost Feasible Plan to Technical Committee for review late May/early June
- Draft Cost Feasible: Post June 17th for Public Comment
- Open House June 17th: Present Draft Cost Feasible Plan
- July TAC/CAC/TPO: Present Draft Cost Feasible Plan
- Local Agency Implementation Guide Development
- September TAC/CAC/TPO: Present 2045 LRTP for adoption

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11



2045 Long Range Transportation Plan Update

Thank You!

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2045 Long Range Transportation Plan Update

TAC/CAC and TPO Governing Board
July 2020



1

The Beginning of a Project



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2

1

2060 Vision

DERIVED FROM SCENARIO PLANNING PROCESS

- Leverage what's uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what's uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
 - More travel options

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Draft Cost Feasible Plan Highlights

Funding increases for:

- Environmental improvements
- Safety projects
- Multi-modal (Bicycle/pedestrian) enhancements
- Operational improvements

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5

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Cost Feasible Plan Boxed Fund Increases

DRAFT Boxed Funds Program for 2045 Cost Feasible Plan

	2026-30	2031-35	2036-40	2041-45	Total
Bicycle/ Pedestrian	\$ 10,580,000	\$ 15,070,000	\$ 15,070,000	\$ 15,070,000	\$ 55,790,000
ITS	\$ 55,700,000	\$ 49,960,000	\$ 51,990,000	\$ 52,150,000	\$ 209,800,000
Transit	\$ 68,070,000	\$ 74,980,000	\$ 78,300,000	\$ 78,300,000	\$ 299,650,000
Study Implementation	\$ 42,600,000	\$ 36,850,000	\$ 38,890,000	\$ 39,050,000	\$ 157,390,000
Safety	\$ 45,460,000	\$ 39,720,000	\$ 41,760,000	\$ 41,920,000	\$ 168,860,000
Total	\$ 222,410,000	\$ 216,580,000	\$ 226,010,000	\$ 226,490,000	\$ 891,490,000

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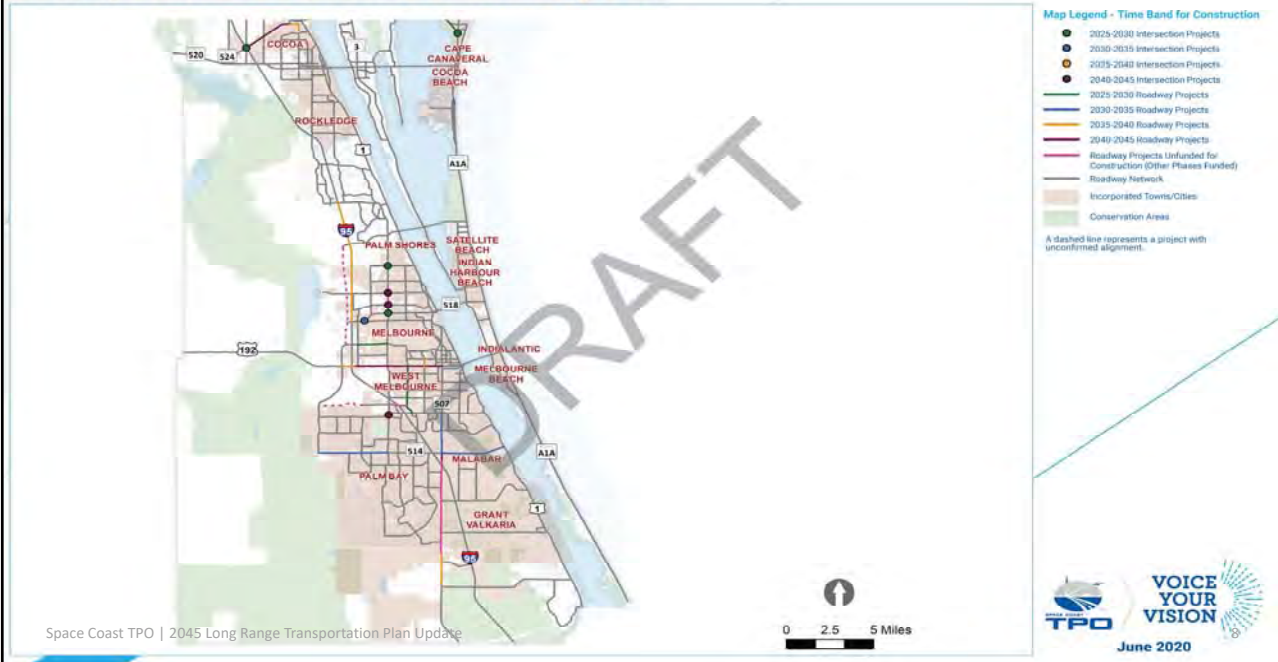
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North | Draft Cost Feasible Plan Projects



7

South | Draft Cost Feasible Plan Projects



8

4

Next Steps

To review and comment on the Draft Cost Feasible Plan visit www.voiceyourvisionbrevard.com

- June 17th Public Comment opened for Draft Cost Feasible Plan
- August 11th Public Comment on Draft LRTP Document
- September 10th Plan Adoption

Space Coast TPO | 2045 Long Range Transportation Plan Update

9

9



2045 Long Range Transportation Plan Update

Thank You!

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2045 Long Range Transportation Plan ADOPTION

TAC/CAC and TPO Governing Board
September 2020



1

2060 Vision

DERIVED FROM SCENARIO PLANNING PROCESS

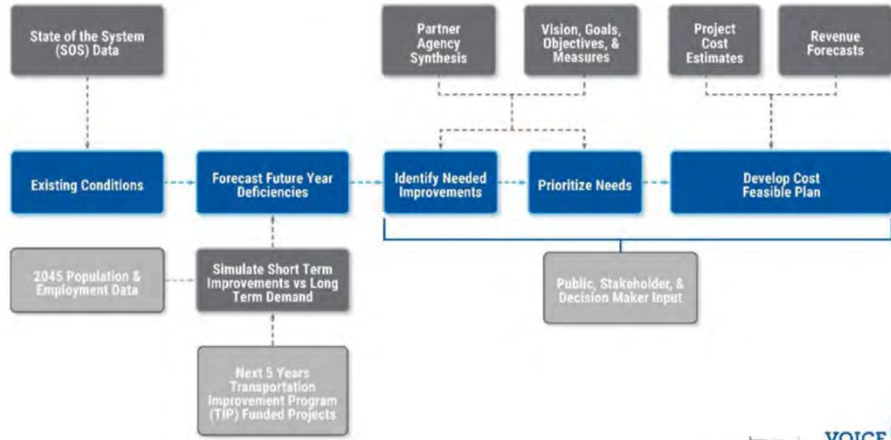
- Leverage what’s uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what’s uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
 - More travel options



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2

Process



3

Cost Feasible Plan Boxed Fund Increases

DRAFT Boxed Funds Program for 2045 Cost Feasible Plan

	2026-30	2031-35	2036-40	2041-45	Total
Bicycle/ Pedestrian	\$ 10,580,000	\$ 15,070,000	\$ 15,070,000	\$ 15,070,000	\$ 55,790,000
ITS	\$ 55,700,000	\$ 49,960,000	\$ 51,990,000	\$ 52,150,000	\$ 209,800,000
Transit	\$ 68,070,000	\$ 74,980,000	\$ 78,300,000	\$ 78,300,000	\$ 299,650,000
Study Implementation	\$ 42,600,000	\$ 36,850,000	\$ 38,890,000	\$ 39,050,000	\$ 157,390,000
Safety	\$ 45,460,000	\$ 39,720,000	\$ 41,760,000	\$ 41,920,000	\$ 168,860,000
Total	\$ 222,410,000	\$ 216,580,000	\$ 226,010,000	\$ 226,490,000	\$ 891,490,000



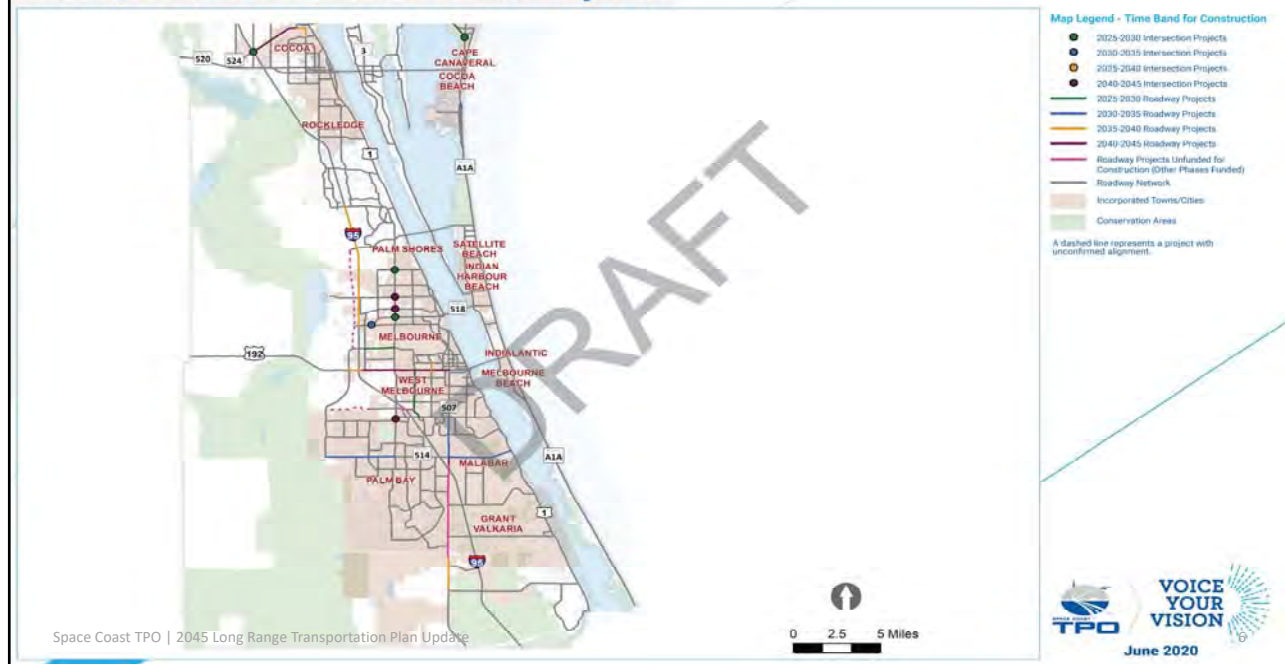
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North | Draft Cost Feasible Plan Projects



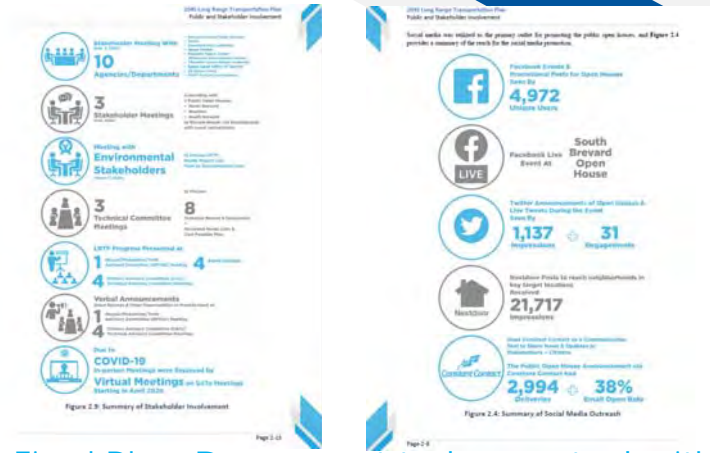
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South | Draft Cost Feasible Plan Projects



6

L RTP Document



Final Plan Document to be posted within 90 days of adoption at www.voiceyourvisionbrevard.com

SPACE COAST TPO

2045 Long Range Transportation Plan
DRAFT PLAN DOCUMENT

2725 Judge Fran Jamerson Way
Building 10, Room 105, 342 #12
Melbourne, FL 32940
321-950-6890
www.spacecoasttpo.com

VOICE YOUR VISION

Public Comments Received

- Comment Period on Draft Cost Feasible began on June 1st
 - No comments regarding cost feasibility or timeframe received.
- Draft Plan Document Posted August 11th for public comment
 - No comments regarding cost feasible projects received

Next Steps

- Develop Agency Action Plans and Corridor Summaries
- Annual Environmental review meeting
- Follow-up meetings with agency staff to implement projects identified in planning processes



Space Coast TPO | 2045 Long Range Transportation Plan Update



9

9



2045 Long Range Transportation Plan ADOPTION

Thank You!



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10



Appendix G
Voice Your Vision
Survey Summary



SPACE COAST
TPO



2045 Long Range Transportation Plan

VOICE YOUR VISION USER SURVEY SUMMARY

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Melbourne, FL 32940
321-690-6890
www.spacecoasttpo.com

**VOICE
YOUR
VISION**



Space Coast Transportation Planning Organization
2045 Long Range Transportation Plan – Voice Your Vision MetroQuest
User Survey Summary
09/26/2019

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I. INTRODUCTION

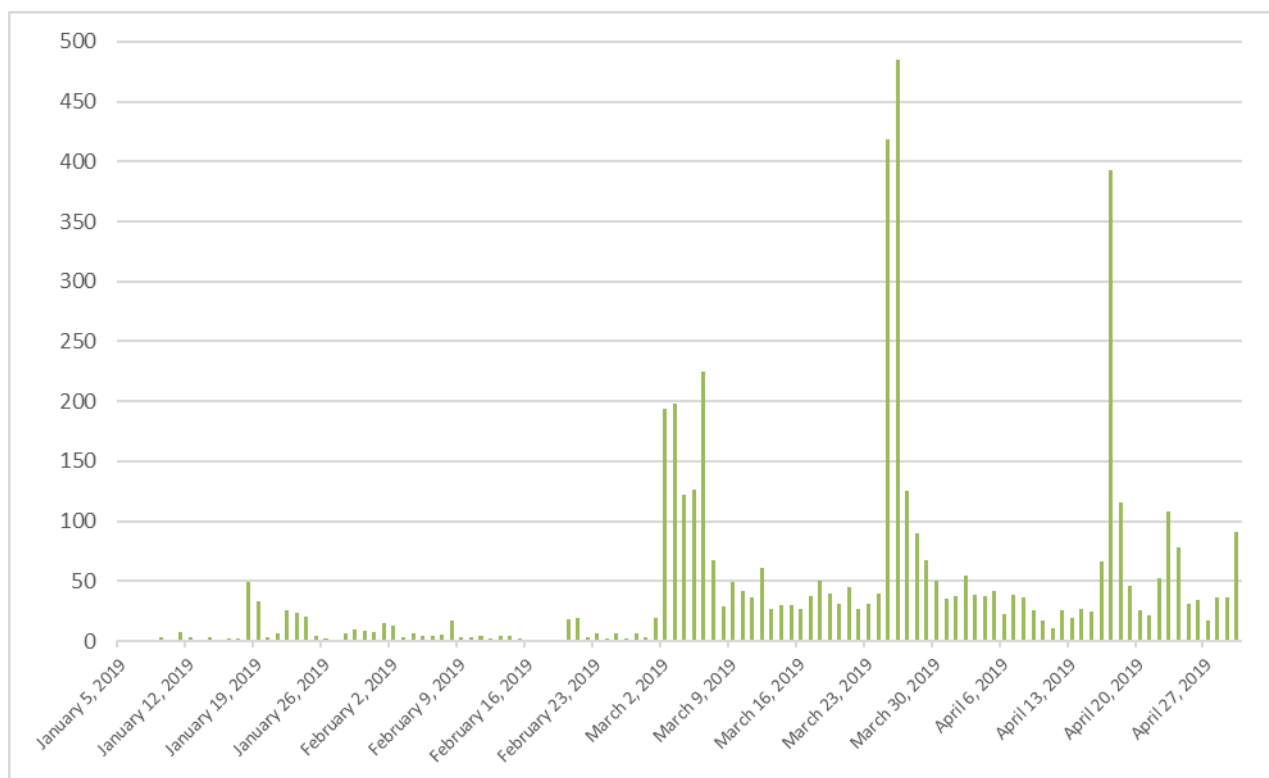
The following provides an overview of the process and results of the Voice Your Vision survey and its use on the Space Coast Transportation Planning Organization (SCTPO) 2045 Long Range Transportation Plan (LRTP). The survey was conducted using MetroQuest, an online interactive survey software developed to maximize public participation, solicit informed input, and create actionable results while conveying information to increase project awareness. The Voice Your Vision survey was available online from January 5th, 2019 through April 30th, 2019 and had **3,782 participants**, 5,085 site visits, 4,842 comments, and 97,600 data points¹ received.



Figure 1 illustrates public participation levels over the course of the Voice Your Vision survey. Five MetroQuest “screens” were used as part of the survey including “Welcome, Survey, Rating, Priority Ranking, and Stay Involved.” *Appendix A includes the MetroQuest screens.*

¹A Data Point is any input given in any MetroQuest “screen” (i.e. one rating, one ranking, one comment; these are all considered as each their own separate data point).

Figure 1: MetroQuest Public Participation



As shown in **Figure 1**, public participation levels significantly increased at the outset of March and continued with increased levels of participation through the conclusion of the survey in April. The spike in participation was the result of BowStern Marketing Communications who promoted the MetroQuest survey through online social media outlets, such as Facebook, Twitter, and the project website.

The following sections detail the marketing efforts, the specific questions asked in the survey, and the public responses.

II. MARKETING EFFORTS SUMMARY

Marketing efforts were conducted to establish a brand identity for the survey, educate the public about the purpose of the survey through accessible visuals and copy, and ultimately drive residents of Brevard County to the website to complete the survey. *Appendix B includes the digital media plan which established the methodology for the marketing efforts.*

The SCTPO set preliminary goals to 1) Garner 150,000 impressions on social media; 2) Track 500 visitors to the website; and 3) Gather 3,000 Facebook video views. A byproduct of these goals was increased survey completions during the first phase of the LRTP.

The SCTPO set a goal of engaging underrepresented populations (minority groups, the elderly, and residents with limited education) both through digital media and by handing out paper surveys at key locations throughout the County. By targeting these audiences specifically, they were to be given a better opportunity to engage and respond to the LRTP.

Methods

Deliverables included a custom brand, website, digital ad graphics and copy, and an animated campaign video to explain the purpose of the survey. A seamless look was created by utilizing the same branding across all content and featured the consistent call to action to “Voice Your Vision,” and contribute to the survey.

In addition to the digital outreach, paper surveys were distributed to the underrepresented populations outlined below:

- 12 different “Senior at Lunch” visits, with a total of 306 participants;
- Brevard County Affordable Housing Council Members, Countywide – 15 Paper Surveys Distributed;
- Brevard County Housing & Human Services Dept., Community Action (Services) Agency*, Cocoa – 20 Paper Surveys Distributed;
- Brevard County Housing and Human Services Dept., Veterans Services, Viera – 15 Paper Surveys Distributed;
- North Cocoa Civic League, Sharpes (City Point Neighborhoods) – 15 Paper Surveys Distributed;
- Walter Butler Community Center, Brevard County Parks & Rec., Sharpes – 15 Paper Surveys Distributed;
- Cuyler Community Center, East Mims Neighborhood, Brevard County Parks & Rec. – 15 Paper Surveys Distributed;
- Commission on Aging, Senior Advocate/Advisory Organization, Countywide – 20 Paper Surveys Distributed; and
- Aging in Brevard Facebook page post and direct link to Survey (See March 5, 2019 Post) <https://www.facebook.com/aginginbrevard/>.

*Serving many citizens at very low and low incomes countywide.

Results

During outreach for the user survey, the marketing efforts garnered 820,832 impressions, more than five times the preliminary goal of 150,000. The project website, the target of all of the campaign advertisements, tracked 9,956 sessions (preliminary goal of 500) and gathered 118,231 video views (preliminary goal of 3,000). In total, these efforts helped users complete 3,778 surveys.

Underrepresented populations made up 26% of campaign impressions and 31% of campaign engagement (link clicks directing users to the website). As noted in the *Methods* section above, paper surveys were distributed to underrepresented populations and a total of 42 paper surveys were collected/analyzed. Each of the following sections includes a short summary of results based on surveys from underrepresented populations

Appendix C includes the combined March/April 2019 marketing summary.

III. HOW DO YOU GET AROUND?

Participants were asked how they get around Brevard County today; including their general travel patterns, and specifics on the number of times and distances they have driven, walked, biked, or ridden transit is the past 30 days. **Figure 2** through **Figure 11** illustrate the results of the How Do You Get Around?

Travel Patterns

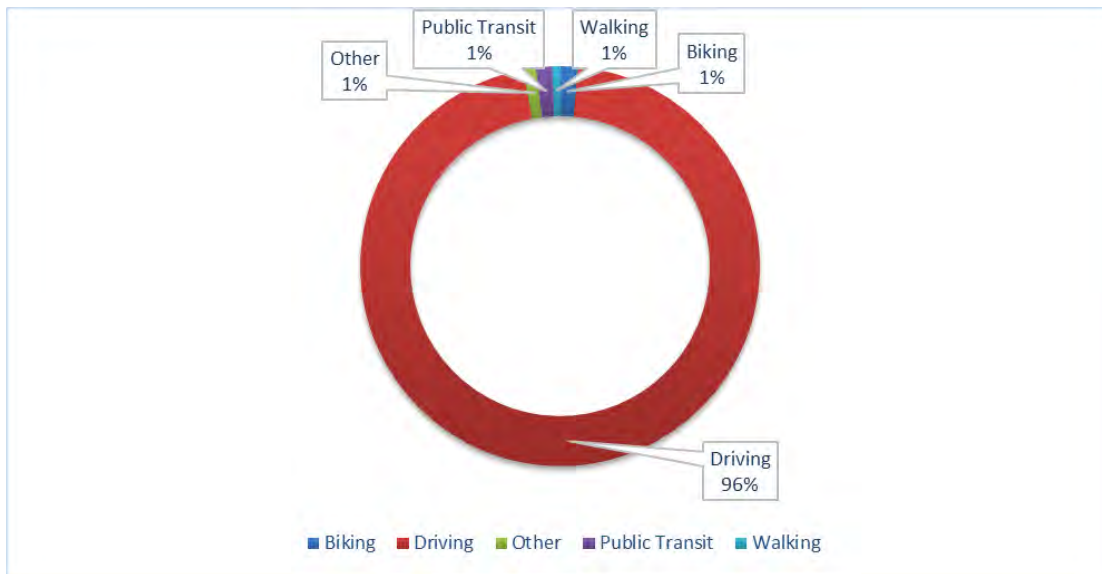


Figure 2: What is your primary means of travel in Brevard County?

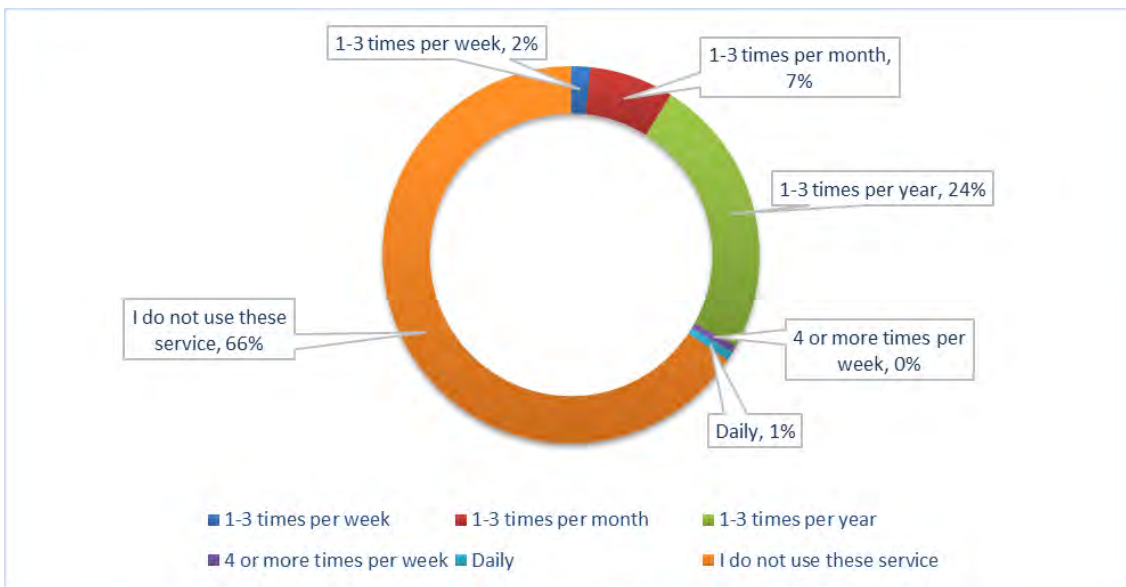


Figure 3: How often do you use a transportation network company (Uber, Lyft, etc.) or other shared mobility service (carpooling, carshare)?

Driving in Brevard County

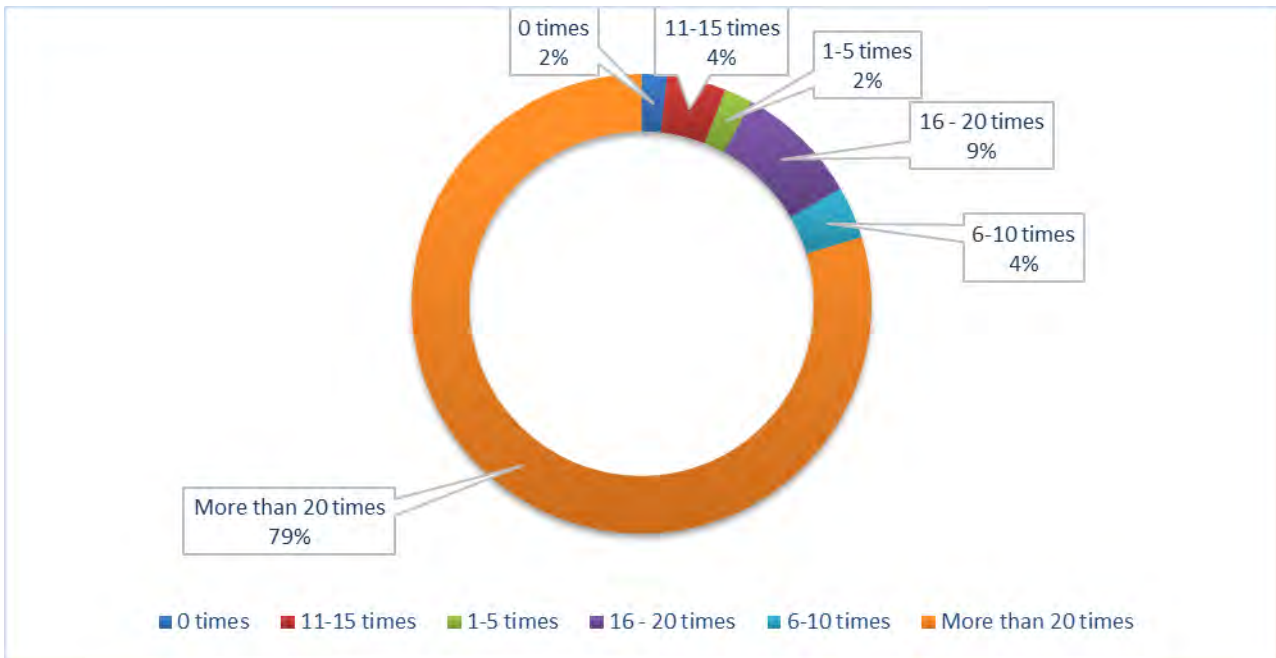


Figure 4: In the past 30 days, how many times have you driven an automobile?

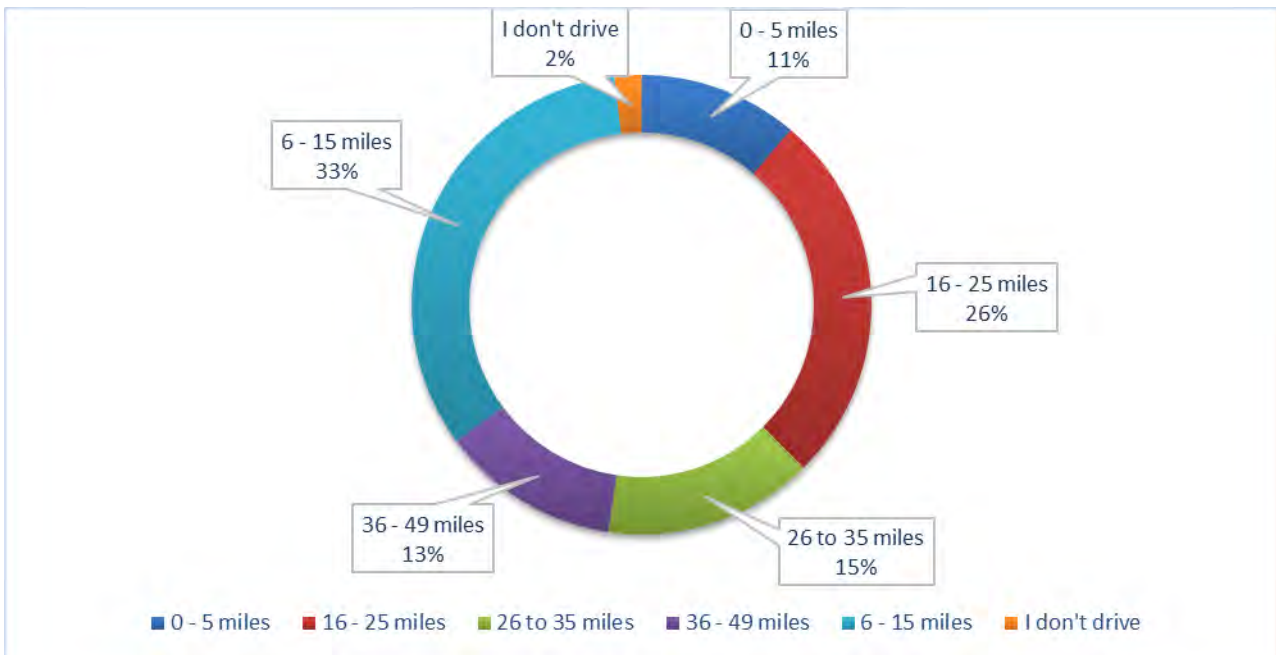


Figure 5: If you drive an automobile, how many miles do you typically drive on an average weekday?

Walking in Brevard County

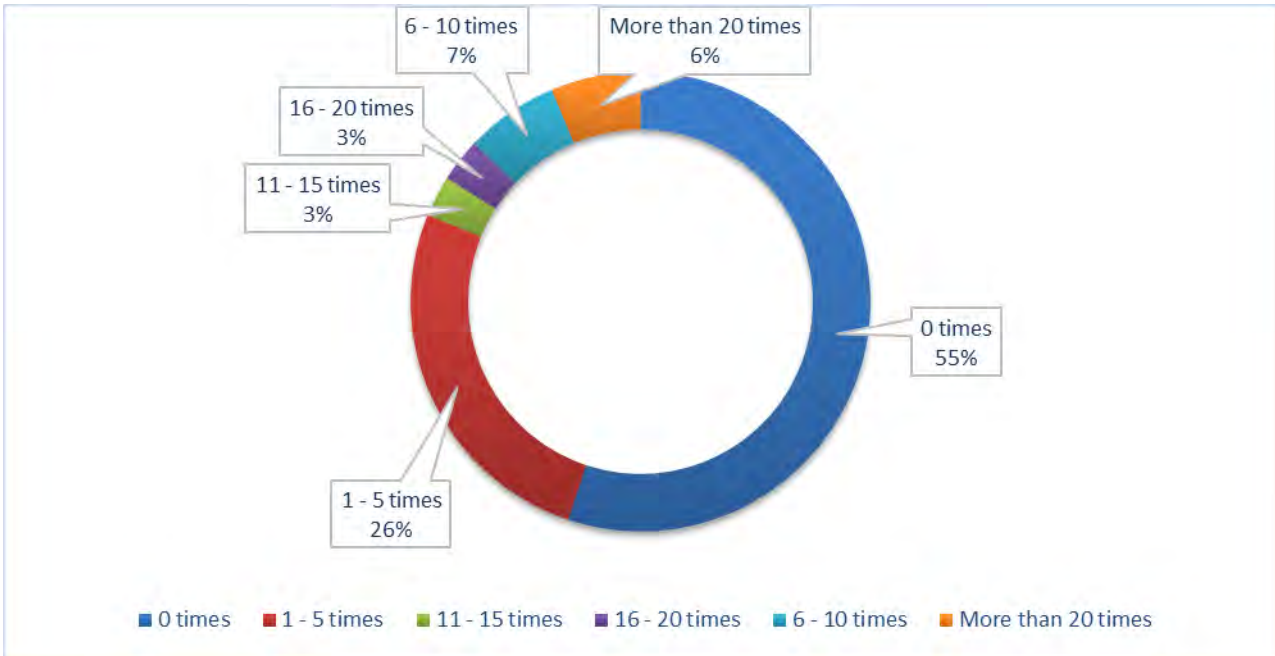


Figure 6: In the past 30 days, how many times have you walked as a means of personal transportation?

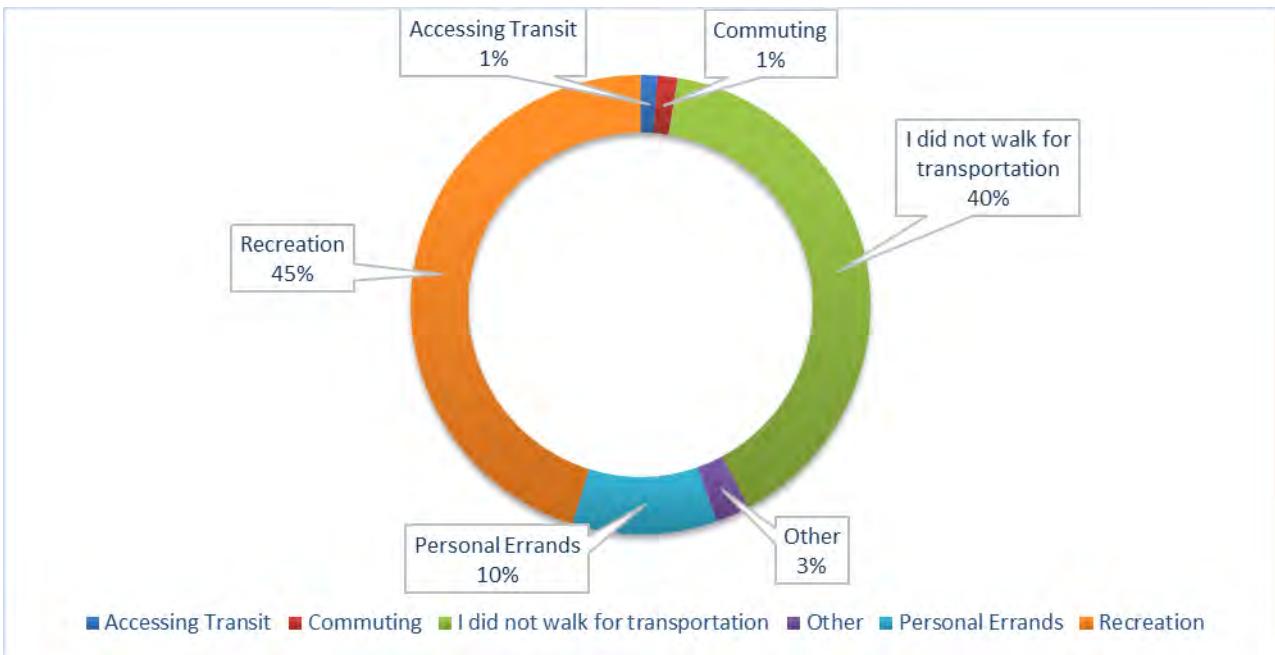


Figure 7: If you walked in the past 30 days, what was the purpose of your trip?

Biking in Brevard County

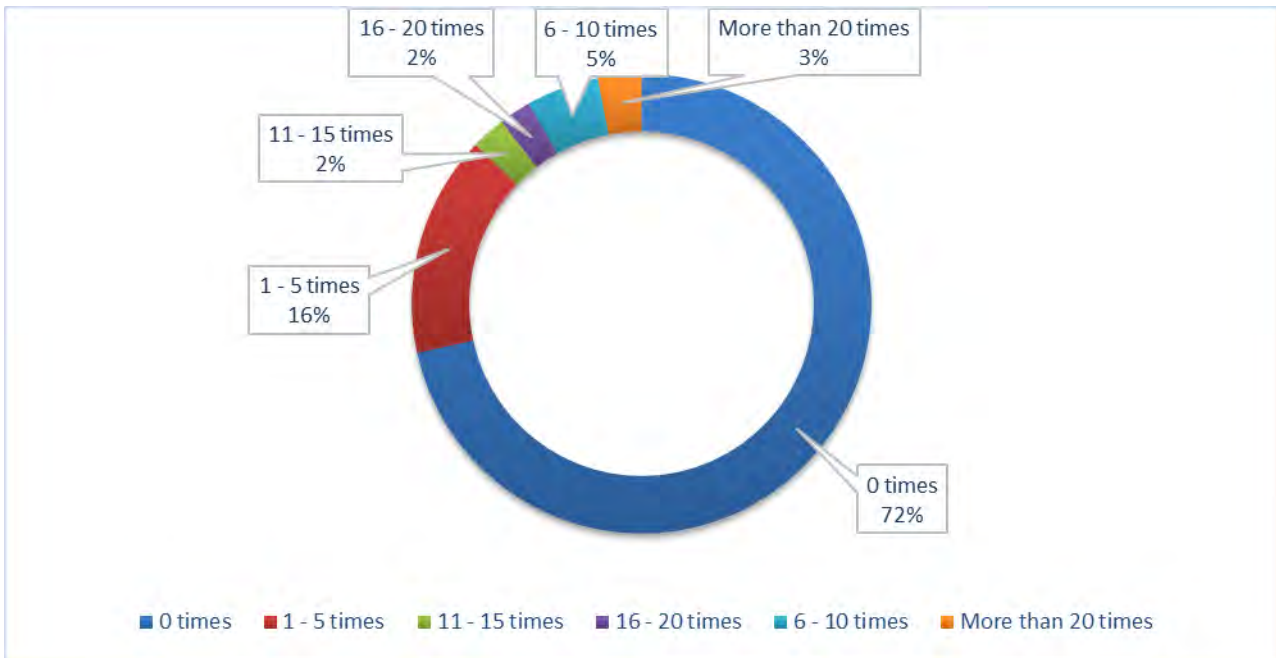


Figure 8: In the past 30 days, how many times have you biked as a means of personal transportation?

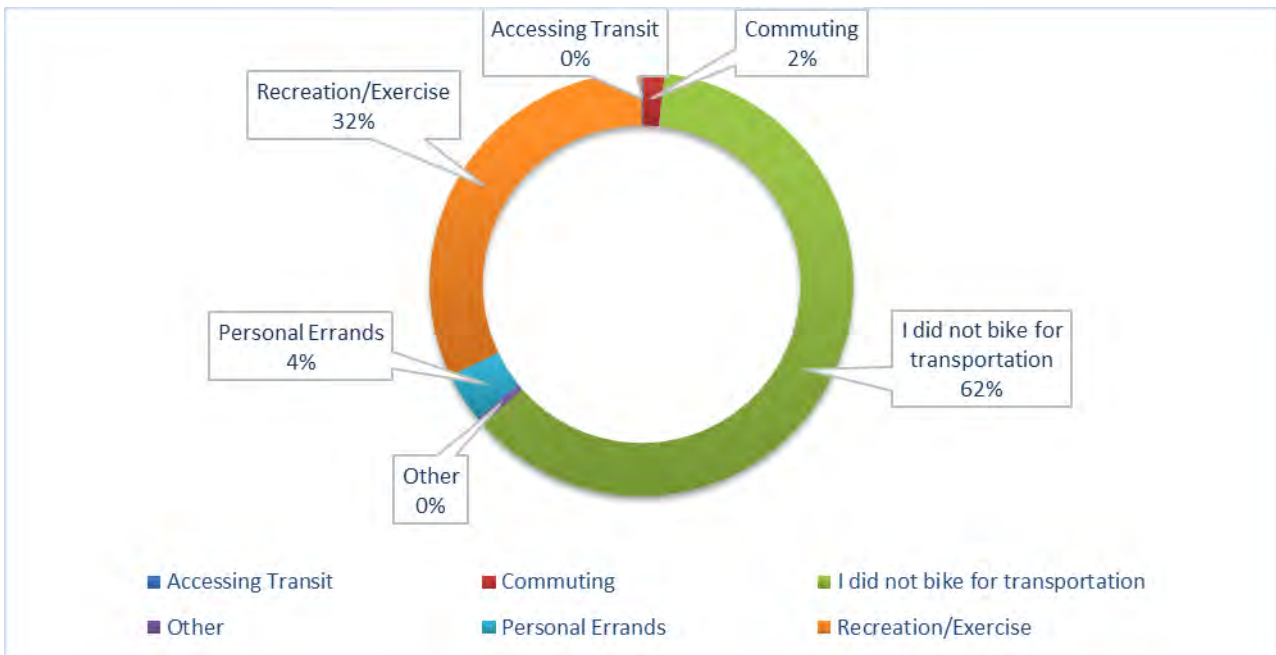


Figure 9: If you biked in the past 30 days, what was the purpose of your trip?

Transit in Brevard County

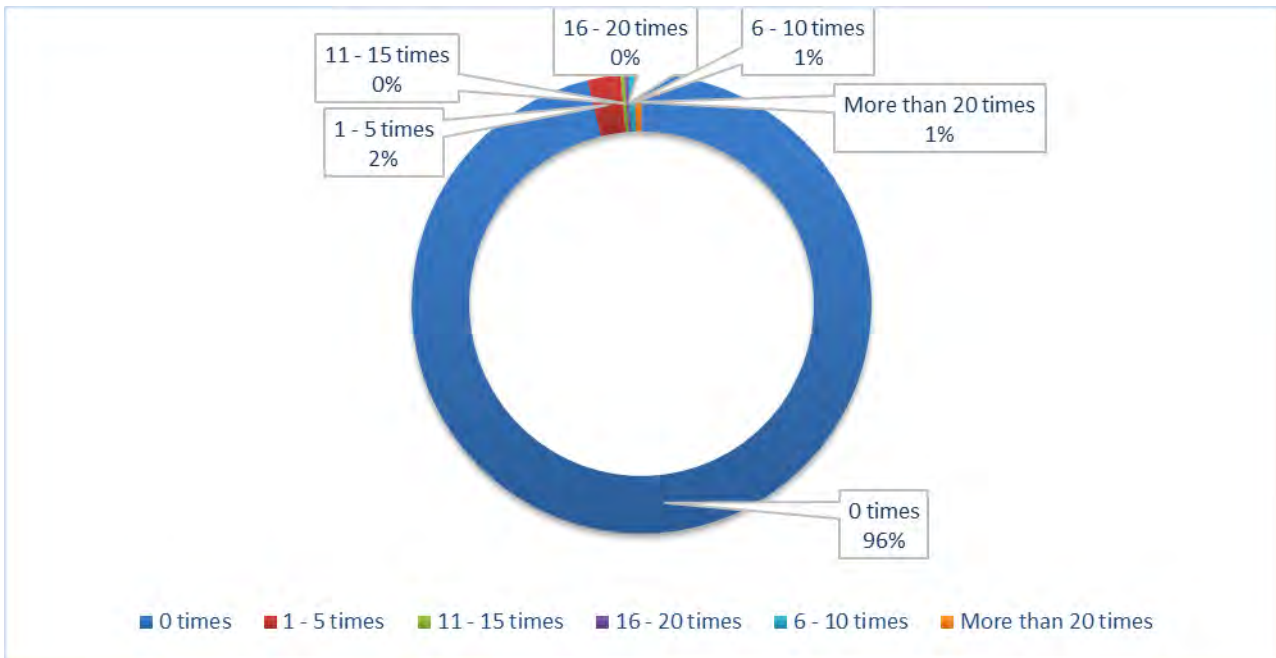


Figure 10: In the past 30 days, how many times have you ridden Space Coast Area Transit?

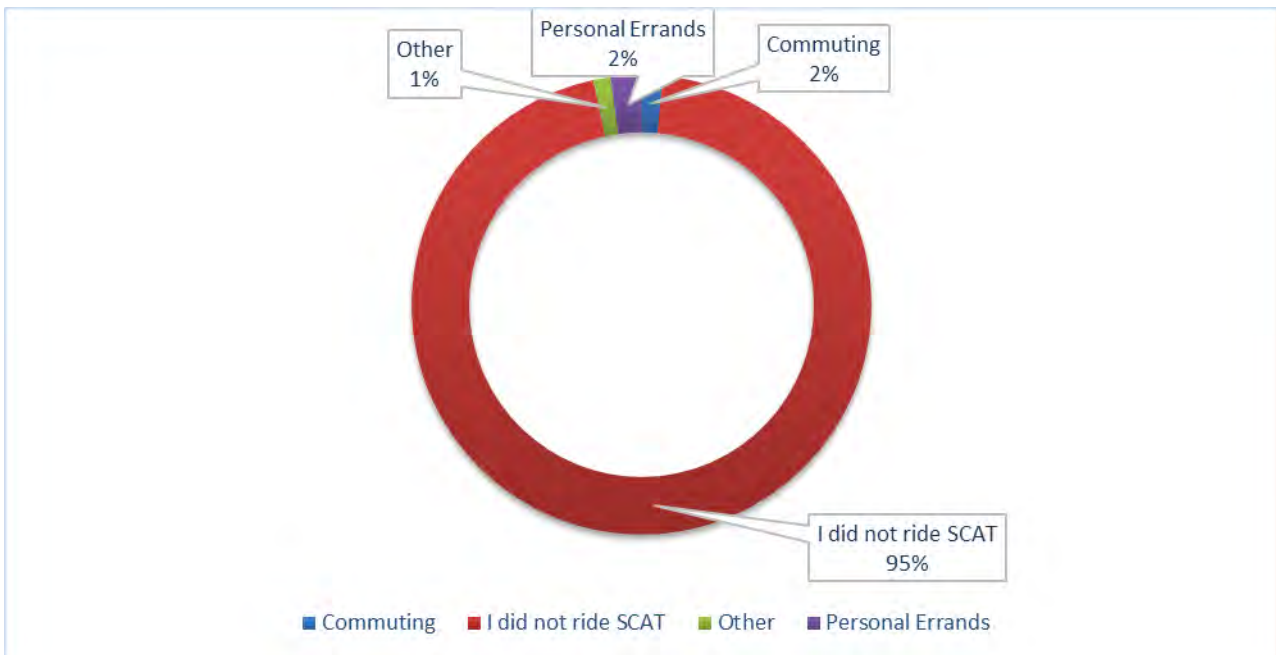


Figure 11: If you rode transit in the past 30 days, what was the purpose of your trip?

How Do You Get Around? – Key Findings

The following section provides a summary of the key findings as part of the *How Do You Get Around?* section of survey. The following findings are representative of the people who completed the survey and do not represent entire population of Brevard County.

- The majority (approximately 96%) of people in Brevard County drive as their primary means of travel. In the past 30 days, the majority of people drove their car more than 20 times (79%) and on average, drove more than 16 miles per trip (54%).
- Two-thirds (66%) of people in Brevard County do not use transportation network company (TNC) or shared mobility services. Approximately one-quarter (25%) of people utilize TNC services 1-3 times per year.
- Over half (55%) of people in Brevard County did not walk as a means of personal transportation in the past 30 days. Approximately one-quarter (26%) of people walked 1-5 times. Of the people who walked, the primary purpose of their trip was for recreation (45%).
- Roughly three-fourths (72%) of people in Brevard County did not bike as a means of personal transportation in the past 30 days. Approximately 16% of people biked 1-5 times. Of the people who biked, the primary purpose of their trip was for recreation (32%).
- The majority (96%) of people in Brevard County did not ride Space Coast Transit in the past 30 days. Of the people who did ride Space Coast Transit, the primary purpose of their trip was for personal errands and commuting (approximately 2% for each).

How Do You Get Around? – Key Findings from Underrepresented Populations

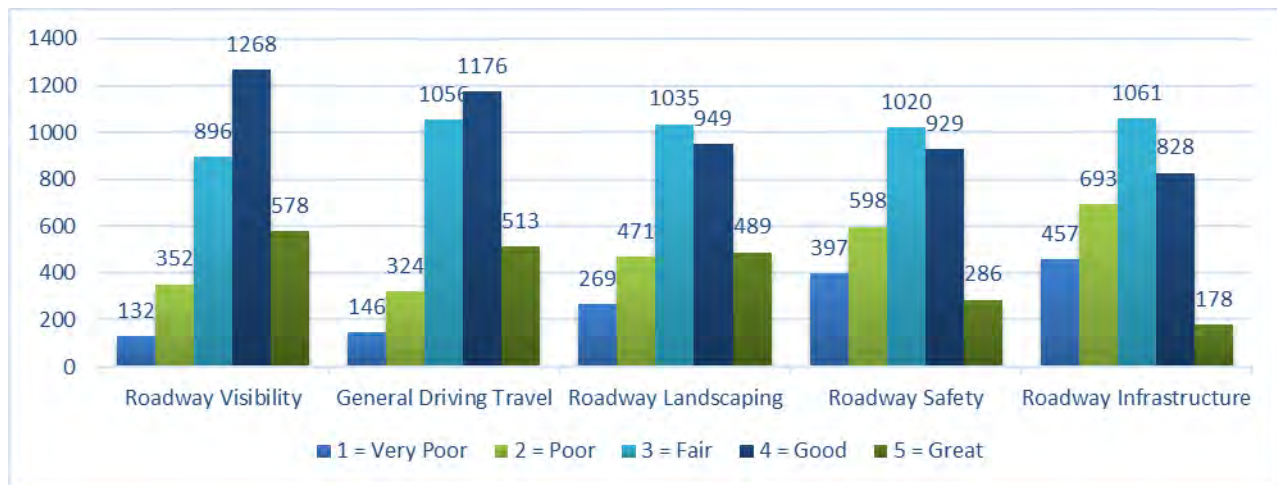
The following section provides a summary of the key findings as part of the *How Do You Get Around?* section of survey based on the 42 paper survey responses received.

- The majority (approximately 56%) of the underrepresented surveys noted driving as the primary means of travel, while a combined 32% noted walking/transit were the primary means. In the past 30 days, the majority of people drove their car more than 20 times (55%) and on average, drove between 6 and 25 miles per trip (36%).
- Approximately half (47%) of the underrepresented surveys noted not using a transportation network company (TNC) or shared mobility services. Approximately one-quarter (22%) of people utilize TNC services 1-3 times per year.
- Nearly two-thirds (62%) of the underrepresented surveys noted not walking as a means of personal transportation in the past 30 days. Approximately 14% of people walked 20 or more times. Of the people who walked, the primary purpose of their trip was for recreation (23%).

- Roughly three-fourths (76%) of the underrepresented surveys noted not biking as a means of personal transportation in the past 30 days. Approximately 13% of people biked 6-10 times. Of the people who biked, the primary purpose of their trip was for recreation (12%).
- The majority (72%) of the underrepresented surveys noted not riding Space Coast Transit in the past 30 days, but 21% of people did ride Space Coast Area Transit more than 20 times. Of the people who did ride Space Coast Transit, the primary purpose of their trip was for personal errands and commuting (approximately 20% total).

IV. EXISTING CONDITION RATINGS

Participants were asked to rate the existing driving, walking, bicycling, and transit conditions on a scale of 1 to 5 (with “1” being the worst and “5” being the best). Questions were developed for driving, walking, bicycling, and transit conditions based the unique needs and characteristics of each transportation mode; however, questions regarding general travel, infrastructure, connectivity, and safety were asked for all modes. **Figure 12** through **Figure 15** illustrate the results of the Existing Condition Rating.



Roadway Visibility: Sight distance visibility, clarity of roadway signage

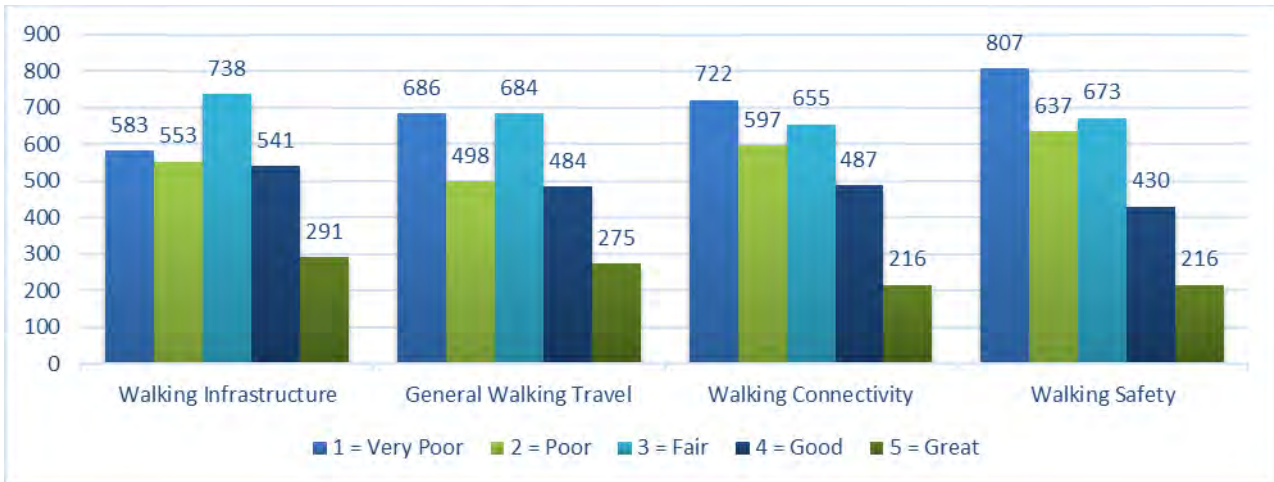
General Driving Travel: Ease of commuting to and from work or school or traveling for personal errands

Roadway Landscaping: Trees, shrubbery, and other green features along roadways

Roadway Safety: Your feeling of personal safety when driving (dangerous roadways, intersections, crashes, etc.)

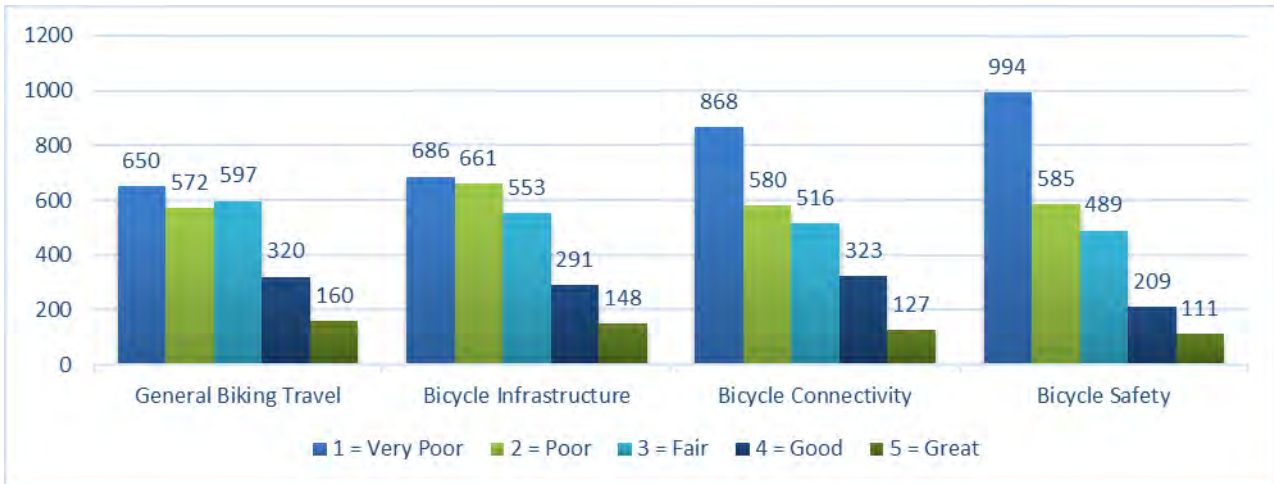
Roadway Infrastructure: Traffic signal timing and coordination, roadway conditions such as potholes, grooved pavement.

Figure 12: Driving Conditions



Walking Infrastructure: The presence and physical condition of sidewalks, crosswalks, shared-use paths, and trails
 General Walking Travel: Ease of walking to and from work or school; or traveling for personal errands
 Walking Connectivity: Continuous sidewalks or other walking facilities without gaps in the network
 Walking Safety: Your feeling of personal safety when walking (dangerous roadways, intersection crossings, etc.)

Figure 13: Walking Conditions



General Biking Travel: Ease of bicycling to and from work or school; or traveling for personal errands.
 Bicycle Infrastructure: The presence and physical condition of bike lanes, bike parking, shared-use paths, and trails
 Bicycle Connectivity: Continuous bike lanes or other bicycle facilities without gaps in the network
 Bicycle Safety: Your feeling of personal safety when biking (dangerous roadways, intersections crossings, etc.)

Figure 14: Bicycling Conditions



General Transit Travel: Ease of taking transit to and from work or school; or traveling for personal errands
 Transit Stops: Transit shelters, signs, locations, conditions, and proximity to destinations
 Transit Service: Routes that go directly where you need, without having to transfer. The amount of time it takes to get to your destination by bus
 Transit Safety: Your feeling of personal safety when waiting or riding public transit.

Figure 15: Transit Conditions

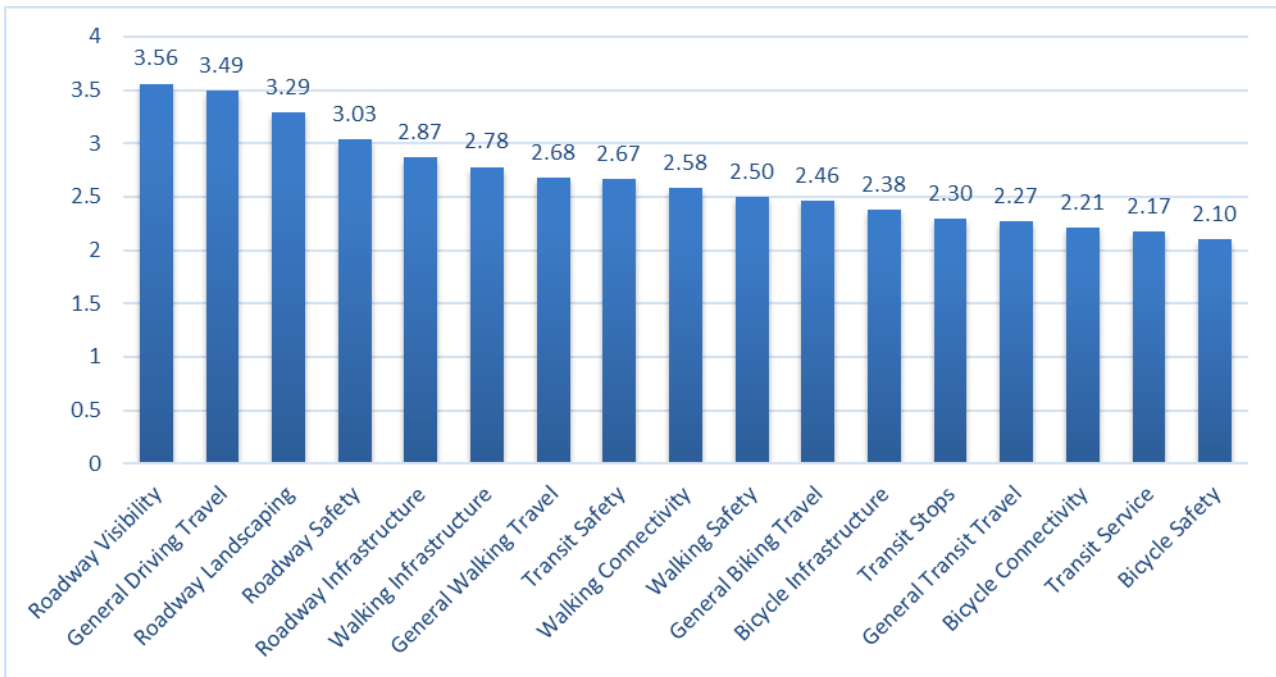


Figure 16: All Modes (Average)

Existing Condition Rating – Key Findings

The following section provides a summary of the key findings as part of the *Existing Condition Rating* section of survey². As described previously, the following findings are representative of the people who completed the survey and do not represent entire population of Brevard County.

- The top average scores for the existing condition rating exercise included Roadway Visibility (3.6), General Driving Travel (3.5), Roadway Landscaping (3.3), Roadway Safety (3.0), and Roadway Infrastructure (2.9).
- The bottom average scores for the existing condition rating exercise included Bicycle Safety (2.1), Transit Service (2.2), Bicycle Connectivity (2.2), General Transit Travel (2.3), and Transit Stops (2.3).

As illustrated in **Figure 16**, and described above, existing condition averages related to motorized vehicle travel rated highest whereas conditions for transit and bicycles rated the lowest.

Existing Condition Rating – Key Findings from Underrepresented Populations

The following section provides a summary of the key findings as part of the *Existing Condition Rating* section of survey based on the 42 paper survey responses received.

- The top average scores for the existing condition rating exercise included Transit Stops (3.8), General Driving Travel (3.6), General Transit Travel (3.4), Roadway Infrastructure (3.4), and Transit Safety (3.4).
- The bottom average scores for the existing condition rating exercise included Bicycle Connectivity (1.3), General Biking Travel (1.4), Bicycle Infrastructure (1.5), and Walking Connectivity (1.9).

As described above, existing condition averages related to transit and motorized vehicle travel rated highest whereas conditions for bicycles and pedestrians rated the lowest.

² Existing Condition Ratings were based on a scale of 1-5 (with “1” being the worst and “5” being the best).

V. PRIORITY RANKING EXERCISE

Participants were asked to rank the importance of the following improvements for meeting Brevard County's FUTURE transportation system and economic development needs. Each participant ranked their top 5 priorities in order of 1 through 5 with "1" being the most important and "5" being the least important (of the top 5). **Figure 17** illustrates the results of the Priority Ranking Exercise.

City Centers

Create walkable city centers primarily serving business, retail, and leisure activities (similar to places like downtown Melbourne). Support a healthy mix of residential, retail, and office use in a village-like setting (similar to Cocoa Village).

Transit

Add new bus routes, extend operating hours, provide bus shelters and amenities, and increase bus frequency to reduce wait times at bus stops.

Active Transportation

Improve existing walking/biking facilities and construct new multimodal facilities to provide connections to jobs and shopping destinations.

Roadway

Improve traffic signal timing and coordination. Build new roadways to increase connectivity and construct capacity improvements (i.e. adding turn lanes at intersections, widening expressways like SR 528 – Beachline Expressway)

Residential Communities

Create residential communities with a variety of housing types including townhomes, apartments, and single-family homes.

Landscaping

Improve appearance of roadway corridors with amenities such as shrubs, trees, plants, etc.

Rail Connections

Add passenger rail connections and improve existing freight rail connections within Brevard County and to other parts of Florida.

Air and Spaceport

Improve connections and access to Orlando Melbourne International Airport and the Space Coast Regional Airport. Continue to improve space facilities at Cape Canaveral/Kennedy Space Center. Improve Port Canaveral by adding passenger terminals and freight cargo areas.

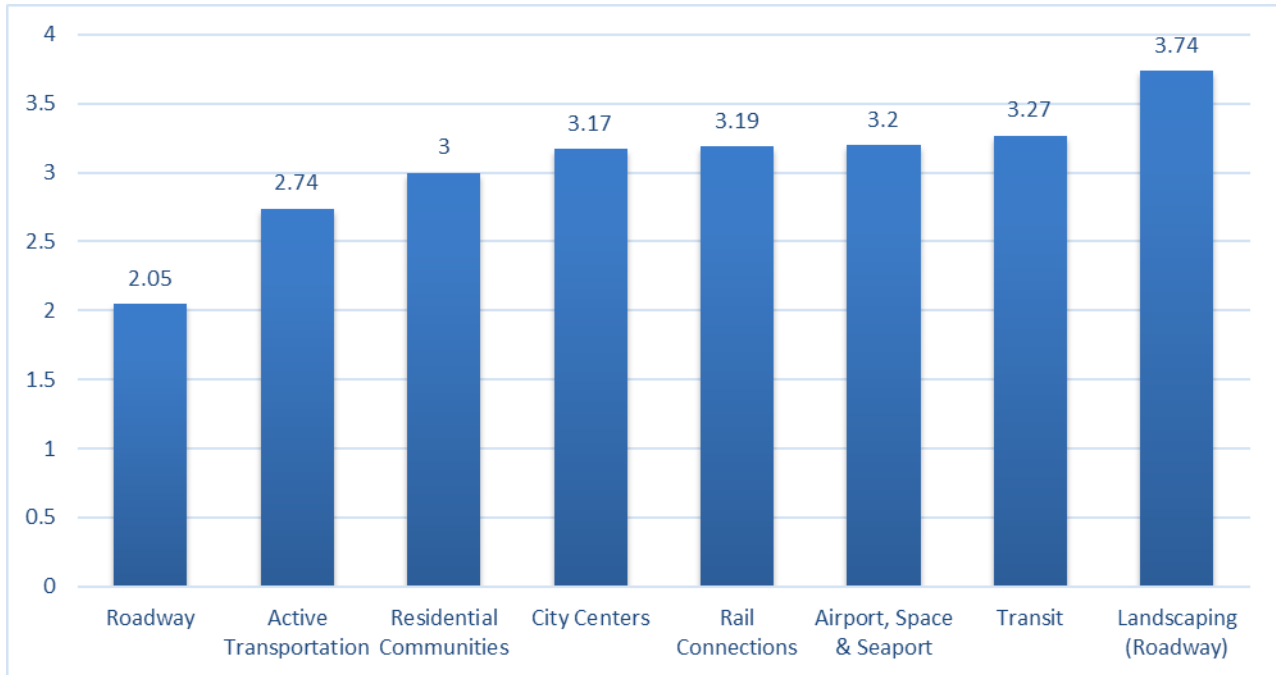


Figure 17: Priority Ranking Average

Priority Ranking Exercise – Key Findings

As illustrated in **Figure 17**, the majority of people ranked Roadway and Active Transportation as the most important improvement for meeting the FUTURE transportation system and economic development needs of Brevard County. Improvements to Landscaping (Roadway) ranked lowest followed by Transit; Airport, Space, & Seaport, and Rail Connections.

Priority Ranking Exercise – Key Findings from Underrepresented Populations

Based on the 42 paper survey responses received, the majority of underrepresented populations ranked Active Transportation (2.0) and Transit (3.0) as the most important improvements for meeting the FUTURE transportation system and economic development needs of Brevard County. Improvements to Rail Connections ranked lowest followed by Airport, Space, & Seaport.

VI. STAY INVOLVED (DEMOGRAPHICS)

Participants were asked to provide contact information as well as demographic information to help gain a broader understanding of which audiences were being reached, as well as which audiences could be better served through additional public outreach. **Figure 18** through **Figure 21** illustrate the results of the Stay Involved (Demographic) survey.

Over 55 different home ZIP codes were recorded; **Figure 18** illustrates participation for the top 10 home ZIP codes.

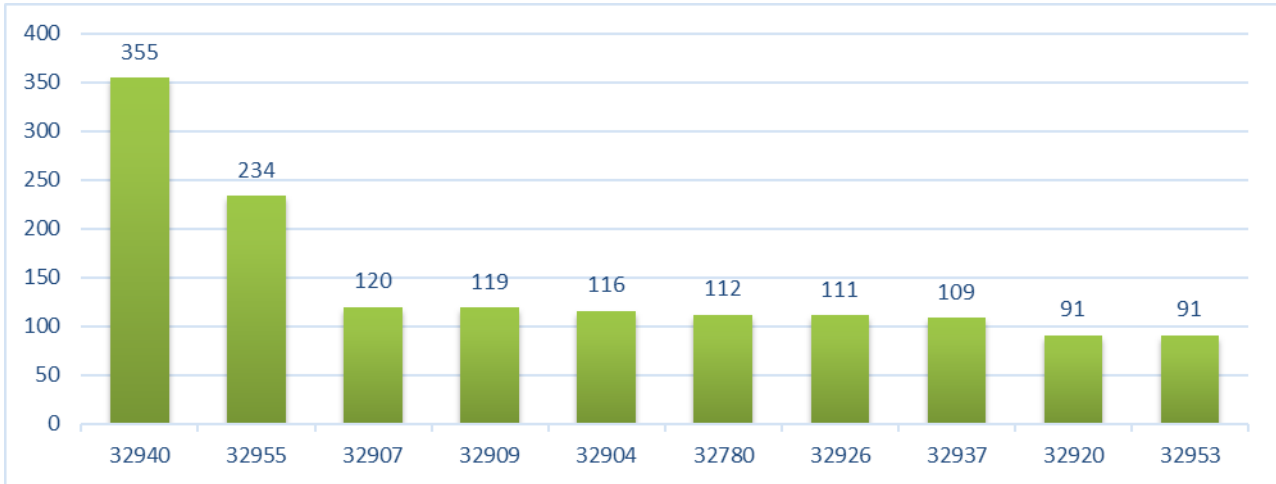


Figure 18: Home ZIP Code

32940	Melbourne, FL
32955	Rockledge, FL
32907	Palm Bay, FL
32909	Palm Bay, FL
32904	Melbourne, FL
32780	Titusville, FL
32926	Cocoa, FL
32937	Satellite Beach, FL
32920	Cape Canaveral, FL
32953	Merritt Island, FL

Over 55 different home ZIP codes were recorded; **Figure 19** illustrates participation for the top 10 home ZIP codes.

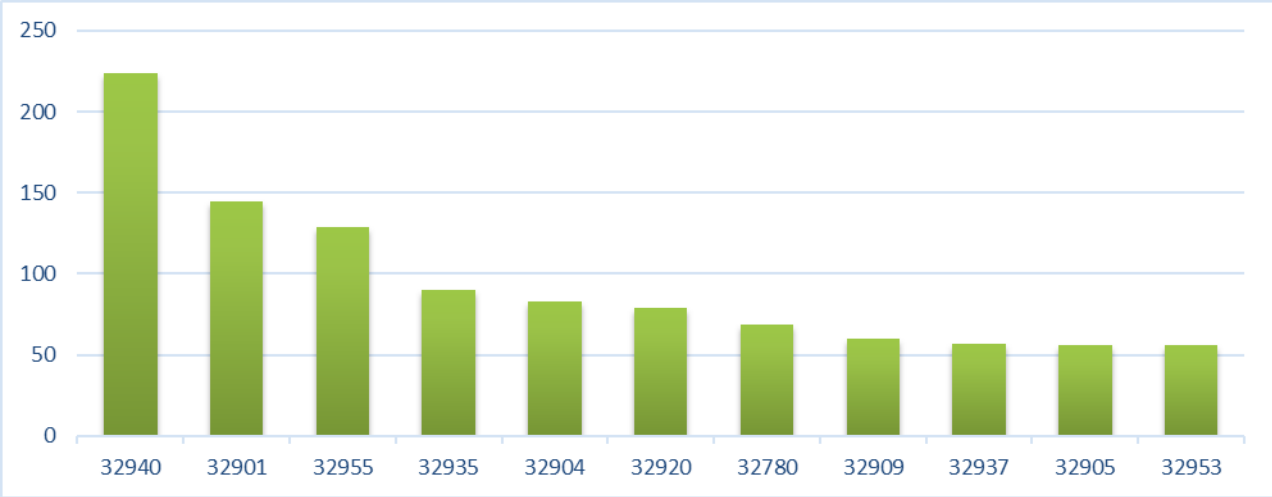


Figure 19: Work or School ZIP Code

32940	Melbourne, FL
32901	Melbourne, FL
32955	Rockledge, FL
32935	Melbourne, FL
32904	Melbourne, FL
32920	Cape Canaveral, FL
32780	Titusville, FL
32909	Palm Bay, FL
32937	Satellite Beach, FL
32905	Palm Bay, FL
32953	Merritt Island, FL

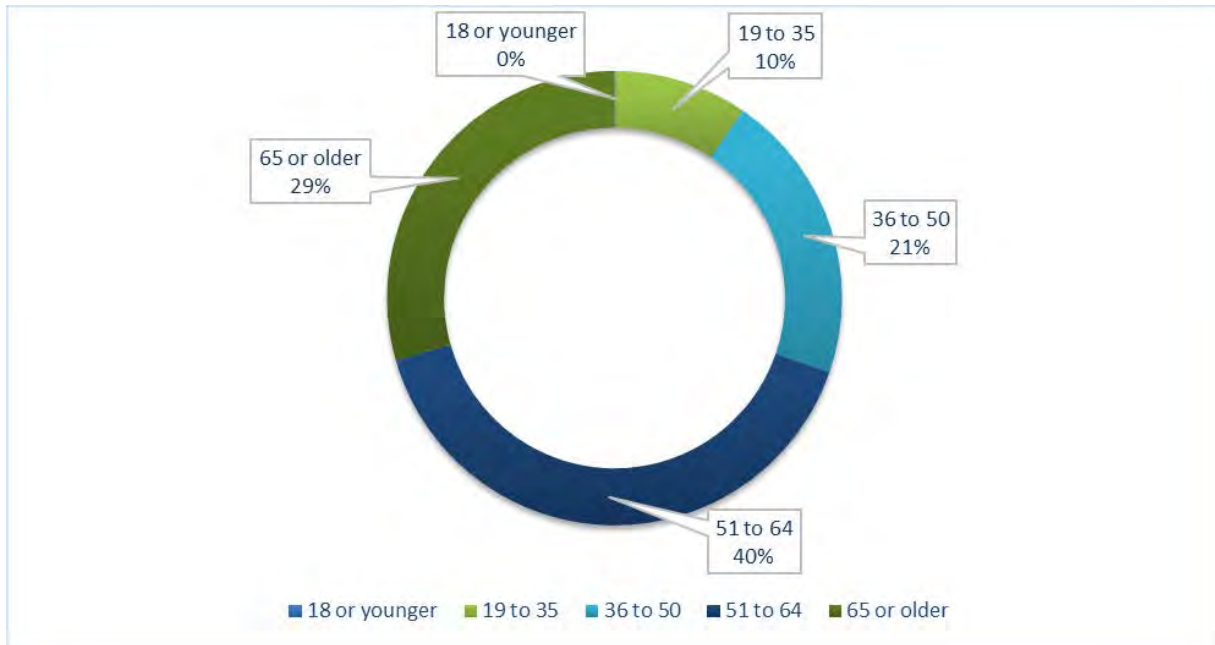


Figure 20: Age

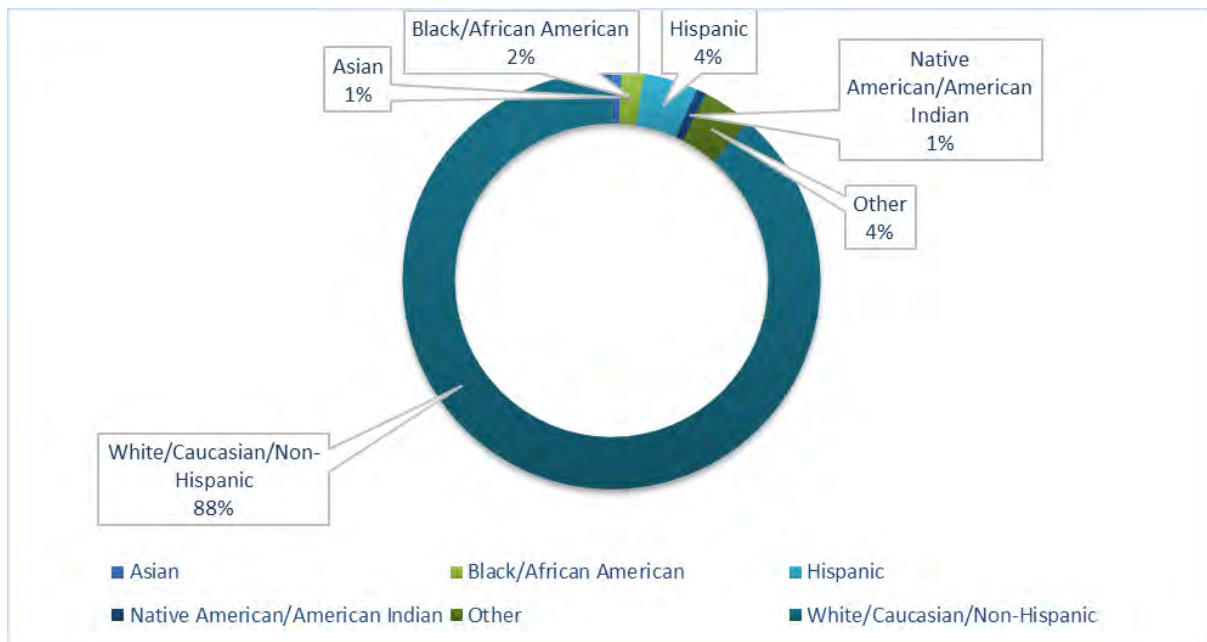


Figure 21: Race/Ethnicity

Underrepresented Populations Demographics Summary

Based on the 42 paper survey responses received, 55 percent of the survey participants were black/African American, and 45 percent of the participants were white/Caucasian/Non-Hispanic. Forty-nine percent of the participants were aged 65 or older whereas only 11 percent of the participants were between 36 and 50 years old.

Appendix A MetroQuest Survey Screens

SCTPO 2045 Long Range Transportation Plan

Progress

WELCOME

?

Welcome

We Need Your Input!

The Space Coast Transportation Planning Organization (SCTPO) is currently developing the 2045 Long Range Transportation Plan (The Plan). The goal of this Plan is to create a transportation system to serve the needs of Brevard County's residents and visitors.

[Begin](#)

As part of our public outreach efforts, the SCTPO is seeking input through this survey to help guide Brevard County's long term transportation needs.

2

3

4

5

SURVEY

RATING

PRIORITY RANKING

STAY INVOLVED

[Help](#) [Privacy](#) [About MetroQuest](#)

SCTPO 2045 Long Range Transportation Plan

Progress

WELCOME

?

How Do You Get Around?

Travel Patterns

Driving in Brevard County

Walking in Brevard County

Biking in Brevard County

Transit in Brevard County

Travel Patterns

What is your primary means of travel in Brevard County?

Walking	Biking	Driving
Public Transit	Other	

How often do you use a transportation network company (Uber, Lyft, etc.) or other shared mobility service (carpooling, carshare)?

I do not use these services	1-3 times per year	1-3 times per month
1-3 time per week	4 or more times per week	Daily

[Next](#)

2

3

4

5

SURVEY

RATING

PRIORITY RANKING

STAY INVOLVED

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WELCOME
2 How Do You Get Around?
What to do
Next Task

SURVEY

- Travel Patterns
- Driving in Brevard County
- Walking in Brevard County
- Biking in Brevard County
- Transit in Brevard County

Driving in Brevard County

In the past 30 days, how many times have you driven an automobile?

0 times	1-5 times	6-10 times
11-15 times	16 - 20 times	More than 20 times

If you drive an automobile, how many miles do you typically drive on an average weekday (Monday to Friday)?

0 - 5 miles	6 - 15 miles	16 - 25 miles
26 to 35 miles	36 - 49 miles	More than 50 miles
I don't drive		

Next

WELCOME
3 RATING
4 PRIORITY RANKING
5 STAY INVOLVED

WELCOME
2 How Do You Get Around?
What to do
Next Task

SURVEY

- Travel Patterns
- Driving in Brevard County
- Walking in Brevard County
- Biking in Brevard County
- Transit in Brevard County

Walking in Brevard County

In the past 30 days, how many times have you walked as a means of personal transportation?

0 times	1 - 5 times	6 - 10 times
11 - 15 times	16 - 20 times	More than 20 times

If you walked in the past 30 days, what was the purpose of your trip?

Recreation	Commuting	Accessing Transit
Personal Errands	Other	I did not walk for transportation

Next

WELCOME
3 RATING
4 PRIORITY RANKING
5 STAY INVOLVED

WELCOME2 How Do You Get Around?What to doNext Task

WELCOME

SURVEY

- Travel Patterns
- Driving in Brevard County
- Walking in Brevard County
- Biking in Brevard County
- Transit in Brevard County

Biking in Brevard County

In the past 30 days, how many times have you biked as a means of personal transportation?

0 times	1 - 5 times	6 - 10 times
11 - 15 times	16 - 20 times	More than 20 times

If you biked in the past 30 days, what was the purpose of your trip?

Recreation/Exercise	Commuting	Accessing Transit
Personal Errands	Other	I did not bike for transportation

[Next](#)

3 RATING4 PRIORITY RANKING5 STAY INVOLVED

???

WELCOME2 How Do You Get Around?What to doNext Task

WELCOME

SURVEY

- Travel Patterns
- Driving in Brevard County
- Walking in Brevard County
- Biking in Brevard County
- Transit in Brevard County

Transit in Brevard County

In the past 30 days, how many times have you ridden Space Coast Area Transit?

0 times	1 - 5 times	6 - 10 times
11 - 15 times	16 - 20 times	More than 20 times

If you rode transit in the past 30 days, what was the purpose of your trip?

Commuting	Personal Errands	Other
I did not ride SCAT		

[Next](#)

3 RATING4 PRIORITY RANKING5 STAY INVOLVED

???

WELCOME

2 SURVEY

3 **Existing Condition Ratings**

What to do

Next Task

4 PRIORITY RANKING

5 STAY INVOLVED

Driving Conditions

Walking Conditions

Bicycling Conditions

Transit Conditions

For each of the EXISTING driving conditions in Brevard County, please provide your opinion of its rating from 1 to 5 stars.

General Driving Travel
Ease of commuting to and from work or school or traveling for personal errands

★ ★ ★ ★ ★

Comment

Roadway Infrastructure
Traffic signal timing and coordination, roadway conditions such as potholes, grooved pavement

★ ★ ★ ★ ★

Comment

Roadway Landscaping
Trees, shrubbery, and other green features along roadways

★ ★ ★ ★ ★

Comment

Roadway Visibility
Sight distance visibility, clarity of roadway signage

★ ★ ★ ★ ★

Comment

Roadway Safety
Your feeling of personal safety when driving (dangerous roadways, intersections, crashes, etc.)

★ ★ ★ ★ ★

Comment

Next Category

[Help](#) [Privacy](#) [About MetroQuest](#)

WELCOME

2 SURVEY

3 **Existing Condition Ratings**

What to do

Next Task

4 PRIORITY RANKING

5 STAY INVOLVED

Driving Conditions

Walking Conditions

Bicycling Conditions

Transit Conditions

For each of the EXISTING walking conditions, please provide your opinion of its rating from 1 to 5 stars

General Walking Travel
Ease of walking to and from work or school, or traveling for personal errands

★ ★ ★ ★ ★

Comment

Walking Infrastructure
The presence and physical condition of sidewalks, crosswalks, shared-use paths, and trails

★ ★ ★ ★ ★

Comment

Walking Connectivity
Continuous sidewalks or other walking facilities without gaps in the network

★ ★ ★ ★ ★

Comment

Walking Safety
Your feeling of personal safety when walking (dangerous roadways, intersection crossings, etc.)

★ ★ ★ ★ ★

Comment

Next Category

[Help](#) [Privacy](#) [About MetroQuest](#)

3

Existing Condition Ratings

? What to do
 ➔ Next Task

WELCOME

SURVEY

RATING

4

5

Driving Conditions

Walking Conditions

Bicycling Conditions

Transit Conditions

For each of the EXISTING bicycling conditions , please provide your opinion of its rating from 1 to 5 stars

General Biking Travel
Ease of bicycling to and from work or school; or traveling for personal errands

★★★★★

Comment

Bicycle Infrastructure
The presence and physical condition of bike lanes, bike parking, shared-use paths, and trails

★★★★★

Comment

Bicycle Connectivity
Continuous bike lanes or other bicycle facilities without gaps in the network

★★★★★

Comment

Bicycle Safety
Your feeling of personal safety when biking (dangerous roadways, intersection crossings, etc.)

★★★★★

Comment

➔ Next Category

PRIORITY RANKING

STAY INVOLVED

?
➔ Next Task

3

Existing Condition Ratings

? What to do
 ➔ Next Task

WELCOME

SURVEY

RATING

4

5

Driving Conditions

Walking Conditions

Bicycling Conditions

Transit Conditions

For each of the EXISTING transit conditions , please provide your opinion of its rating from 1 to 5 stars

General Transit Travel
Ease of taking transit to and from work or school; or traveling for personal errands

★★★★★

Comment

Transit Stops
Transit shelters, signs, locations, conditions, and proximity to destinations

★★★★★

Comment

Transit Service
Routes that go directly where you need, without having to transfer. The amount of time it takes to get to your destination by bus

★★★★★

Comment

Transit Safety
Your feeling of personal safety when waiting or riding public transit

★★★★★

Comment

➔ Next Task

PRIORITY RANKING

STAY INVOLVED

?
➔ Next Task

WELCOME 2 SURVEY 3 RATING 4 **Priority Ranking** 5 STAY INVOLVED

What to do Next Task

Order your top 5 items above this line

- Rail Connections
- Landscaping (Roadway)
- Airport, Space & Seaport
- Residential Communities
- Transit
- City Centers
- Roadway
- Active Transportation

Please rank the importance of the following improvements for meeting Brevard County's FUTURE transportation system and economic development needs

Please drag 5 of the items above the line in your preferred order.

Suggest another

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WELCOME 2 SURVEY 3 RATING 4 STAY INVOLVED 5 **Stay Involved** What to do

Final Questions (Optional)

Home ZIP Code
Type...

Work or School ZIP Code
Type...

Race/Ethnicity
Select...

Age
Select...

How did you hear about the survey?
Type...

Email
Type...

Submit Final Questions Skip

Thank you!

Please provide your contact information if you would like to stay up-to-date on the Plan and future public engagement activities. Visit the project website to learn more: <http://voicemyourvisionbrevard.com/>

VOICE YOUR VISION

SPACE COAST TPO

Help Privacy About MetroQuest

Appendix B SCTPO Digital Media Plan



Digital Media Plan

Space Coast Transportation Planning Organization

December 2018

Fulfilling your desire to communicate.

Advertising | Design | PR | Web | Social Media



DIGITAL MEDIA PLAN

Situational Analysis:

The Space Coast Transportation Planning Organization (TPO) retained BowStern Marketing Communications to lead digital marketing efforts for their “Voice Your Vision” campaign. The awareness campaign aims to increase public involvement in the 2045 Long Range Transportation Plan. Survey responses will be collected during select months throughout the 2019 and 2020 calendar years and will dictate the scope and trajectory of the plan in the coming years. As part of the Public Involvement Plan, the TPO wants to reach Brevard County’s citizens, and specifically speak to underrepresented populations.

The following recommendations are made based on BowStern’s experience orchestrating several similar campaigns for other transportation organizations in the southeast. The descriptors below outline the qualifiers to build audiences on Facebook, Instagram, Twitter and the Google Ad Network. Online advertisements will then be distributed to each audience as indicated.

Audiences were identified in both the Public Involvement Plan and were discussed by the TPO directly. Each audience descriptor features self-reported information and is intentionally extremely impersonal – leaving little margin for error and broadening reach to encompass various opinions and lifestyles. Broad reach generates greater response and a better representation of Brevard County as a whole.

Targeting Brevard County's Citizens:

The largest audience for online advertisements is the general population, and therefore, the bulk of available ad dollars will be allocated to this audience. Casting a wide net ensures that the TPO provides ample opportunity for Brevard County citizens to participate in the survey. The following descriptors will be used to build this audience within ad networks:

General Population

- Age 18+
- Residents of Brevard County

The TPO has also identified young professionals and parents of young children in the county as audiences of interest. The desire to retain educated young professionals in Brevard County is tied to the economic vitality of the region and is of paramount importance to local leaders and citizens. It is with this understanding that BowStern developed an audience to reflect this desire:

Young, Childless Professionals (looking to put down roots)

- Age 20-30
- No children
- College educated
- Residents of Brevard County

Parents of young children are an ideal target because they are expected to communicate both their own needs and the needs of their children. This audience also was selected to contribute to talent retention in the area.

Parents (have already established roots)

- Household income: Top 50 - 10% of targeted zip codes
- Aged 25 - 50
- Parents of children age one - 13 years
- Residents of Brevard County

Spend

The preapproved budget reflects a total spend of \$13,000 on Facebook, Instagram, Twitter and the Google Ad Network. We recommend breaking the budget into two increments of \$5,000 (for Phase 1 and 2) and \$3,000 allocated for Phase 3. We weight the budget to increase exposure during the first two phases because the success of the campaign is dependent upon participation during those phases. Industry standard allocates more funding to campaigns that require response, thus, a greater portion of the budget is front-loaded during Phases 1 and 2.

Audience Type	Phase 1	Phase 2	Phase 3	Total Spend
Brevard Residents	\$5,000	\$5,000	\$3,000	\$13,000

Equal minority shares of the total ad spend will be distributed among young professionals and the parents of young children, with a larger sum of the budget allocated towards the general population audience. As the campaign runs, funds

will be funneled toward the demographics with the best response. In doing so, the ads that encourage the most participation will be served to the audience that is most participatory.

An Emphasis on Underrepresented Populations:

The Public Involvement Plan identifies underrepresented populations as recipients of specific marketing dollars over the course of the three-year campaign. BowStern recommends further breaking out this subcategory based on audience archetypes. Each archetype listed below includes descriptors to further narrow results.

Hispanic

- Ethnicity: Hispanic
- Age 25 - 50
- Residents of Brevard County

African-American

- Ethnicity: African-American
- Age 25 - 50
- Residents of Brevard County

Low-Income

- Household income: lower 50% of targeted zip codes
- Age 25 - 50
- Residents of Brevard County

Elderly

- Age 50+
- Residents of Brevard County

Spend

The TPO has dedicated \$3,000 in ad spend to underrepresented populations during the campaign. At this time, we recommend allocating \$1,250 for ad promotion during Phases 1 and 2 of the campaign as the success of the campaign and plan relies heavily upon survey response.

During Phase 3, we recommend allocating \$500 to share the results of the survey with underrepresented populations. Because reporting is more passive than eliciting a response, a smaller budget is appropriate.

Audience Type	Phase 1	Phase 2	Phase 3	Total Spend
Underrepresented Populations	\$1,250	\$1,250	\$500	\$3,000

At the beginning of each phase of the campaign the corresponding budget will be evenly distributed among the audiences identified above. As the campaign runs and optimizes, funds will be funneled to promoted advertisements with audiences with the best response. In doing so, the ads that inspire the most participation will be served to the audience that is most participatory.

Reporting:

Reporting will occur on a monthly basis while ads are running and budget can be reallocated based on key performance indicators. Following the completion of each phase, the TPO and BowStern teams will evaluate the success of the campaign and adjust any audiences or creative accordingly. Budget changes will be reflected in an update to this plan.

Appendix C Marketing Summary

SCTPO

Digital Report

March-April 2019



Facebook Page Performance

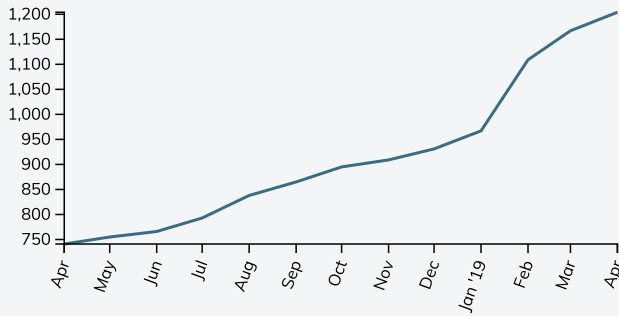
March-April 2019



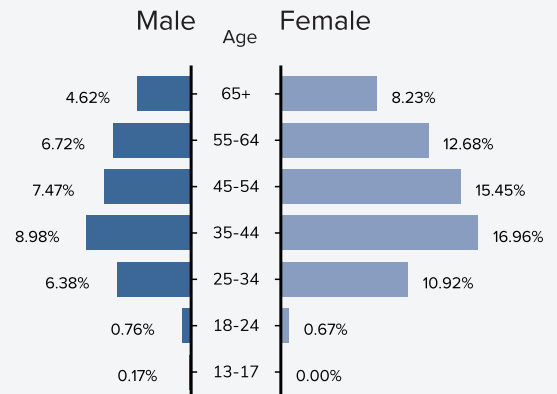
PAGE FANS

1,204

Last: 1,109 (95)



GENDER



Page Impressions
820,832

Last: 148,249
(+454%)

Avg. Daily Reach
8,448

Last: 1,625
(+420%)

Page Consumptions
11,201

Last: 14,890
(-25.0%)

Link Clicks
8,015

Last: 404
(+1880%)

Reactions
1,108

Last: 1,120
(-1.00%)

Shares
386

Last: 548
(-30.0%)

Comments
1,202

Last: 955
(+26.0%)

Avg. Daily Eng. Users
183

Last: 175
(+5.00%)

OBSERVATIONS AND RECOMMENDATIONS

Organic Facebook took off with the addition of paid advertising. More importantly, we saw a surge in link clicks - which means a successful strategy for the site visits and survey completions. Something of note is that page followers skew female and fall between ages 35 and 54.

In April, we saw continued growth on Facebook through impressions and reach compared to March. Our audience expanded as our ad campaign optimizes and built upon March's engagement. We saw some fluctuation in engagement in April, but metrics align with expectations.

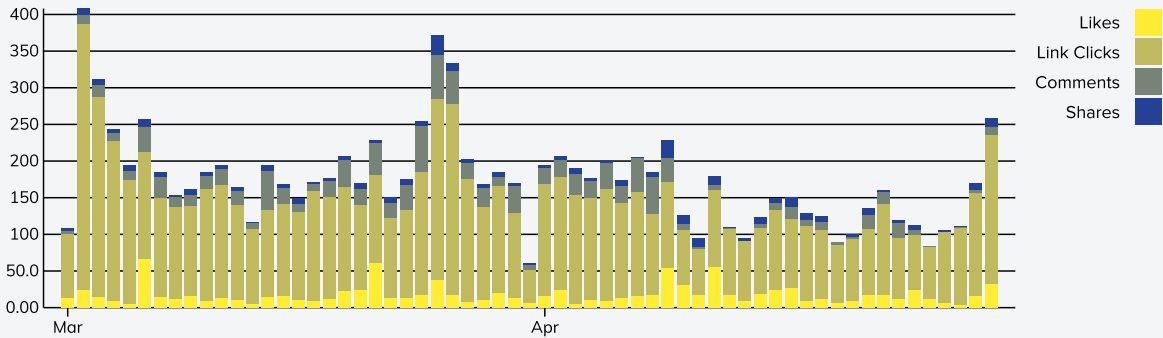
We set a goal to reach 150,000 people on Facebook during Phase I and we exceeded that goal within the first few weeks of the campaign.



Facebook Post Performance

March-April 2019

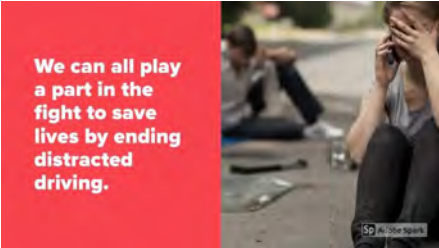
ENGAGEMENTS BY DAY



TOP POSTS BY REACTIONS, COMMENTS, AND SHARES

Space Coast Transportation Planning Organization
Published 2019-04-09

April is National Distracted Driving Awareness Month. Stay alert, put it down and #JustDrive.



8,326 people reached

Post/Share Likes: 95 Impressions: 12,542
Organic Impressions: 12,542 Engagements: 144
Organic Reach: 8,326

Space Coast Transportation Planning Organization
Published 2019-03-06

Our transportation program manager, Steve Bostel, had a great time presenting at the Eau Gallie Rotary Club yesterday! Steve spoke with attendees about the importance of providing input on the SCTPO's 2045 Long Range Transportation Plan by taking our public survey. Citizen feedback will help us hit the gas on innovative transportation solutions in Brevard County.

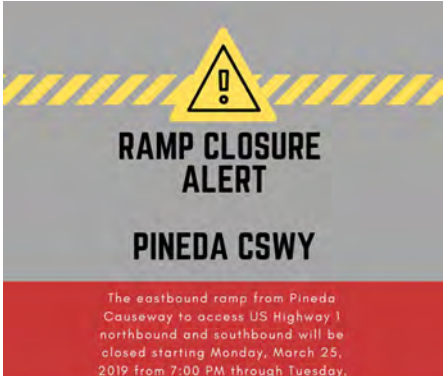


515 people reached

Post/Share Likes: 56 Impressions: 770
Organic Impressions: 770 Engagements: 73
Organic Reach: 515

Space Coast Transportation Planning Organization
Published 2019-03-25

The EB ramp from Pineda Causeway to access US 1 northbound and southbound will be closed starting Monday, March 25, 2019 at 7:00 PM and will continue through Tuesday, March 26, 2019. EB traffic will be detoured approx 1.5 miles east of US 1, to S. Tropical Trail to make a turnaround and proceed WB on Pineda Cswy, and then proceed north or south on US 1. This temporary EB ramp closure is in preparation of shifting the EB traffic to the next phase of construction.



1,360 people reached

Post/Share Likes: 19 Impressions: 2,029
Organic Impressions: 2,029 Engagements: 106
Organic Reach: 1,360

OBSERVATIONS AND RECOMMENDATIONS

Link clicks as a result of online advertising made up most of the engagement on Facebook. Another noteworthy engagement category is the number of comments we received. We gained significant exposure as a result of people commenting and our posts appearing on their friends' news feeds.



Facebook Marketing : Overview

March-April 2019

CAMPAIGNS

Name	Spend	Impr.	Link Clicks	Post Eng.	Reach	Objective	Results
Conversion	\$5.62k	682,306	6,954	39,812	115,934	Link Clicks	6,954
Remarketing	\$361.97	41,100	457	521	16,776	Link Clicks	457
Promoted Post	\$329.49	30,534	9	28,112	7,593	Post Engagements	28,112
Total	\$6.31k	753,940	7,420	68,445			35,523

AD SETS

Name	Spend	Impr.	Link Clicks	Post Eng.	Reach	Objective	Results
General - North	\$447.20	57,616	802	924	16,212	Link Clicks	802
General - East	\$447.20	54,753	617	701	12,683	Link Clicks	617
General - South	\$447.20	55,800	746	871	15,247	Link Clicks	746
General - Central	\$447.20	54,832	1,285	1,527	19,371	Link Clicks	1,285
Young Professionals - Central	\$221.37	33,387	209	221	5,954	Link Clicks	209
Young Professionals - North	\$220.78	36,621	145	153	3,950	Link Clicks	145
Young Professionals - South	\$220.57	32,635	151	160	3,712	Link Clicks	151
Parents - East	\$220.08	15,026	47	48	420	Link Clicks	47
Parents - North	\$220.04	27,831	61	61	1,009	Link Clicks	61
Young Professionals - East	\$219.91	37,080	128	132	3,154	Link Clicks	128
Parents - Central	\$218.67	25,884	77	81	1,004	Link Clicks	77
General - Central - Video	\$200.00	24,426	202	9,213	9,838	Link Clicks	202
General - South - Video	\$200.00	21,805	163	7,932	8,191	Link Clicks	163
General - East - Video	\$200.00	21,936	164	7,099	7,176	Link Clicks	164
General - North - Video	\$200.00	24,026	186	8,328	8,542	Link Clicks	186
Parents - South	\$111.44	5,662	12	12	346	Link Clicks	12
Hispanic - North	\$85.87	11,089	62	73	1,924	Link Clicks	62
Hispanic - East	\$85.87	9,593	69	81	1,719	Link Clicks	69
Hispanic - Central	\$85.87	10,053	108	121	2,912	Link Clicks	108
Hispanic - South	\$85.87	10,304	72	79	2,466	Link Clicks	72
African-American - South	\$85.87	11,491	53	61	2,530	Link Clicks	53

African-American - East	\$85.87	9,828	57	62	1,372	Link Clicks	57
African-American - Central	\$85.87	10,471	95	108	2,929	Link Clicks	95
African-American - North	\$85.87	12,129	64	65	2,271	Link Clicks	64
Elderly - North	\$85.87	8,286	163	186	4,521	Link Clicks	163
Elderly - East	\$85.87	6,985	210	251	3,568	Link Clicks	210
Elderly - Central	\$85.87	8,252	272	345	5,269	Link Clicks	272
Elderly - South	\$85.87	7,619	127	153	4,404	Link Clicks	127
Low Education - East	\$85.87	8,170	104	123	4,152	Link Clicks	104
Low Education - Central	\$85.87	9,751	231	311	5,928	Link Clicks	231
Low Education - North	\$85.87	9,655	141	173	5,502	Link Clicks	141
Low Education - South	\$85.87	9,072	120	145	5,036	Link Clicks	120
March 2019 North	\$69.88	6,618	1	6,144	1,679	Post Engagements	6,144
March 2019 West	\$69.88	6,117	0	5,575	1,833	Post Engagements	5,575
March 2019 South	\$69.88	6,318	0	5,796	1,585	Post Engagements	5,796
March 2019 Central	\$69.85	6,985	0	6,691	1,552	Post Engagements	6,691
General - North	\$33.00	2,772	83	97	2,251	Link Clicks	83
General - West	\$33.00	2,415	63	69	1,833	Link Clicks	63
General - South	\$33.00	2,788	62	75	2,213	Link Clicks	62
Young Professionals - Central	\$33.00	4,743	24	26	2,187	Link Clicks	24
General - Central	\$33.00	3,066	130	157	2,548	Link Clicks	130
Young Professionals - South	\$33.00	4,813	30	31	1,626	Link Clicks	30
Young Professionals - North	\$33.00	5,196	26	27	1,760	Link Clicks	26
Young Professionals - West	\$33.00	5,277	15	15	1,318	Link Clicks	15
Parents - Central	\$33.00	3,584	9	9	604	Link Clicks	9
Parents - North	\$32.61	4,089	12	12	621	Link Clicks	12
Parents - West	\$32.28	2,346	3	3	218	Link Clicks	3
April 2019 West	\$12.50	1,064	1	914	487	Post Engagements	914
April 2019 South	\$12.50	992	1	837	434	Post Engagements	837
April 2019 Central	\$12.50	1,204	3	1,103	465	Post Engagements	1,103
April 2019 North	\$12.50	1,236	3	1,052	536	Post Engagements	1,052
Low Education - South	\$3.28	238	11	12	222	Link Clicks	11

Parents - South	\$0.08	10	0	0	9	Link Clicks	0
Total	\$6.31k	753,939	7,420	68,445			35,523



TOP ADS

Top ads by advertising spend.

General - Central
Gen-Central-05

Voice Your Vision
You've heard all about the new diverging diamond interchange on Viera Boulevard. It was designed with our community in mind, and we are eager to continue improvements. Click on the link below to tell us what's next for the Space Coast.

Spend: \$205.68 **Impressions:** 21,813 **Engagement:** 1,263

General - North
Gen-North-05

Voice Your Vision
You've heard all about the new diverging diamond interchange on Viera Boulevard. It was designed with our community in mind, and we are eager to continue improvements. Click on the link below to tell us what's next for the Space Coast.

Spend: \$205.46 **Impressions:** 19,420 **Engagement:** 685

General - South
Gen-South-05

Voice Your Vision
You've heard all about the new diverging diamond interchange on Viera Boulevard. It was designed with our community in mind, and we are eager to continue improvements. Click on the link below to tell us what's next for the Space Coast.

Spend: \$205.26 **Impressions:** 19,375 **Engagement:** 660

FINDINGS AND RECOMMENDATIONS

As our largest audience, we are not surprised to see the best performance in our "General" category. Throughout the month, the central quadrant performed consistently well. Other noteworthy segments were "Young Professionals" and "Elderly" - both groups of people who want to invest in their local community and leave their mark.

Our top creative featured the controversial DDI, which garnered significant engagement, but likely distracted from the message behind the survey. Moving forward, we plan to omit this creative from our strategy. Overall, we are pleased with the performance and survey completions thus far.

*Note: "March 2019" promoted post engagements is the video we developed.

At the beginning of the month, we paused ads that talked about the DDI. With that pause, we anticipated a dip in impressions and engagement because that creative outperformed the rest. Despite the change in direction, our ads continued to track excellent performance and strong engagement throughout the rest of the month.

Our audiences in the northern quadrant achieved the most impressions (122,594), however, our Central Audience tracked the best performance (959 link clicks). People in the central quadrant clicked on links about 20% more than other audiences meaning that they are navigating to our site more frequently than other groups.

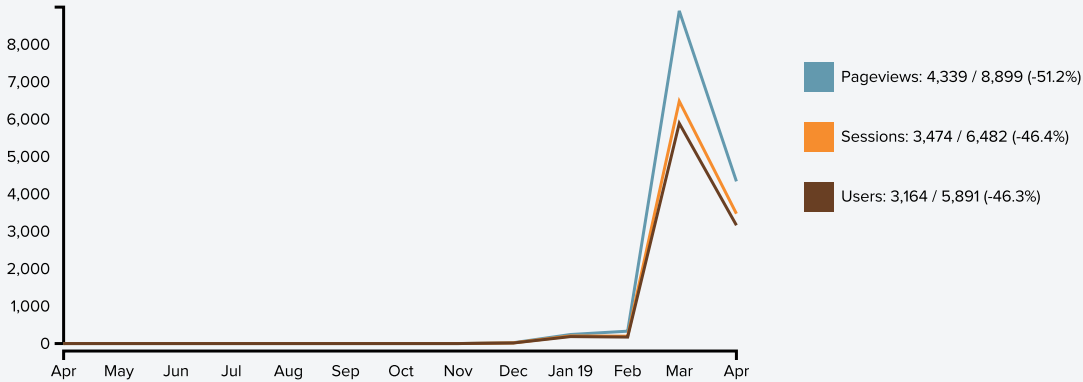
If we splice the data to reflect demographics, we saw that the Young Professional audience garnered nearly double the impressions (47,896) of other groups, but our Elderly population clicked on ads (278) more frequently than other groups.

For Underrepresented Populations, as mentioned above, the Elderly had the best engagement, but our African American audience was served the most ads.

We decided to run our video both as a promoted post and as a Facebook Video ad this month to test success of one format over the other. By introducing the video as an ad, we tripled impressions and garnered 715 link clicks to contribute to web traffic.



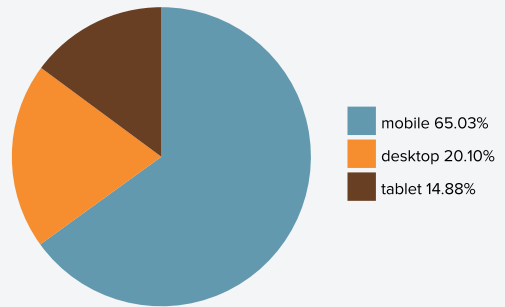
TRAFFIC HISTORY



TOP PAGES

	Sessions
1 Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	5,899
2 Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	2,198
3 Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	224
4 Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	14
5 Voice Your Vision - Help Determine the Future of Transportation on the Space Coast	6

DEVICE TYPES



TOP CHANNELS

	Sessions
1 Social	7,763
2 Direct	2,064
3 Organic Search	76
4 Referral	53

TOP SOCIAL SOURCES

	Sessions
1 Facebook	7,749
2 Twitter	13
3 LinkedIn	1



Website Performance : Conversions

March-April 2019

Buy Button
3,254
Last: 31 (+10400%)



Donate Button
1,400
Last: 73 (+1820%)



Give Gift Button
0
Last: 0 (-%)



TOP CONVERSION SOURCES

Source	Buy Button	Donate Button	Give Gift Button
Social	1,855	952	0
Direct	1,325	411	0
Organic Search	46	30	0
Referral	28	7	0
Total	3,254	1,400	0

OBSERVATIONS AND RECOMMENDATIONS

This month's performance was generally in line with expectations.



Website Performance Overview

March-April 2019

Users
8,710
Last: 353
(+2370%)



New Users
8,736
Last: 352
(8384)



New Users %
87.7%
Last: 88.0%
(-0.25)



Bounce Rate
56.2%
Last: 75.3%
(-19.01)



Avg. Time on Site
0:43
Last: 0:42
(+3.00)



Pageviews/Session
1.33
Last: 1.43
(-7.00%)



OBSERVATIONS AND RECOMMENDATIONS

New users make up the vast majority of the users to our landing page. We plan to keep an eye on the number of users as the campaign progresses.

More than 90% of our total users are new to the site, a metric we monitored to ensure we were engaging a fresh audience during the second month of the campaign.

As we launch Phase II of the survey, we anticipate some repeat visitors as folks come back to weigh in on the items proposed.

We tracked 9,956 website sessions over the past two months compared to our original goal of 500. In total, we logged 3,778 survey completions.



Appendix H Public Open Houses Summary



2045 Long Range Transportation Plan

PUBLIC OPEN HOUSES SUMMARY

2725 Judge Fran Jamieson Way
Building. B, Room 105, MS #82
Melbourne, FL 32940
321-690-6890
www.spacecoasttpo.com



Space Coast Transportation Planning Organization
2045 Long Range Transportation Plan – Public Open Houses Summary
04/01/2020

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I. PUBLIC OPEN HOUSES INTRODUCTION

The Space Coast Transportation Planning Organization (SCTPO) held a series of three open houses in February 2020 for 2045 Long Range Transportation Plan (LRTP). The open houses were held over a period of two weeks throughout various locations in Brevard County. **Table 1** lists the date, location, and geographical area for each of the three open houses. The goals for public engagement were the following:

- Integrate the public in the planning process;
- Create an opportunity for the public to review future transportation improvements in the areas they live, work, and play; and
- Provide a forum for comments and discussion about the LRTP and about specific improvements.

Table 1 Open House Information

Date	Location	Area	Attendees
February 11, 2020	Cocoa City Hall	North Brevard	2
February 18, 2020	Satellite Beach City Hall	Beaches	6
February 19, 2020	West Melbourne Veteran's Memorial Complex	South Brevard	6
Total			14

Each open house followed the same format to educate, inform, and gather input. Staff from the SCTPO and Kittelson & Associates, Inc. (KAI) were present at these open houses to answer any additional questions from the public. The structure of each open house is described in greater detail in the following section.

As part of the public outreach efforts for the LRTP, social media was used to inform residents about the open houses taking place. Information was shared via Facebook, Twitter, Nextdoor, and the email platform, Constant Contact. The subsequent sections of this report detail how social media was used to raise awareness about the various open houses and how the target audience was identified on social media.

II. OPEN HOUSE FORMAT

The open houses were held in an open house format by which attendees could learn more about the LRTP by visiting various stations. Multiple opportunities to gather public feedback were provided at each of the open houses. Seven stations were created, each having an interactive exercise to get input from and educate attendees about the project needs identified for the LRTP. The following list provides more information about each station that was set up at the open houses.

- Welcome Station – Attendees were greeted at the first station and provided with information on the open house and basic instructions on how to navigate the open house. A Welcome Board provided information about the purpose of the open house, where the LRTP is in the project development process, and the overall LRTP project schedule. A handout was also provided to open house attendees with information regarding the LRTP process. A second handout provided

general information regarding the LRTP goals, the open house schedule, and ways to get involved in the project after the open houses. A third handout provided a walkthrough of the various stations on the front side and had the feedback form on the back, which was turned in to the Study Team at the last station.

- Public Outreach and Goals – Boards showing the steps of the LRTP process, the current status of the project, a public outreach summary, and the themes and goals for the project were displayed for attendees. They were also able to ask questions about last year’s user survey and the themes and goals of the project. Finally, attendees could take the second LRTP survey about the importance of each LRTP goal to them.
- Roadway and Intersection Projects – A map displayed the roadway and intersection project needs in Brevard County. The map also showed the previously performed corridor study and safety projects that need to have recommendations implemented.
- Bicycle/Pedestrian/Sidewalk Gap/Transit Projects – A series of maps displayed the multimodal project needs in Brevard County. This included bicycle, pedestrian, and sidewalk gap projects identified in the SCTPO Bicycle and Pedestrian Master Plan, as well as transit needs identified in Brevard County. Also at this station, SCTPO staff provided pamphlets and educational material related to bicycle and pedestrian safety and laws.
- Intelligent Transportation System (ITS) Projects – A map displayed the ITS project needs in Brevard County, as identified by the SCTPO ITS Master Plan (2015). ITS projects included Closed Circuit Television (CCTV) camera and fiber installation along roadways in Brevard County.
- Life Cycle of a Project – To explain how an idea turns into a real-life project, a puzzle was created with pieces representing the different phases of a project. The phases included: Planning, Project Development and Environment Study (PD&E), Design, Right-of-Way, and Construction. The attendees were then asked to arrange the pieces in the sequence by which the attendee thinks they occur in a project’s timeline.
- Feedback Station – At this station, open house attendees left comments about the needs identified for the LRTP and about their experience at the open house. This feedback was then recorded and used to inform the Study Team about additional project needs throughout Brevard County, as well as inform SCTPO staff how they can continue to effectively engage the community.

Figure 1 through **Figure 4** display some of the stations and the open house attendees interacting with the Study Team. **Appendix A: Open House Materials** displays the boards and materials presented at the open house.



Figure 1 Multimodal Station



Figure 2 South Brevard Open House



Figure 3 Roadway Projects Station



Figure 4 Life Cycle of a Project Station

III. PUBLIC COMMENTS

At each open house, attendees were encouraged to provide input on projects shown at each station. They were asked to fill out feedback forms rating their experience at the open house and provide any additional comments about the projects shown. **Figure 5** captures a discussion between open house attendees and SCTPO staff about roadway projects at the Beaches Open House. While discussion occurred at each station and four attendees filled out feedback forms, no specific comments were made related to specific projects.



Figure 5 Beaches Open House Attendees Discussing Projects with Study Team

IV. FEEDBACK FORMS

A summary was prepared using the feedback gathered from a survey given at the Feedback Station, which reflected community members' opinions about the open house. Note that the feedback forms were optional and not all open house attendees completed a feedback form. The following sections summarize the opinions and demographic make-up of the open house attendees.

Open Houses Demographics

Of the 14 open house attendees, only four filled out the demographic section of the feedback forms. The open house attendees who filled out feedback forms identified as White or Caucasian, half were between ages 50 and 64, and 75 percent of attendees identified as female. **Figure 6** shows the ages of the individuals that attended the open houses. The gender distribution is shown in **Figure 7**. It was optional for attendees to provide demographic information.

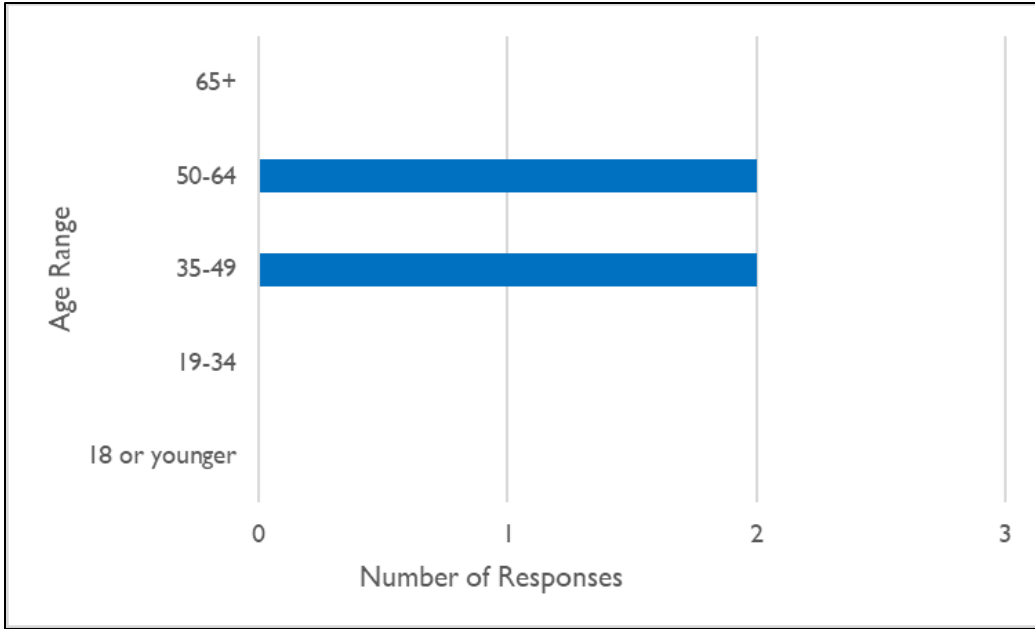


Figure 6 Age of Open House Attendees

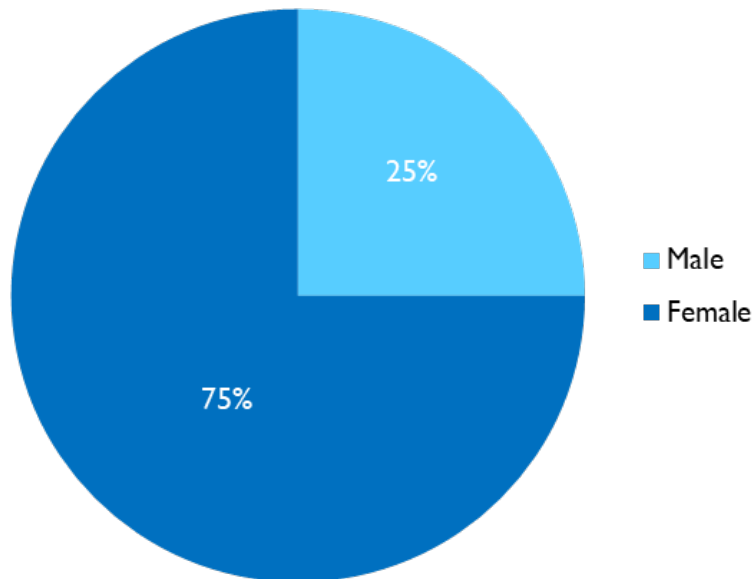


Figure 7 Gender of Open House Attendees

Open Houses Format/Staff/Outreach Feedback

The feedback form that meeting attendees were asked to complete included a variety of questions, such as rating the open house format, the performance of the open house staff, and the public outreach used to inform the attendees about the open house. The feedback received on these questions was generally

positive, as 86 percent of the responses strongly agreed that the open house succeeded in format, staff interaction, and outreach. **Table 2** shows the summarized responses to each question on the feedback form.

Table 2 Feedback on Open House Format/Staff/Outreach

Survey Results					
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The open house was informative.	4	0	0	0	0
Exhibits (display boards) helped me better understand the project.	4	0	0	0	0
Handouts were accurate and easy to understand.	4	0	0	0	0
Project staff were friendly and helpful.	4	0	0	0	0
I was able to have all my questions answered, or a commitment that project staff would follow up on my concerns.	4	0	0	0	0
I have increased my understanding on how long it takes to implement a project.	4	0	0	0	0
The location of the open house was accessible and appropriate.	3	1	0	0	0
I was provided advanced notice of the meeting.	2	1	0	1	0
Project social media pages (Facebook, Twitter) helped increase my interest in, and knowledge of, the project.	2	2	0	0	0
Totals	31	4	0	1	0
Percentages	86%	11%	0%	3%	0%

Open Houses Feedback Summary

The feedback received from the open houses provided various points of insight about the public outreach process for the LRTP. The following list highlights lessons learned from the outreach process:

- The open house format was well received.
- Attendees were satisfied by the projects shown at the open house.
- One attendee would have liked better advanced notice of the open house.

V. SOCIAL MEDIA OUTREACH

Social media was used to advertise the three open houses. The following sections describe the various social media platforms used to generate interest in attending the open houses, and the steps used to launch and track the social media campaigns.

Facebook Summary of Activity

A Facebook event for each open house was created and subsequent posts promoting the open houses were shared on Facebook. **Table 3** presents results per event. “Impressions” refers to the number of unique Facebook users reached by the post. As a result of the social media outreach on Facebook, the posts were seen by a total of 4,972 unique Facebook users across the County.

As part of the South Brevard open house, the SCTPO performed a Facebook Live post. This type of post provided Facebook users with a live look at the open house, which included a tour of the layout and various Study Team members describing the stations. This was the first time the SCTPO has used Facebook Live to promote an open house.

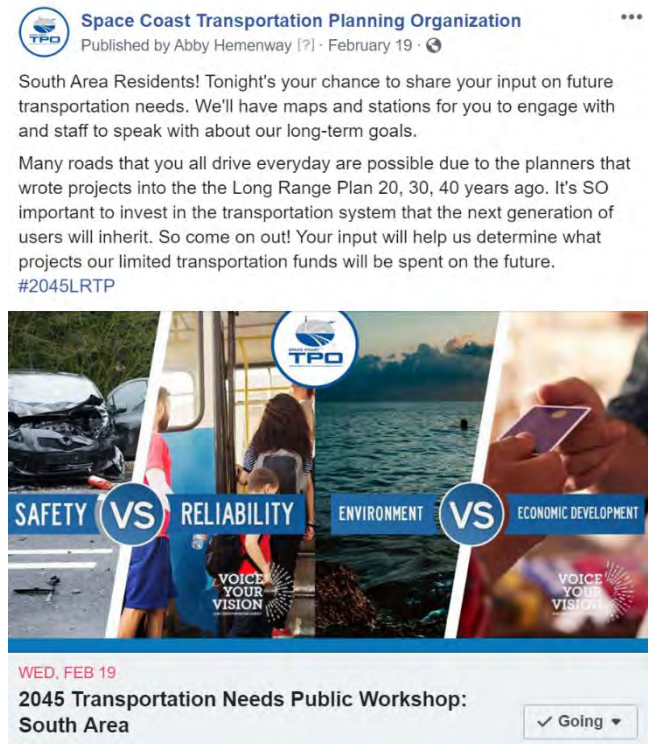


Table 3 Facebook Campaign Analytics

Date	L RTP Open House Promo	Reach
January 15, 2020	North/Central Area Needs Open House Event Invite	464
January 15, 2020	Beaches Needs Open House Event Invite	1,900
January 15, 2020	South Area Needs Open House Event Invite	1,400
February 18, 2020	Beaches Needs Open House Promo Post	135
February 19, 2020	South Brevard Needs Open House Promo Posts (3 Posts + Facebook Live)	1,073
TOTAL		4,972

Twitter Summary of Activity

The SCTPO uses Twitter to engage media partners and current followers. Twitter is an online news and social networking site where people communicate in short messages called Tweets. Tweeting is posting short messages for anyone who follows you on Twitter, with the hope that your messages are useful and interesting to someone in your audience. Unlike Facebook, Twitter operates on a fast-paced content relay system.

During the LRTP, the SCTPO used Twitter to announce upcoming open houses and composed live tweets during events. Twitter metrics, such as impressions and engagements (see definitions below), help the SCTPO learn more about our audience, which leads to making insightful decisions about our future tweet content. **Figure 8** displays an example Twitter feed and supporting analytics from the Tweet.

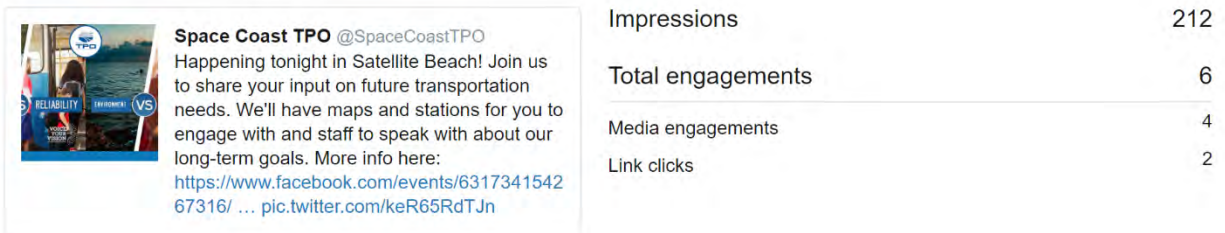


Figure 8 Example Twitter Feed and Analytics

- Impressions are the number of times users saw the Tweet on Twitter.
- Engagement is the total number of times a user has interacted with a Tweet (includes clicks, retweets, likes, replies, etc.).

Table 4 summarizes the results of various Twitter efforts before and during the open houses.

Table 4 Twitter Campaign Analytics

Date	LRTP Open House Promo	Twitter Impressions	Twitter Engagements
February 18, 2020	Beaches Needs Open House Promo	212	6
February 18, 2020	Beaches Needs Open House Live Tweet	396	10
February 19, 2020	South Area Needs Open House Promo	225	3
February 19, 2020	South Area Needs Open House Live Tweet	304	12
TOTAL		1,137	31

Nextdoor Summary of Activity

The SCTPO uses Nextdoor to reach residential neighborhoods in key target locations. The platform enables local conversations that empower neighbors to build stronger and safer communities. The SCTPO utilizes the Nextdoor platform to inform residents about upcoming events or public open houses in their area. By selecting neighborhoods, based on zip code, city, or mile-radius, the SCTPO was able to advertise the open houses to residents near the open house locations in a timely and efficient manner. Each post detailed the open house’s location, time, and purpose, and linked back to the Facebook event.

Every time a post is created, Nextdoor auto-generates engagement metrics based on user interaction. The primary metrics that is generated are impressions. Detailed definitions are listed below and the distributions of impressions for each Nextdoor feature are shown in **Table 5**.

- **Impressions:** Includes the number of residents who viewed a post in their Nextdoor newsfeed, the number email notifications seen when a public agency posts to Nextdoor, and the number of clicks on an agency's post in the Daily Digest that is sent to Nextdoor members.

Table 5 Nextdoor Campaign Analytics

Date	LRTP Open House Promo	Nextdoor Impressions
2/7/2020	General Announcement Flyer (All three events)	19,845
2/17/2020	Beaches Needs Open House Event Invite	860
2/17/2020	South Area Needs Open House Event Invite	1,012
TOTAL		21,717

Overall, there were 21,717 impressions on Nextdoor encompassing the reach for all three open houses.

Constant Contact Summary of Activity

The SCTPO utilizes Constant Contact as a primary means of communicating news and updates to vested stakeholders and citizens. Constant Contact is a content management and email marketing tool that is used to send targeted messages to key audiences via email. The Constant Contact platform enables the SCTPO to reach desired audiences via newsletters, press releases, emails, polls, surveys, and event promotions. Every time a campaign is sent, Constant Contact auto-generates an engagement report which details reporting metrics such as the number of sends, opens, and clicks (see term definitions below).

These metrics help the organization measure the effectiveness of each email campaign. The results of the Constant Contact advertising efforts are summarized in **Table 6**.

- **Successful Deliveries:** The number of emails sent that were successfully delivered to contacts' inboxes.
- **Email Open Rate:** The percentage of recipients who opened the email compared to how many contacts the email was sent to.
- **Click Rate:** The percentage of clicks an email receives based on the number of contacts who opened the email.

Table 6 Constant Contact Campaign Analytics

Date	LRTP Open House Promo	Successful Deliveries	Email Open Rate	Click Rate
January 16, 2020	Public Open Houses Announcement: En Route Newsletter	2,994	38.1%	13.3%

VI. PAPER FLYER

In addition to social media outreach, a flyer promoting the open houses was created and shared with the Transportation Disadvantaged Local Coordinating Board (TDLCB) members. The TDLCB members were asked to distribute the flyers in disadvantaged areas around the County. The paper flyer is included in **Appendix A: Open House Materials**.

Appendix A: Open House Materials

Welcome to the 2045 Long Range Transportation Plan Open House!

Why You Are Here:

- To participate in the planning process
- To review future roadway, intersection, bicycle, pedestrian, transit, and ITS projects in your area
- To provide your thoughts, concerns, and comments regarding the potential projects

Stay Informed by:

Visiting our website
<http://voicemyourvisionbrevard.com/>
 Contacting Steven Bostel - Project Manager
 Transportation Program Manager
 2725 Judge Fran Jamieson Way
 Building B, Room 105
 Melbourne, FL. 32940
 321-690-6890
steven.bostel@brevardfl.gov

How Can You Get Involved?

- Participate in open discussion with the project team and visit each of the information stations
- Ask questions about specific aspects of the Long Range Transportation Plan
- Fill out a Feedback Form with your input

Where We Are:



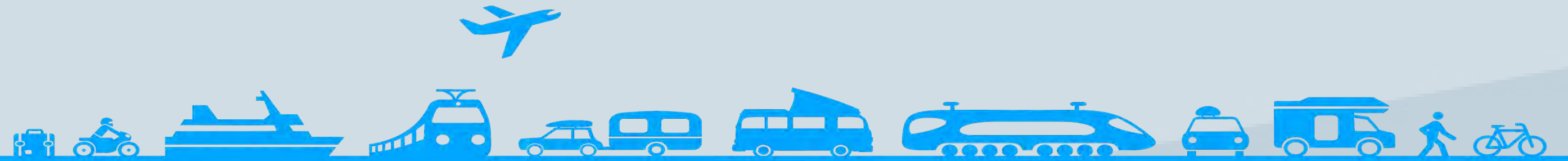
Project Schedule

TASK	2018		2019				2020			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Begin	★									
Public Outreach										
Public Workshops							★		★	
Goals, Objectives, and Performance Measures										
Data Compilation and Plan Synthesis										
Corridor Strategic Plans										
Cost Feasible Plan Update										
Plan Documentation										

Follow the Space Coast TPO on Facebook, Twitter, and Youtube!

- <https://www.facebook.com/SCTPO>
- <https://twitter.com/SpaceCoastTPO>
- <https://www.youtube.com/channel/UC8viQREkGzZpOxwm7EMyPlw/feed>





2045 Transportation Needs Public Meetings

Join Us!

Share your input on transportation needs for the year 2045!

The Space Coast TPO would like you to voice your vision on transportation improvements or changes you'd like to see in your future community. We'll have maps and stations for you to engage with and staff to speak with about our long-term goals. Your input will help us determine what projects our limited transportation funds will be spent on in the future.



Safety



Multimodal Options



Linking Transportation
with Land Use



Sustainability &
Resiliency

February

11



Cocoa City Hall
65 Stone St.
Cocoa, FL 32922
4:30 - 6:00 PM

February

18



Satellite Beach City Hall
565 Cassia Blvd.
Satellite Beach, FL 32937
4:30 - 6:00 PM

February

19



Veterans Memorial Complex
2285 Minton Rd. W.
West Melbourne, FL 32904
4:30 - 6:00 PM

CAN'T ATTEND?

Visit our website to learn more about the 2045 Long Range Transportation Plan.



www.voiceyourvisionbrevard.com

Space Coast Transportation Planning Organization

2725 Judge Fran Jamieson Way
Building B., Room 105
Melbourne, FL 32940
321-690-6890



Steven Bostel

Project Manager

steve.bostel@brevardfl.gov
321-690-6890



VOICE YOUR VISION



Open House Format/Directions

2045 Long Range Transportation Plan

Please visit each station, A through F. Stroll at your own pace. There is NO scheduled formal presentation.

STATION A

PUBLIC OUTREACH SUMMARY

View the summary from each of the two public surveys that have been conducted. The second public survey is still open, so feel free to use your smartphone or one of our tablets to take the survey!

<http://voicemyourvisionbrevard.com/#survey>

STATION B

PROPOSED ROADWAY/INTERSECTION PROJECTS

Review and comment on the proposed roadway and intersection projects for the 2045 LRTP. Proposed projects include the SR 528 6-lane widening, completing the St. Johns Heritage Parkway, multiple widenings along Babcock Street, and implementation of corridor planning study recommendations along multiple corridors.

STATION C

PROPOSED BICYCLE/PEDESTRIAN/TRANSIT PROJECTS

Review the proposed bicycle/pedestrian/transit projects for the 2045 LRTP. The bicycle/pedestrian projects are from the Bicycle/Pedestrian Master Plan and the transit projects include a mix of new Space Coast Area Transit routes and potential Bus Rapid Transit service.

STATION D

PROPOSED INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS

Review the proposed ITS for the 2045 LRTP. ITS uses technology to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. These ITS projects are from the 2015 ITS Master Plan.

STATION E

LIFE CYCLE OF A TRANSPORTATION PROJECT

This isn't biology, but do you know how long it can take for a transportation project to be studied, developed and built? Do you know all the steps that have to be taken? Put the puzzle pieces together and in the right order to find out!

STATION F

FEEDBACK

Please stop by this station to provide us feedback on how well the open house fulfilled your expectations. Did the format work for you? Did you get your questions answered? Help us to improve our outreach methods.

Thank you for coming, your input counts.

Performance Evaluation Survey

The Space Coast Transportation Planning Organization would like your feedback on how effectively we are communicating information to the public about the 2045 Long Range Transportation Plan.

We appreciate your assistance in taking this survey.

Please indicate your level of agreement with the following:	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
A. The open house was informative.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Exhibits (display boards) helped me better understand the project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Handouts were accurate and easy to understand.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Project staff were friendly and helpful.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. I was able to have all my questions answered, or a commitment that project staff would follow up on my concerns.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. I have increased my understanding on how long it takes to implement a project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. The location of the open house was accessible and appropriate.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. I was provided advanced notice of the meeting.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Project social media pages (Facebook, Twitter) helped increase my interest in, and knowledge of, the project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demographic Information (Optional)

(This information is used to compare to local demographic data to ensure we are reaching the correct target audience and those who may be impacted by any implemented improvements.)

Age

- 18 or younger
- 19-34
- 35-49
- 50-64
- 65+

Ethnicity

- White or Caucasian
- Black or African American
- Hispanic or Latino
- Other

Gender

- Male Female

Additional Comments:

Place completed form in feedback box.



Long Range Transportation Plan (LRTP)



Please visit our project website at: <http://voicemyourvisionbrevard.com/>

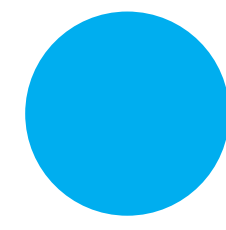
Join us at one or more public workshops at...

February 11, 2020 from 4:30 PM to 6:00 PM at Cocoa City Hall
65 Stone Street
Cocoa, FL 32922

February 18, 2020 from 4:30 PM to 6:00 PM at Satellite Beach City Hall
565 Cassia Boulevard,
Satellite Beach, FL 32937

February 19, 2020 from 4:30 PM to 6:00 PM at the West Melbourne Veteran's Memorial Complex - Council Chambers
2285 Minton Road
West Melbourne, FL 32904

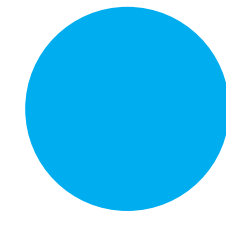
Summer 2018



PROJECT KICK OFF

The LRTP serves as the vision and planning framework for the multimodal transportation system of Brevard County. The current 2040 Long Range Transportation Plan was adopted in November 2015. By federal law, the 2045 update must be adopted no more than 5 years from that date.

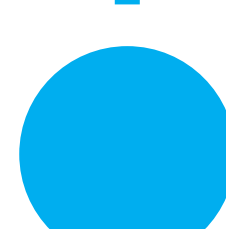
Spring/Summer 2019



ESTABLISH GOALS & OBJECTIVES

The LRTP goals and objectives were identified through public input and adopted by the Space Coast TPO Board in July 2019.

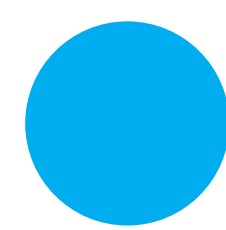
February-April 2020



IDENTIFY NEEDED IMPROVEMENTS

Attend one of our workshops to tell us about needed improvements to the transportation system.

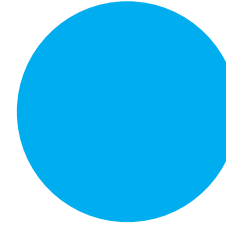
Summer 2020



PROJECT PRIORITIZATION

We will prioritize needed improvements based on Goals & Objectives and your input to develop a cost feasible plan.

Fall 2020



PLAN ADOPTION

The Space Coast TPO Board will adopt the 2045 LRTP at the September 2020 Board Meeting. Note that the final LRTP product will be a list of projects considered to be cost feasible, using the funds that are anticipated to be available through 2045.

Goals and Objectives

1. Improve Safety and Security for All Users
2. Improve Economic Development with a Connected Multi-Modal System
3. Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
4. Preserve and Provide a Resilient Transportation System through Balancing Social and Environmental Resources

Themes and Goals



Safety

Improve Safety and Security for All Users



Multi-Modal Options

Improve Economic Development with a Connected Multi-Modal System



Linking Transportation with Land Use

Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce



Sustainability and Resiliency

Preserve and Provide a Resilient Transportation System through Balancing Social and Environmental Resources



VOICE
YOUR
VISION

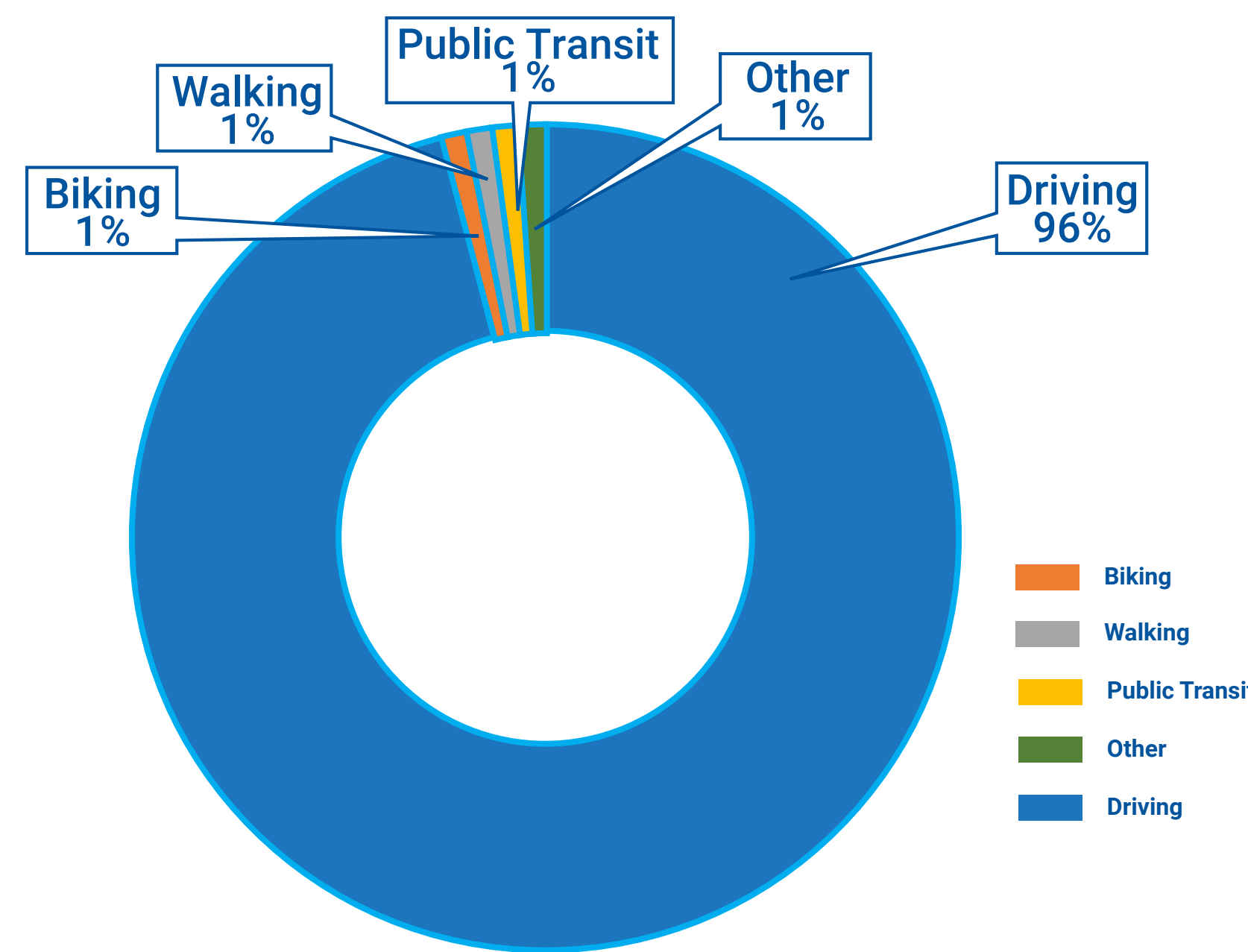


Public Outreach Summary

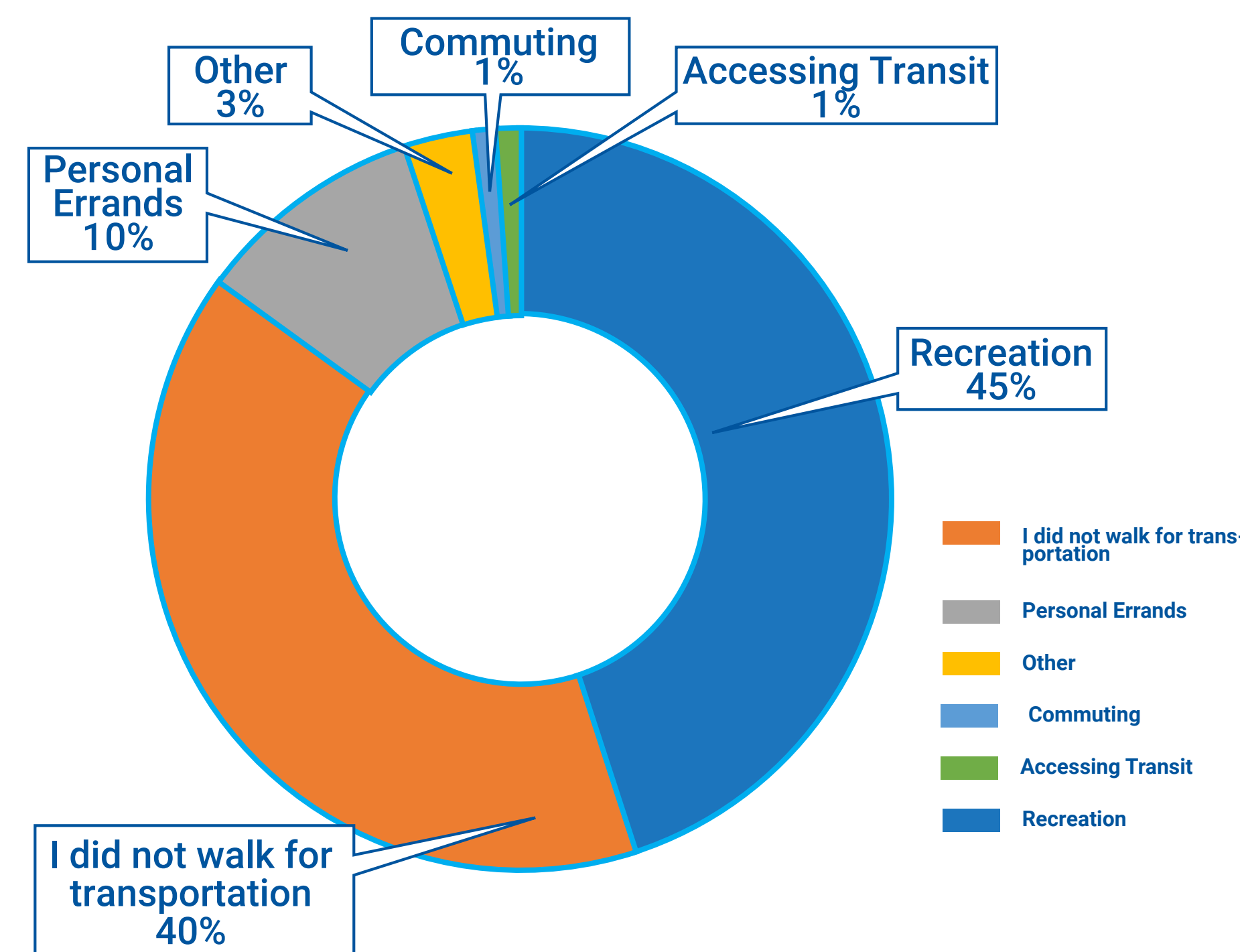
Voice Your Vision User Survey Overview Stats

- Available Jan. 5th – April 30th, 2019
- 4,842 comments
- 3,778 survey completions
- 820,832 social media impressions (goal was 150k)
- 5,085 website visits
- 118,231 video views (goal was 500)

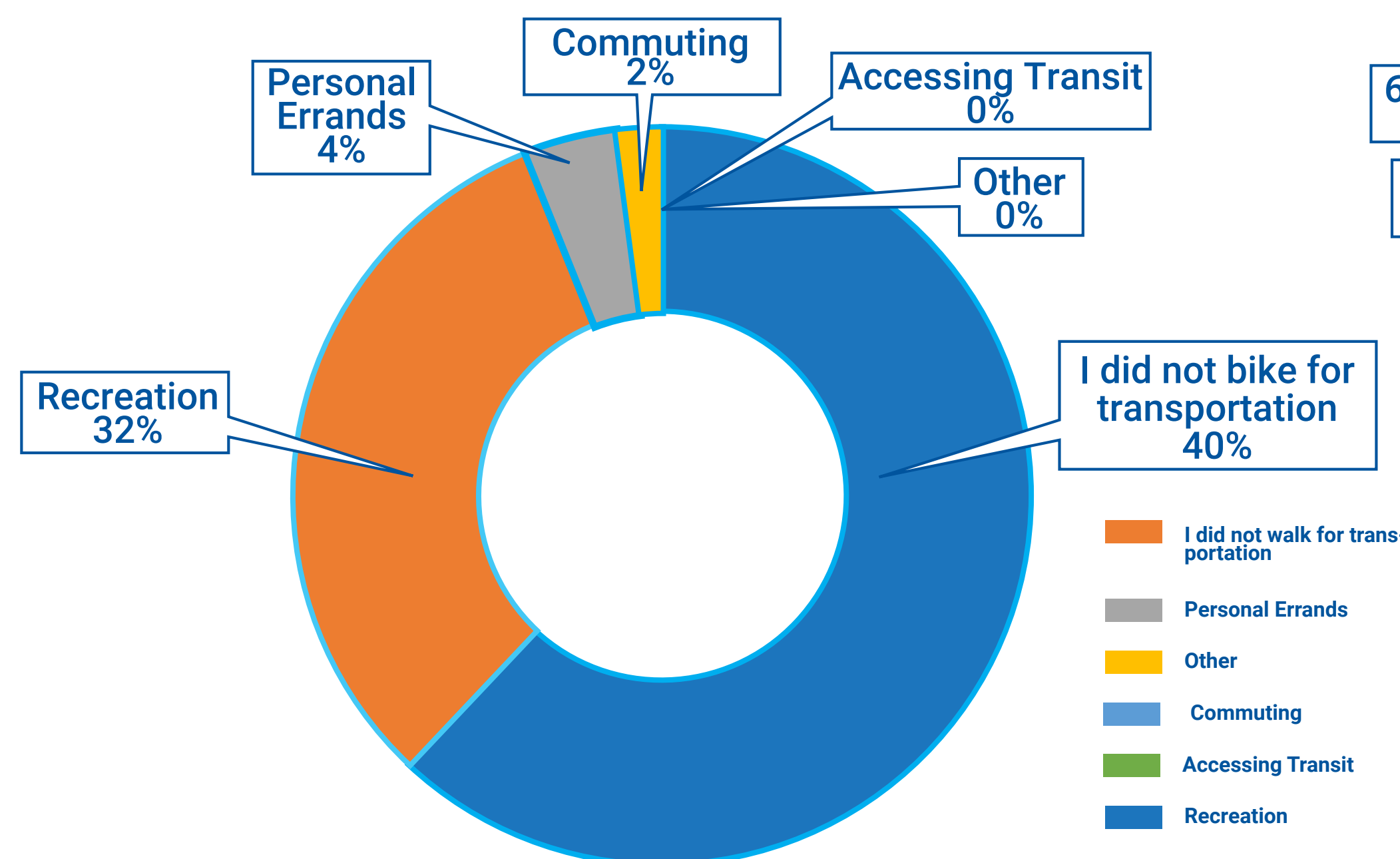
What is your primary means of travel?



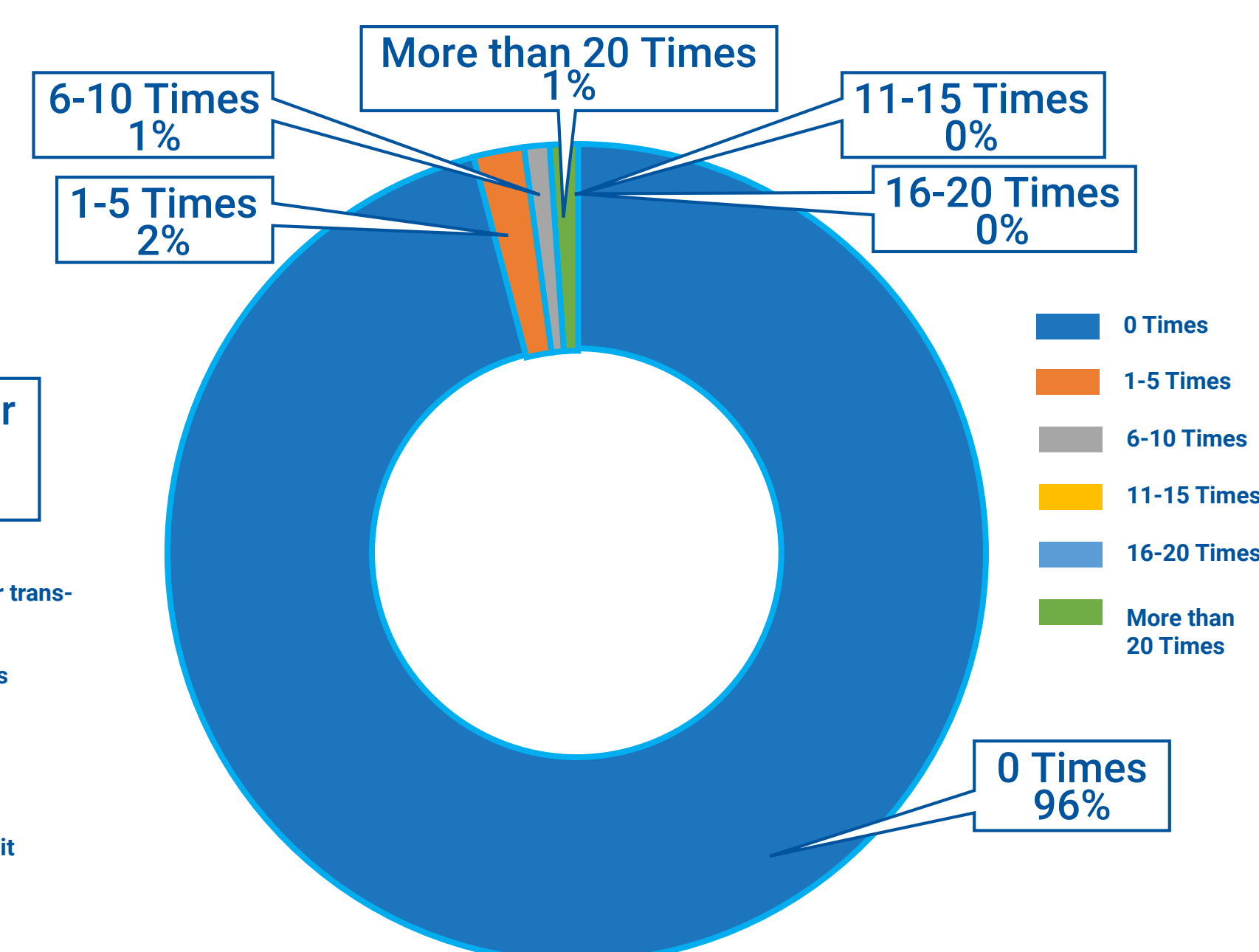
If you walked in the past 30 days, what was the purpose of your trip?



If you biked in the past 30 days, what was the purpose of your trip?

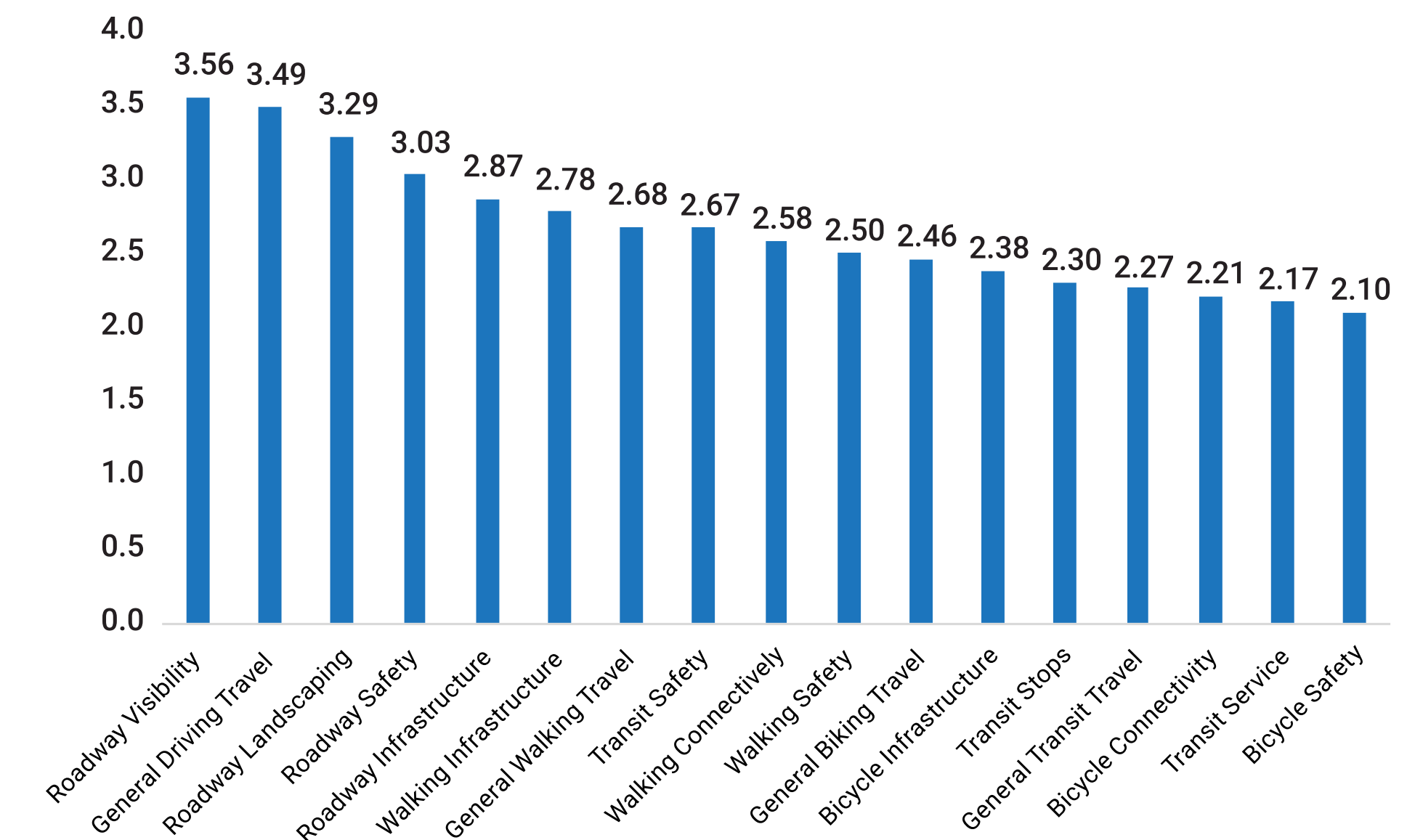


How many times have you ridden transit in the past 30 days?

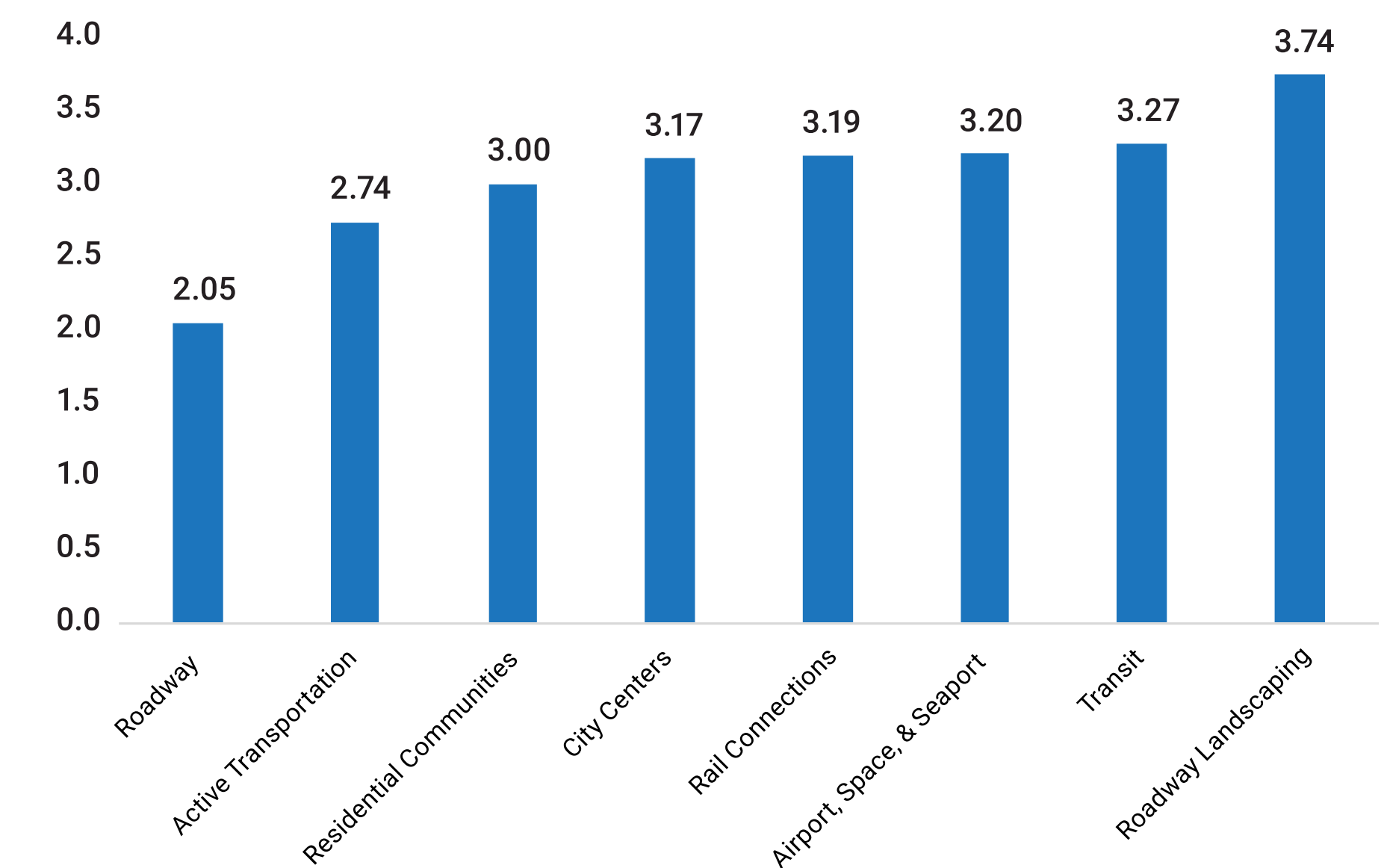


Voice Your Vision User Survey Key Results

What are the best aspects of our existing transportation system? (higher number = better rating)



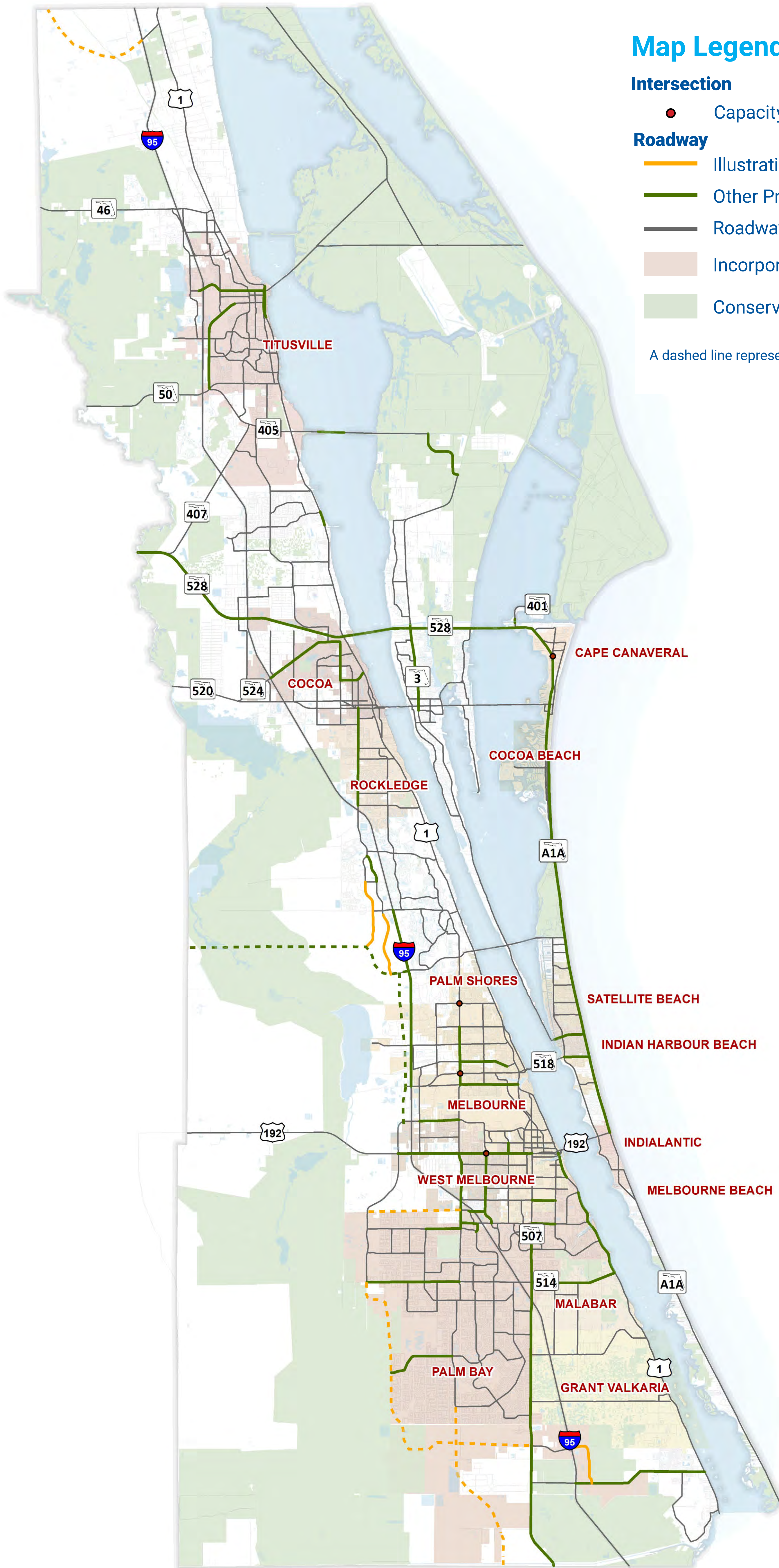
What are the priorities of our residents? (lower number = higher priority)



Voice Your Vision User Survey Key Takeaways

- Majority (96%) of residents drive as primary modes of transportation
- Of those that walk and/or bike, the highest percentage is for recreational purposes
- Only 4% of survey respondents ride transit regularly
- Existing roadway/driving facilities rate the best, while existing bicycle/transit facilities rate the worst
- Roadway improvements are top priority among survey respondents

Countywide Roadway and Intersection Projects



Map Legend

Intersection

- Capacity Projects

Roadway

- Illustrative / Developer Funded Projects
- Other Projects
- Roadway Network
- Incorporated Cities/Towns
- Conservation Areas

A dashed line represents a project with unconfirmed alignment.

Local Jurisdiction Capital Improvement Plan Projects*

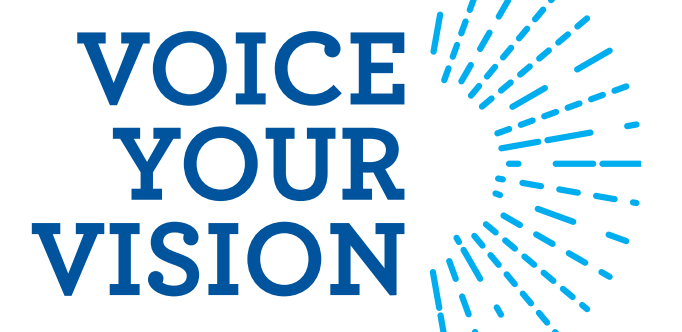
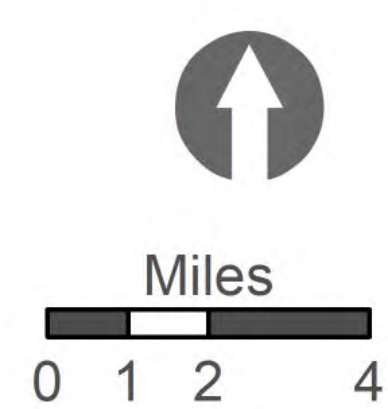
Project Type	Project Description	From/At	To	Source
Roadways	Hollywood Boulevard Widening Project	Palm Bay Rd.	US 192	Brevard County CIP
Roadways	Pineda Overpass Project	Holy Trinity Dr.	FEC Railroad	Brevard County CIP
Roadways	St Johns Heritage Parkway	US 192	I-95 and Ellis Road Extension	Brevard County CIP
Roadways	St Johns Heritage Parkway and Ellis Road 4-Lane Project	John Rodes Blvd.	W. of Wickham Rd.	Brevard County CIP
Roadways	Sykes Creek Complete Streets	Fortenberry Rd.	Merritt Island Cswy. (SR 520)	Brevard County CIP
Roadways	Central Boulevard Improvements	SR A1A	Ridgewood Ave.	Cape Canaveral CIP
Roadways	Pirate Lane Widening	Babcock St.	Lipscomb St.	Melbourne CIP
Roadways	Wickham Road Corridor Intersection Improvements			Melbourne CIP
Signals	Annual Conversion of Hanging Signals to Mast Arms	Nasa Blvd.	Grumman Pl.	Melbourne CIP
Signals	Annual Conversion of Hanging Signals to Mast Arms	Florida Ave.	Lipscomb St.	Melbourne CIP
Signals	Annual Conversion of Hanging Signals to Mast Arms	Hibiscus Blvd.	Apollo Blvd.	Melbourne CIP
Signals	Annual Conversion of Hanging Signals to Mast Arms	Lake Washington Rd.	Croton Rd.	Melbourne CIP
Signals	Timing Studies (Babcock/Hibiscus/Airport/192/US1)			Melbourne CIP
Signals	Traffic Signal Retiming - North US1			Melbourne CIP
Sidewalks/Bikeways	Front Street Complete Street	New Haven Ave.		Melbourne CIP
Sidewalks/Bikeways	Hibiscus Boulevard Sidewalk Connections			Melbourne CIP
Sidewalks/Bikeways	Aurora Road Corridor Sidewalk			Melbourne CIP
Sidewalks/Bikeways	Sarno Road Bicycle Improvements	Eau Gallie Blvd.	US1	Melbourne CIP
Roadways	Park Avenue Improvements			Satellite Beach CIP

* Not Mapped

Local Jurisdiction Community Redevelopment Agency Projects*

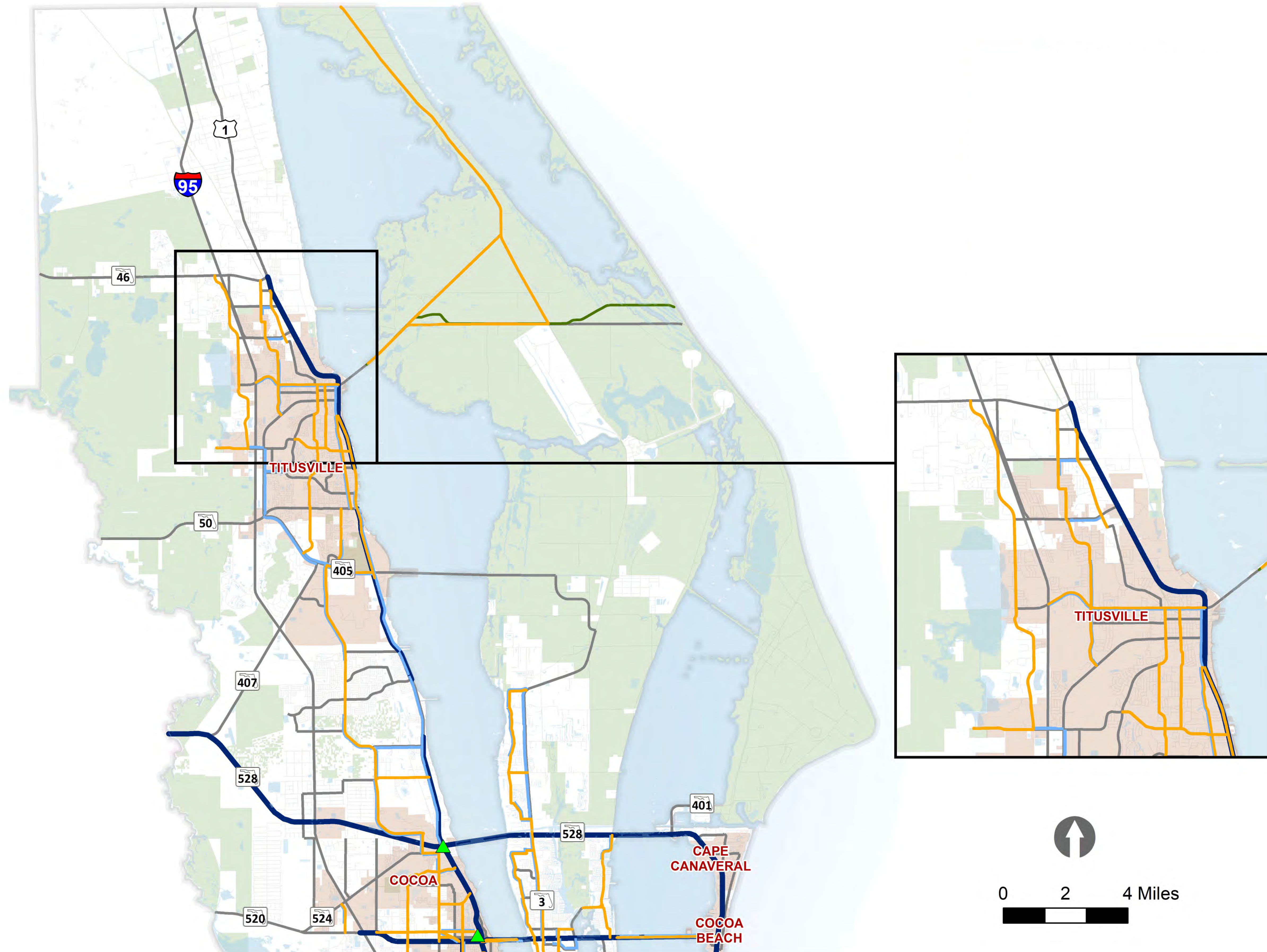
Project Type	Project Description	From/At	To	Source
Roadways	King Street and Willard Street Improvements Option A	King St.	Brevard Ave.	Cocoa CRA
Roadways	King Street and Willard Street Improvements Option A	Willard St.	Brevard Ave.	Cocoa CRA
Roadways	King Street and Willard Street Improvements Option B	Riveredge Dr.	SR 520	Cocoa CRA
Roadways	Improve Intersections at King/Brevard and Willard/Brevard Streets			Cocoa CRA
Roadways	Promote Vehicular Cross Access from King or Willard Streets			Cocoa CRA
Roadways	Florida Avenue - U.S. 1 Realignment	Florida Avenue		Rockledge CRA
Roadways	Barton Boulevard Road Configuration			Rockledge CRA
Roadways	Barnes Boulevard Road Project			Rockledge CRA
Roadways	Florida Avenue Improvements			Rockledge CRA

* Not Mapped



February 2020

North | Bicycle, Pedestrian, & Transit Improvements



Map Legend

- Bicycle Improvements
- Pedestrian Improvements
- Trail Projects
- Bus Rapid Transit Projects
- ▲ Proposed Intermodal Facilities
- Roadway Network
- Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.

Priority Sidewalk Gap Projects*

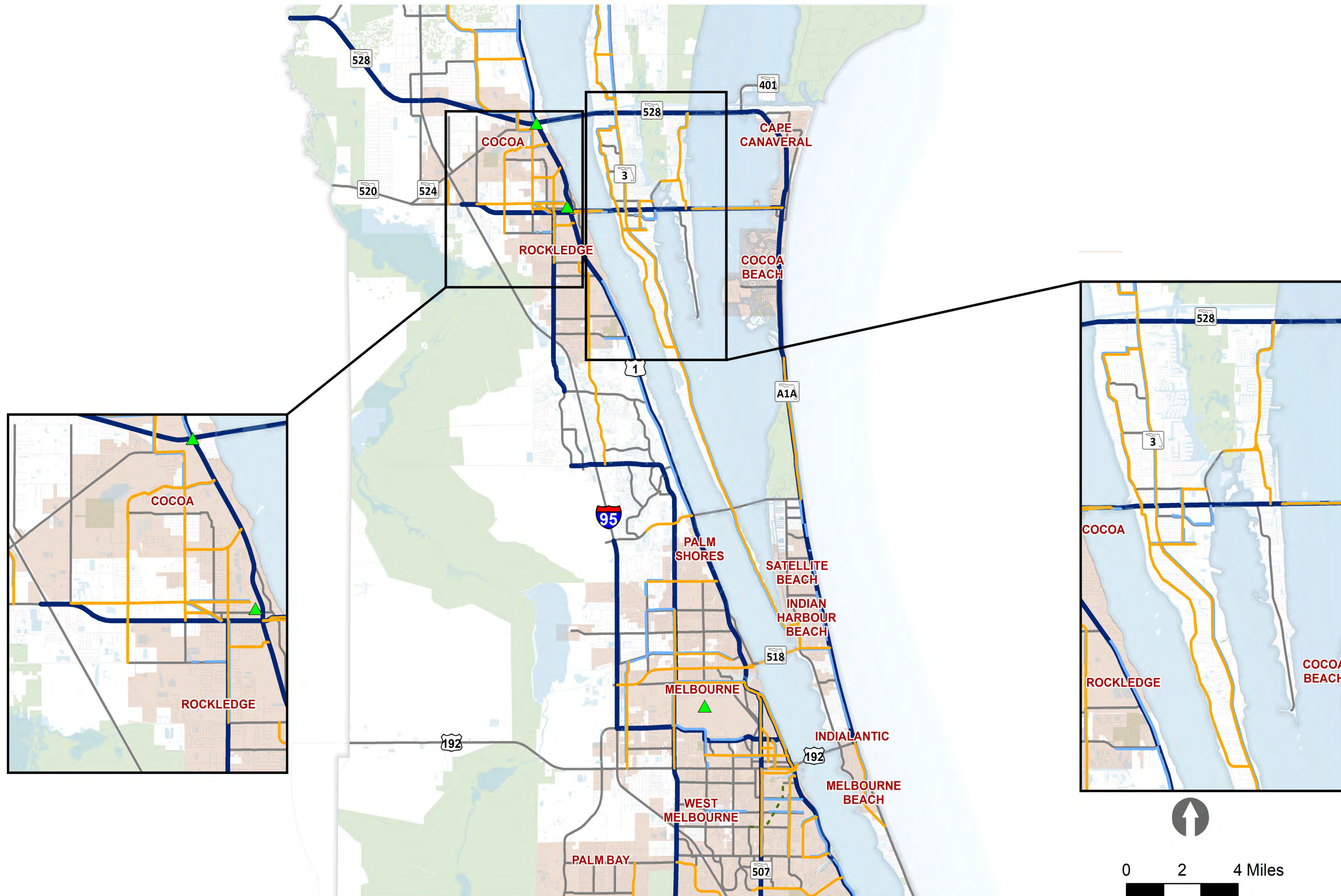
Road Name	Start Point of Sidewalk Gap Improvement	End Point of Sidewalk Gap Improvement	Sidewalk Gaps Improvement Prioritization Rank
Park Ave.	S. of Ravenswood Dr.	Harrison St.	1
	Vista Terrace	Barna Ave.	
	Tropic St.	SR 406 (Garden St.)	
SR 513 (S. Patrick Dr.)	Neptune Dr.	Coral Reef Dr.	2
	Ocean Blvd.	SR 404 (Pineda Cswy.)	
US 1 (S. Washington Ave.)	Knox McRae Dr.	Grace St.	3
Apollo Blvd.	Fee Ave.	Babcock St.	4
Hibiscus Blvd.	Evans Rd.	Just W. of Gateway Dr.	5
	Medical Park Dr.	US 1 (Harbor City Blvd.)	
SR 50 (Cheney Hwy.)	I-95	SR 405 (Columbia Blvd.)	6
Wickham Rd.	Conservation Pl.	Summer Brook St.	7
	S. of Pineda Crossing Dr.	N of Deer Lakes Dr.	
Peachtree St.	SR 501 (Clearlake Rd.)	Lake Dr.	8
Knox Mcrae Dr.	Rosehill Ave.	Jupiter Ave.	9
	Imagine Way	Eber Blvd.	
Hollywood Blvd.	Henry Ave.	US 192 (New Haven Ave.)	10
	S. Park Ave.	Nicklaus Dr.	
Country Club Dr.	Raney Rd.	US 1 (S. Washington Ave.)	11
N Banana River Dr.	In front of BP Gas Station on E. side, just N. of SR 520	In front of BP Gas Station on E. side, just N. of SR 520	12
	Inside triangle area where N. Banana River, Sykes Creek Pkwy., and Triangle Rd. meet	Inside triangle area where N. Banana River, Sykes Creek Pkwy., and Triangle Rd. meet	
SR A1A (NB N. Atlantic Ave.)	N. 3rd St.	N. End of One Way Pairs	13
Canaveral Groves Blvd.	Grissom Pkwy.	Hess Ave.	14
	Morris Ave.	Railroad Tracks	
SR A1A (NB Atlantic Ave.)	S. 7th St.	S. 6th St.	15
	N. 4th St.	N. End of One Way Pairs	
Port Malabar Blvd.	Cable Ln.	US 1 (Dixie Hwy.)	16
Buildog Blvd./Sheridan Rd.	Apollo Blvd.	Valentine St.	17
Rosa Jones Dr.	Pond Access Rd.	US 1 (S. Cocoa Blvd.)	18
SR 50 (Cheney Blvd.)	Helen Hauser Blvd.	I-95	19
Fiske Blvd.	Grove Ave.	Park Dr.	20

* Not Mapped



February 2020

Central | Bicycle, Pedestrian, & Transit Improvements



Map Legend

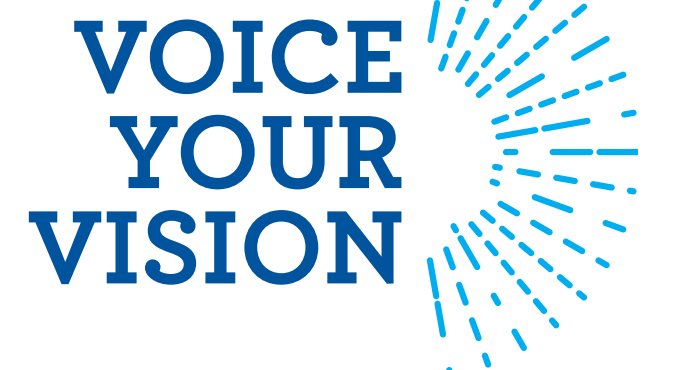
- Bicycle Improvements
- Pedestrian Improvements
- Trail Projects
- Bus Rapid Transit Projects
- ▲ Proposed Intermodal Facilities
- Roadway Network
- Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.

Priority Sidewalk Gap Projects*

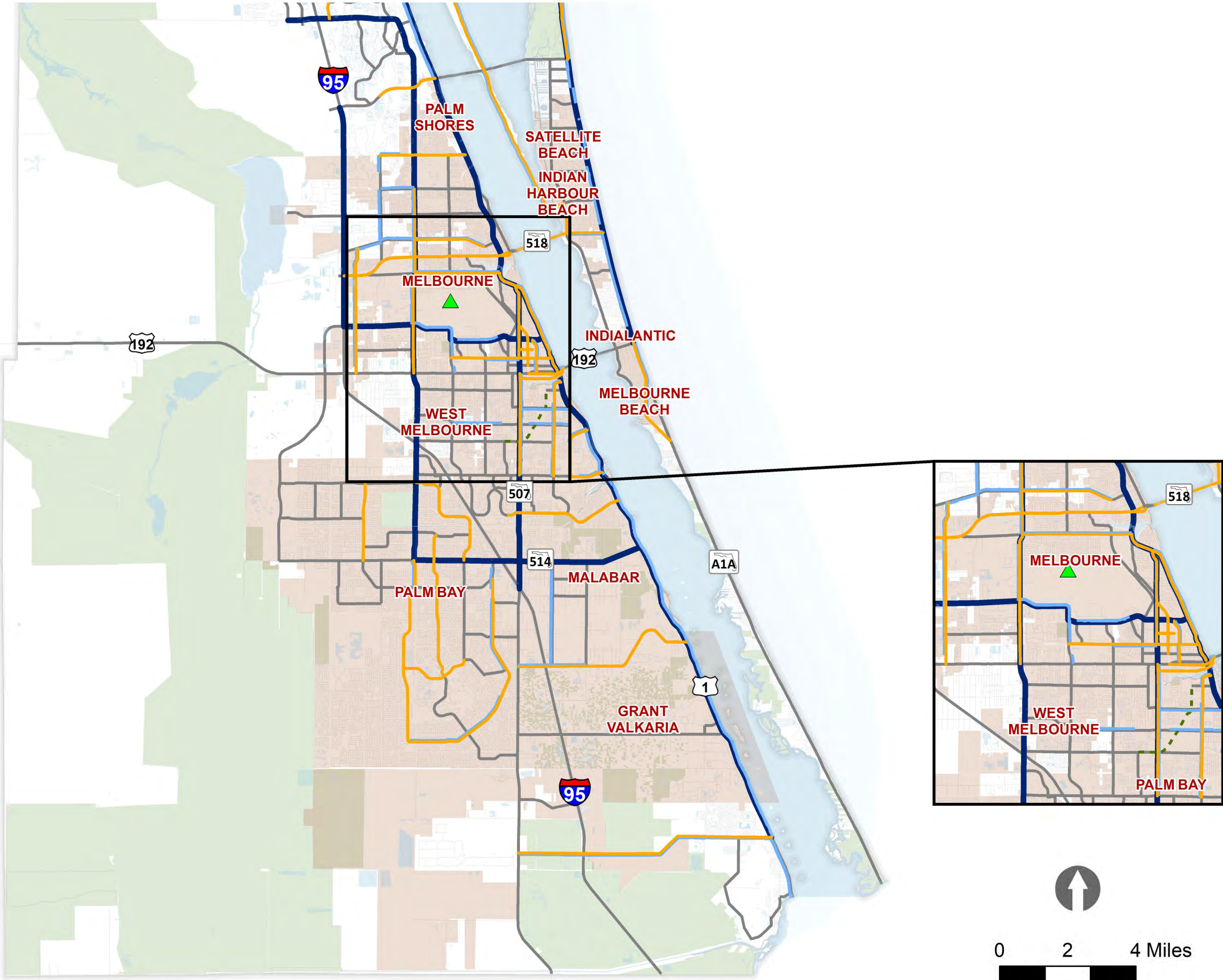
Road Name	Start Point of Sidewalk Gap Improvement	End Point of Sidewalk Gap Improvement	Sidewalk Gaps Improvement Prioritization Rank
Park Ave.	S. of Ravenswood Dr.	Harrison St.	1
	Vista Terrace	Barna Ave.	
	Tropic St.	SR 406 (Garden St.)	
SR 513 (S. Patrick Dr.)	Neptune Dr.	Coral Reef Dr.	2
	Ocean Blvd.	SR 404 (Pineda Cswy.)	
US 1 (S. Washington Ave.)	Knox McRae Dr.	Grace St.	3
Apollo Blvd.	Fee Ave.	Babcock St.	4
Hibiscus Blvd.	Evans Rd.	Just W. of Gateway Dr.	5
	Medical Park Dr.	US 1 (Harbor City Blvd.)	
SR 50 (Cheney Hwy.)	I-95	SR 405 (Columbia Blvd.)	6
Wickham Rd.	Conservation Pl.	Summer Brook St.	7
	S. of Pineda Crossing Dr.	N of Deer Lakes Dr.	
Peachtree St.	SR 501 (Clearlake Rd.)	Lake Dr.	8
Knox Mcrae Dr.	Rosehill Ave.	Jupiter Ave.	9
	Imagine Way	Eber Blvd.	
Hollywood Blvd.	Henry Ave.	US 192 (New Haven Ave.)	10
	S. Park Ave.	Nicklaus Dr.	
Country Club Dr.	Raney Rd.	US 1 (S. Washington Ave.)	11
N Banana River Dr.	In front of BP Gas Station on E. side, just N. of SR 520	In front of BP Gas Station on E. side, just N. of SR 520	12
	Inside triangle area where N. Banana River, Sykes Creek Pkwy., and Triangle Rd. meet	Inside triangle area where N. Banana River, Sykes Creek Pkwy., and Triangle Rd. meet	
SR A1A (NB N. Atlantic Ave.)	N. 3rd St.	N. End of One Way Pairs	13
Canaveral Groves Blvd.	Grissom Pkwy.	Hess Ave.	14
	Morris Ave.	Railroad Tracks	
SR A1A (NB Atlantic Ave.)	S. 7th St.	S. 6th St.	15
SR A1A (NB Atlantic Ave.)	N. 4th St.	N. End of One Way Pairs	15
Port Malabar Blvd.	Cable Ln.	US 1 (Dixie Hwy.)	16
Bulldog Blvd./Sheridan Rd.	Apollo Blvd.	Valentine St.	17
Rosa Jones Dr.	Pond Access Rd.	US 1 (S. Cocoa Blvd.)	18
SR 50 (Cheney Blvd.)	Helen Hauser Blvd.	I-95	19
Fiske Blvd.	Grove Ave.	Park Dr.	20

* Not Mapped



February 2020

South | Bicycle, Pedestrian, & Transit Improvements



Map Legend

- Bicycle Improvements
- Pedestrian Improvements
- Trail Projects
- Bus Rapid Transit Projects
- ▲ Proposed Intermodal Facilities
- Roadway Network
- Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.

Priority Sidewalk Gap Projects*

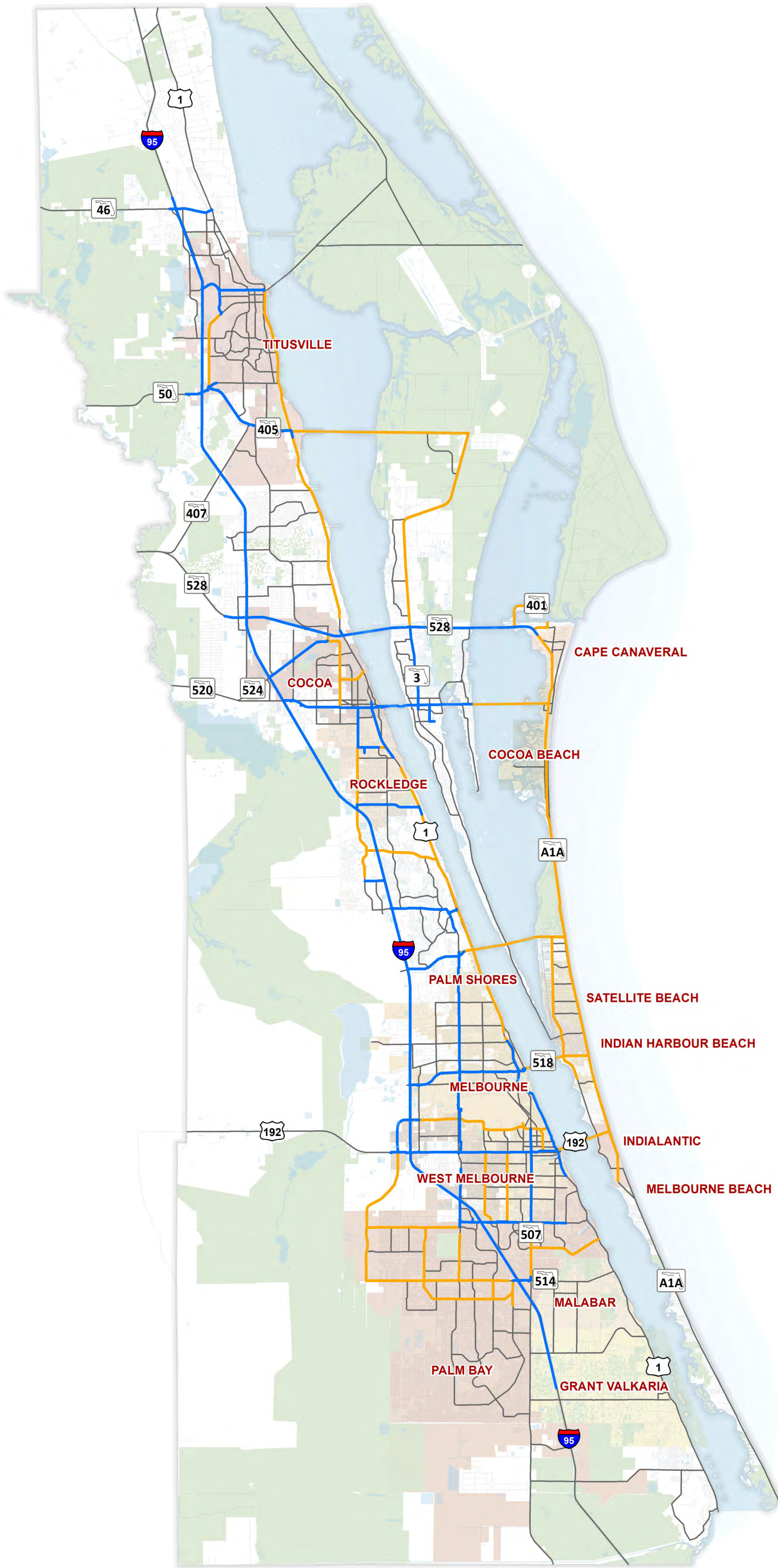
Road Name	Start Point of Sidewalk Gap Improvement	End Point of Sidewalk Gap Improvement	Sidewalk Gaps Improvement Prioritization Rank
Park Ave.	S. of Ravenswood Dr.	Harrison St.	1
	Vista Terrace	Barna Ave.	
SR 513 (S. Patrick Dr.)	Neptune Dr.	Coral Reef Dr.	2
	Ocean Blvd.	SR 406 (Pineda Cswy.)	
US 1 (S. Washington Ave.)	Knox McRae Dr.	Grace St.	3
Apollo Blvd.	Fee Ave.	Babcock St.	4
Hibiscus Blvd.	Evans Rd.	Just W. of Gateway Dr.	5
	Medical Park Dr.	US 1 (Harbor City Blvd.)	
SR 50 (Cheney Hwy.)	I-95	SR 405 (Columbia Blvd.)	6
Wickham Rd.	Conservation Pl.	Summer Brook St.	7
	S. of Pineda Crossing Dr.	N of Deer Lakes Dr.	
Peachtree St.	SR 501 (Clearlake Rd.)	Lake Dr.	8
Knox Mcrae Dr.	Rosehill Ave.	Jupiter Ave.	9
	Imagine Way	Eber Blvd.	
Hollywood Blvd.	Henry Ave.	US 192 (New Haven Ave.)	10
	S. Park Ave.	Nicklaus Dr.	
Country Club Dr.	Raney Rd.	US 1 (S. Washington Ave.)	11
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Canaveral Groves Blvd.	Grissom Pkwy.	Hess Ave.	14
	Morris Ave.	Railroad Tracks	
SR A1A (NB Atlantic Ave.)	S. 7th St.	S. 6th St.	15
Port Malabar Blvd.	Cable Ln.	US 1 (Dixie Hwy.)	16
Buildog Blvd./Sheridan Rd.	Apollo Blvd.	Valentine St.	17
Rosa Jones Dr.	Pond Access Rd.	US 1 (S. Cocoa Blvd.)	18
SR 50 (Cheney Blvd.)	Helen Hauser Blvd.	I-95	19
Fiske Blvd.	Grove Ave.	Park Dr.	20

* Not Mapped



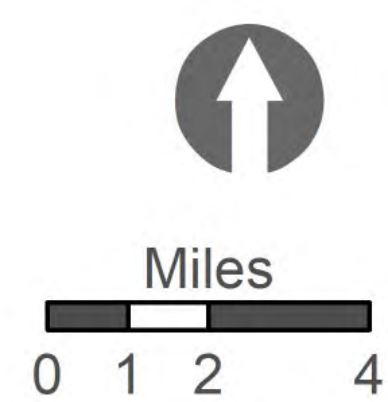
February 2020

Countywide ITS Projects



Map Legend

- Existing ITS
- Proposed ITS Projects
- Roadway Network
- Incorporated Cities/Towns
- Conservation Areas



February 2020



Appendix I
Environmental
Resource Coordination
Tech Memo



2725 Judge Fran Jamieson Way
Building. B, Room 105, MS #82
Melbourne, FL 32940
321-690-6890
www.spacecoasttpo.com



**Space Coast Transportation Planning Organization
2045 Long Range Transportation Plan – Environmental Resource
Coordination Technical Memorandum
05/15/2020**

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I. INTRODUCTION

During the development of the 2045 Long Range Transportation Plan (LRTP), the Space Coast Transportation Planning Organization (SCTPO) worked with environmental resource agencies to understand the potential overlap of resources with transportation projects included in the LRTP and to explore potential mitigation opportunities. This technical memorandum serves to document the strategies, policies, and engagement opportunities the SCTPO has in place to consider environmental resources during the development of the LRTP. This memorandum also outlines how environmental mitigation opportunities can be coordinated with the local, regional, state, and federal resource agencies that have jurisdiction over resources within the boundaries or watersheds/influence areas of Brevard County.

Brevard County features a wealth of natural resources and environments. Brevard County boasts one of the most ecologically diverse estuaries in North America, with more than 4,000 species of plants and animals in the Indian River Lagoon system. In addition to the inherent value of the numerous species dependent on the protection of Brevard’s ecologically rich areas, the region’s economy relies substantially on its natural resources. The Lagoon itself is a significant contributor to the region’s economy. East Central Florida and Treasure Coast Regional Planning Councils conducted a 2016 economic valuation study which estimated the total annual economic output of the Indian River Lagoon as \$9.9 billion.

The following sections describe processes used to consider environmental resources in the development of the 2045 LRTP, a summary of the key resources within the planning area, and opportunities for regional environmental collaboration and mitigation.

II. PROCESSES TO CONSIDER THE ENVIRONMENT

The SCTPO has strategies in place to consider environmental issues systemically – from the inclusion of environmental measures in the selection of LRTP projects to working with resource agencies to explore environmental mitigation opportunities at a regional scale. In addition to these strategies, the SCTPO and the Florida Department of Transportation (FDOT) engage with environmental stakeholders to identify regional needs, discuss challenges to specific projects, and develop solutions that have the greatest positive effect on the environment.

Integrating Environmental Measures into the LRTP and Project Selection Criteria

Goal 4 of the LRTP is to “*Preserve and provide a resilient, secure transportation system through balancing social and environmental resources*” and includes two objectives that directly relate to environmental resources:

- Objective 4.2 – Improve air quality by lowering mobile source emissions with energy efficient vehicles and reduced vehicle miles traveled.
- Objective 4.3 – Improve the resiliency of the transportation system through mitigation and adaptation strategies to address sea level rise and other shocks and stressors.

The SCTPO developed evaluation criteria in early 2020 to score and prioritize projects as part of their annual Project Prioritization Process. This criteria was organized into five (5) emphasis areas, including Safety; Transportation and Land Use; Sustainability and Resiliency; Innovation; and Multi-Modal. While the Sustainability and Resiliency measures are directly related to environmental resources, the criterion within the other key areas have secondary effects on the environment through the inclusion of providing more safe multimodal travel options. The criteria related to Sustainability and Resiliency is summarized below.

Table 1 SCTPO Project Priorities

SCTPO Project Priorities Criteria, Definitions, Scoring and Related Requirement(s)

C - Sustainability & Resiliency	Criteria	Definition	Scoring	Requirement(s)
	C1. Improves evacuation routes	Corridor either is an evacuation route or directly connects to one - mapped corridors are in SOS	Yes = 2 No = 0	Federal Planning Factor (C, G, H) 2045 LRTP Goal (A, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	C2. Drainage/ Stormwater Improves water quality/Considers Sea Level Rise impacts (Addresses erosion; sedimentation)	Improves = Removes direct runoff into any water body; treats stormwater; increases circulation/water quality; reduces erosion Maintenance = Repairs/updates existing stormwater/retention areas None = Project will not improve or maintain any water body or treatment system	Improves = 7 Maintenance = 4 None = 0	Federal Planning Factor (D, E, G, H, I) 2045 LRTP Goal (C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	C3. Improves pavement condition	Project is either part of a FDOT resurfacing project or will include re-paving. New roadways do not qualify	Yes = 2 No = 0	Federal Planning Factor (B, D, E, G, H) 2045 LRTP Goal (A, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM3) Nat'l Goal 23 US Code 150(b)
	C4. Mitigation needs environmental impact	High = Project requires PD&E, direct impact to wetlands; rivers; lakes; endangered species Medium = Does not require PD&E but possible mitigation for water treatment or ponds Low = No impact	High = 0 Medium = 4 Low = 7	Federal Planning Factor (E, H, I) 2045 LRTP Goal (D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	C5. Improves bridge condition	Project includes rehabilitation to an existing bridge or is replacing one - new bridges do not qualify and does not apply to any causeway or shoreline restoration, must be a bridge	Yes = 2 No = 0	Federal Planning Factor (B, D, E, F, G, H, I) 2045 LRTP Goal (C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM3) Nat'l Goal 23 US Code 150(b)
Total score for Sustainability and Resiliency			20	

During LRTP Cost Feasible Plan Development, Project Priorities scoring criteria will be applied to each of the projects included on the LRTP Needs List. This will help determine the Needs List project rankings and which projects should have a higher priority for funding in the Cost Feasible Plan.

Coordination with Environmental Stakeholders

Effective collaboration with environmental stakeholders is critical for implementing projects efficiently and minimizing the negative effect on the environment. Additionally, identifying mutual solutions offers the opportunity to provide greater ecological and water quality benefits to the environment during each project. The SCTPO works with federal, state, regional, and local environmental stakeholders. The environmental stakeholders identified by the SCTPO include:

- U.S. Environmental Protection Agency
- U.S. Forest Service
- U.S. Coast Guard
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Federal Highway Administration
- U.S. National Park Service*
- NASA
- National Marine Fisheries Services
- Seminole Tribe of Florida
- FDOT*
- Florida Department of Environmental Protections
- Florida Fish and Wildlife Conservation Commission
- Florida Department of State
- Florida Department of Agriculture and Consumer Services
- Florida Department of Economic Opportunity
- East Central Florida Regional Planning Council*
- St. Johns River Water Management District
- Brevard County Natural Resources*
- Brevard County Environmentally Endangered Lands Program
- Melbourne Tillman Water Control District
- Indian River Lagoon National Estuary Program*
- UF / IFAS*
- Port Canaveral*
- Space Florida*
- Natural Resource Conservation Service

Attendees of the SCTPO Environmental Stakeholder meeting in March 2020 are denoted with an asterisk ()

In March 2020, the SCTPO convened a group of environmental stakeholders to identify opportunities to integrate positive environmental outcomes into the LRTP process. Additionally, organizational goals and overarching issues were discussed to aid in developing collaborative, systemic solutions. Meeting attendees are listed above with an asterisk (*) next to their name. Notes from the collaboration meeting are included in **Appendix A Environmental Resource Stakeholder Meeting Notes**. The meeting spurred the development of a plan to continue to engage with environmental stakeholders regularly. This plan includes ways to annually engage environmental stakeholders to identify environmental needs, opportunities, and challenges for upcoming transportation projects. The goal of engaging with environmental stakeholders regularly is to:

1. Develop new partnerships with environmental stakeholders and provide opportunities for intergovernmental coordination;
2. Identify opportunities to apply mitigation strategies in alignment with environmental agency goals; and

3. Identify potential challenges to projects to adjust timeline and budgetary considerations, or prioritize other alternatives.

The draft process for engaging with environmental stakeholders is summarized in **Figure 1** and described below:

- The SCTPO requests local agencies to submit projects to be considered for Project Priorities List every year in the Spring.
- Once the projects are submitted, the SCTPO will score/rank the project based on the Project Priorities scoring criteria.
- These scored/ranked projects are then reviewed by the Transportation Subcommittee to identify if any projects need to be increased or decreased in priority.
- To help identify environmental challenges and opportunities, the SCTPO can engage with environmental resource agencies to provide a review of the scored/ranked projects.
- The final list of prioritized projects will then be based on the individual project score, input from the Transportation Subcommittee, and the challenges/issues and other opportunities identified by the environmental partners. The list must be adopted by the SCTPO Governing Board.

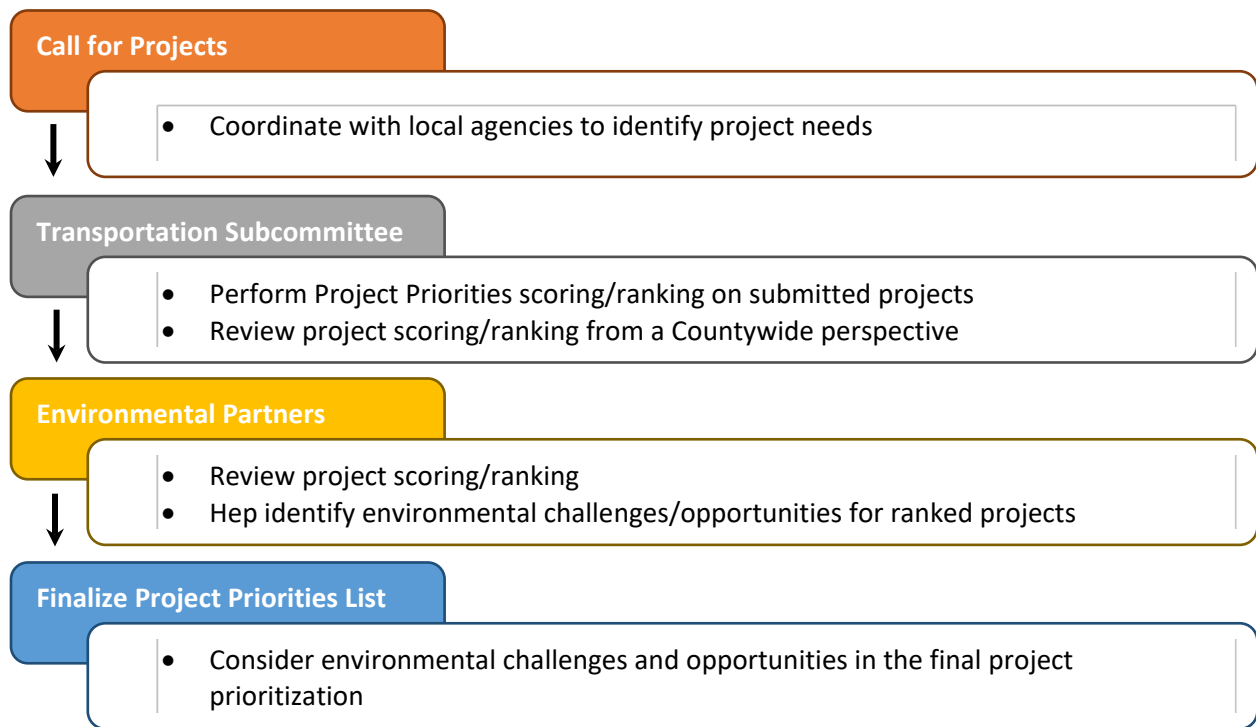


Figure 1 Process for Regular Engagement with Environmental Stakeholders

Policies and Strategies to Balance Environmental Needs

OTHER SCTPO PROGRAMS

Other SCTPO plans and programs helping advance environmental goals include:

- The SCTPO's adopted Intelligent Transportation Systems (ITS) Master Plan includes an objective to reduce greenhouse gas emissions. Additionally, ITS may help preserve natural resources by reducing the need to widen roadways.
- The SCTPO's Bicycle and Pedestrian Master Plan (BPMP) identifies short and long term pedestrian and bicycle improvements and was developed with input from local government and environmental agencies. The projects identified in the BPMP include providing bicycle and pedestrian linkage to transit. Having more mobility options may result in less reliance on automobiles which may help reduce greenhouse gas emissions.
- In addition to the previously discussed collaborative meeting with environmental stakeholders, the SCTPO regularly meets with local, regional, and state agencies to coordinate projects and their impacts to the environment.
- The SCTPO's State of the System (SOS) Report monitors air quality and ozone levels on an annual basis.

BREVARD COUNTY ENVIRONMENTALLY ENDANGERED LANDS (EEL) PROGRAM

The Brevard County Environmental Endangered Lands (EEL) Program is a key program for protecting natural habitats in the County. The EEL program was instituted by the voters of Brevard County in 1990, and reaffirmed in 2004, to protect natural habitats in the County through the purchase of environmentally sensitive lands. The EEL program is coordinated closely with local, state, and federal partner agencies to maximize the effectiveness and scope of the EEL program to protect the County's natural resources. The EEL program's mission statement is "Protecting and Preserving Biological Diversity through Responsible Stewardship of Brevard County's Natural Resources" through the purchase of lands to conserve natural resources and provide educational and recreational opportunities. The Board of County Commissioners appoints an eight-member committee, seven of which are specifically selected for their experience and knowledge of science. The eighth committee member is selected to represent ecotourism interests. The eight members are Brevard County residents. The committee selects and purchases lands for the EEL program using criteria developed specifically for the program and documented in the EEL program Land Acquisition Manual. Lands that are not currently conserved, but prioritized by the EEL program for acquisition are shown in **Figure 2** and **Figure 3** (figures discussed in more detail in a later section). Some of the EEL properties were donated by developers to offset mitigation requirements for wetlands and scrub habitats. The EEL program currently manages nearly 17,000 acres of conservation acres of conservation lands. Approximately 10 percent of these lands were donated as part of mitigation requirements. The sanctuaries feature wilderness hiking, mountain biking, equestrian, and paddling trails of varying distances, totaling over 80 miles for the entire program.

EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) PROCESS

The purpose of the Efficient Transportation Decision Making (ETDM) process is to incorporate environmental considerations into transportation planning to inform project delivery. This process supports the environmental policy of the FDOT to “protect and preserve the quality of life, and the natural, physical, social and cultural resources of the State, while expeditiously developing safe, cost effective, and efficient transportation systems” (Environmental Policy No.: 000-625-001-m). The ETDM process provides agencies and other stakeholders the opportunity for early input and consideration of the environment in transportation planning. The FDOT applies the ETDM screening process to major projects and capacity-adding projects, such as:

- Roadway projects that include additional through lanes which add capacity to an existing road;
- A new roadway, freeway, or expressway;
- A highway which provides new access to an area;
- A new or reconstructed arterial highway (e.g., realignment);
- A new circumferential or belt highway that bypasses a community;
- Addition of interchanges or major interchange modifications to a completed freeway or expressway; and
- A new bridge which provides new access to an area, and bridge replacements

During the ETDM screening process, over twenty resource agencies at both the federal and state levels are requested to review specific projects. Agencies provide information regarding their resource specific conservation plans, as well as identify future key conservation efforts, for each project.

To provide a visual representation of projects and their impacts to the environment, ETDM utilizes a GIS-based Environmental Screening Tool (EST) that enables project reviewers to interactively assess proposed transportation improvements. This tool provides a wealth of environmental and sociocultural data that allows a comprehensive review of the projects and their potential impacts.

III. INVENTORY OF ENVIRONMENTAL ASSETS

Conservation Lands

By understanding the existing environmental assets of Brevard County, future mitigation efforts can consider expanding the reach of existing conserved lands or improving the environmental conditions in previously conserved lands. Projects affecting conserved lands may have an additional burden to reduce the effect they have on these lands.

Conservation lands in Brevard County include the Merritt Island National Wildlife Refuge, the Canaveral National Seashore, the St. Johns River, EEL properties, local parks, and numerous other lands. Brevard County conservation lands are shown in **Figure 2**, overlain with the LRTP Needs List projects. The Florida Department of Environmental Protection (FDEP) has prioritized lands across Florida for ecological value and connection of ecological areas. These prioritized lands are also shown in **Figure 2**, with darker brown tones being associated with a higher priority. Conservation lands include the following:

- National Parks Service
- United States Fish and Wildlife
- Florida State Parks
- Brevard County Parks
- EEL Program
- Local Parks
- Conservation Areas
- Lands included in the Florida Natural Areas Inventory (FDEP)

Figure 3 shows conserved lands in Brevard County overlain with the Showcase Trails instead of the LRTP Needs List projects. These trails will provide additional opportunity for recreation in conserved areas, while minimizing the effect of people on these lands. Several key observations regarding the conserved lands in Brevard County and planned projects include:

- East-west connecting corridors may have a high impact on lands currently conserved or prioritized for conservation.
- Several north-south corridors are directly adjacent to conserved lands. These conserved lands may face increasing development pressure if additional roadways and additional capacity to existing roadways is provided.

Figure 2: Lands for Conservation

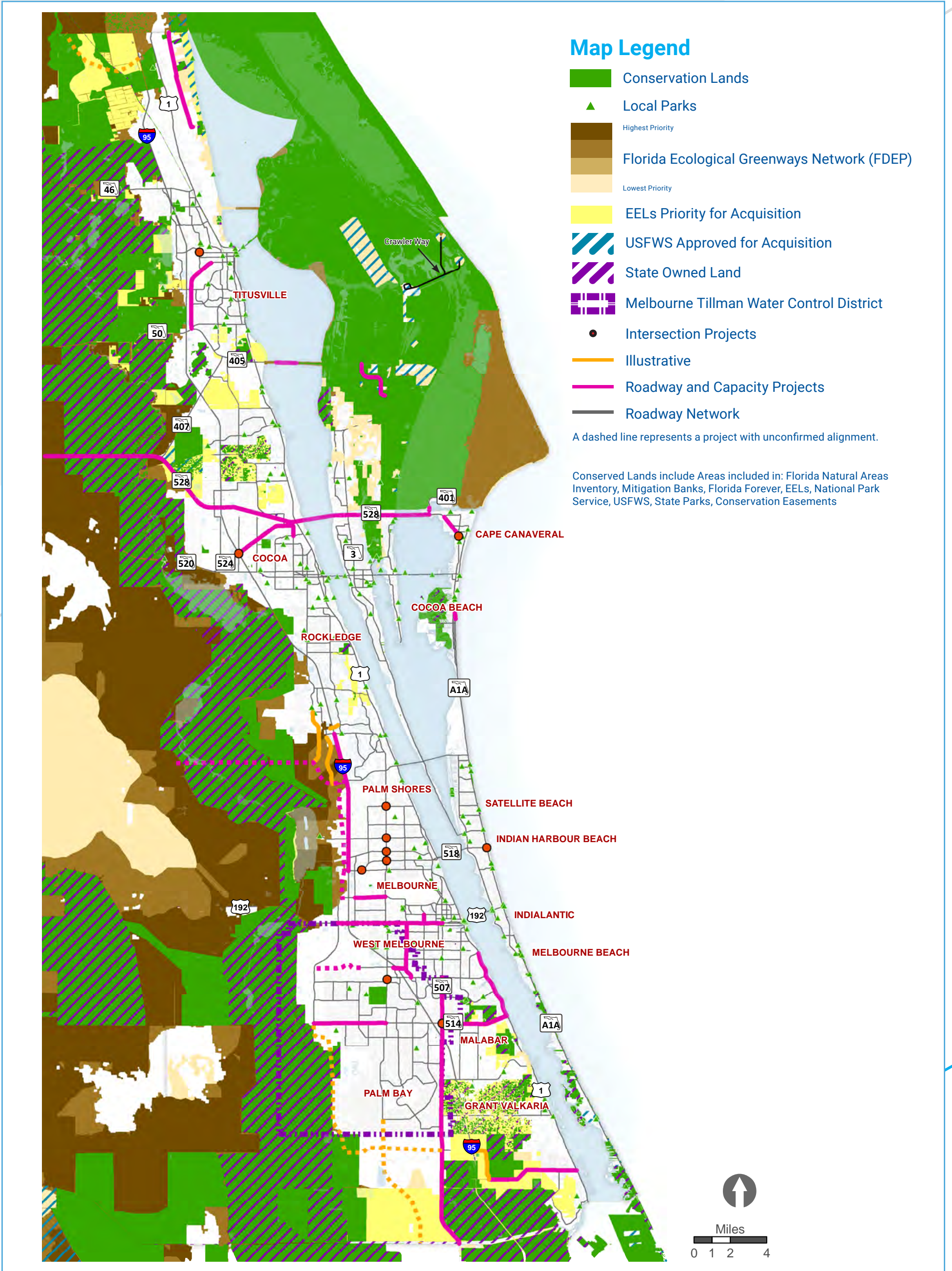
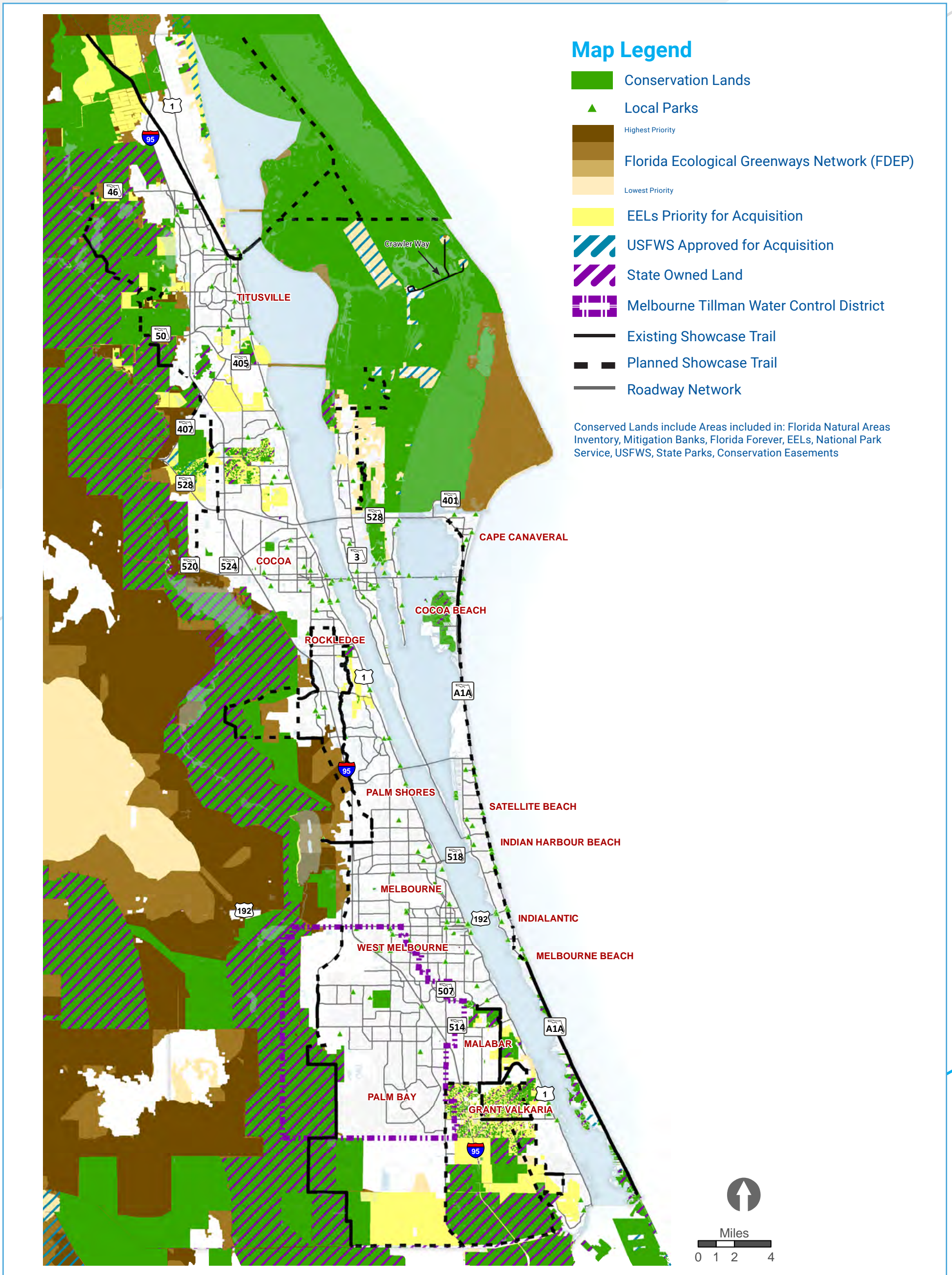


Figure 3: Lands for Conservation Showcase Trails



Water Resources and Wetlands

Bordered on the west by the St. Johns River and the east by the Indian River Lagoon and the Atlantic Ocean, water is a valued and apparent resource in Brevard County. The Indian River Lagoon is one of 28 waterbodies included in the National Estuary Program. As previously mentioned, the Indian River Lagoon is home to a variety of species and also an economic cornerstone of Brevard County. Water quality is a significant issue in the Indian River Lagoon. A 2016 economic valuation completed by the East Central Florida and Treasure Coast Regional Planning Councils estimated that for every dollar spent on building a healthy Indian River Lagoon, a return of \$33 was made in economic value by an improved Lagoon.

The Indian River Lagoon National Estuary Program completed a stormwater feasibility analysis in 2017 to identify and prioritize stormwater capture and treatment projects that will benefit the ecological health of the Indian River Lagoon system. The feasibility analysis resulted in prioritizing eight projects. Early coordination with the Indian River Lagoon Council may allow future projects to address overlapping transportation and stormwater challenges.

The stated purpose of Brevard County's Wetland Protection ordinance is to "protect, preserve, restore, replace and enhance, where feasible, the natural functions of wetlands within the county as to achieve a 'no net loss'" (Sec. 62-3692). The ordinance defers to the FDEP definition of wetlands in Chapter 62-340, Florida Administration Code, which includes areas inundated or saturated by water, including swamps, marshes, bay heads, wet prairies, and other similar areas. The National Wetlands Inventory is mapped with the LRTP Needs List projects in **Figure 4**. A few takeaways from this data are:

- A majority of the west side of Brevard County is comprised of wetland environments due to the St. Johns River. These areas are typically less suitable to development and provide a valuable ecological resource.
- Projects, especially east-west connecting corridors, should be planned and designed in ways that do not impede or interrupt natural waterflows.

Designated Waters as defined by the FDEP with the LRTP Needs List projects are mapped in **Figure 5**. A few takeaways from this data are:

- Projects overlapping Outstanding Florida Waters or Impaired Waters may have to meet additional criteria for stormwater treatment; projects that overlap with these areas would be good candidates for early coordination with environmental stakeholders.

The Special Flood Hazard Area (SFHWA) identified on the Flood Insurance Rate Map created by FEMA is shown in **Figure 6**. The SFHWA is the area that will be inundated by a flood that has a 1-percent chance of occurring in any given year. This flood is also known as the base flood or the 100-year flood. A few takeaways from this data are:

- Much of the remaining undeveloped land in Brevard County lies in the Special Flood Hazard Area.
- Impacts to these areas can cause flooding downstream; it can be difficult to mitigate for impacts to floodplains.

Figure 4: National Wetland Inventory (USFWS)

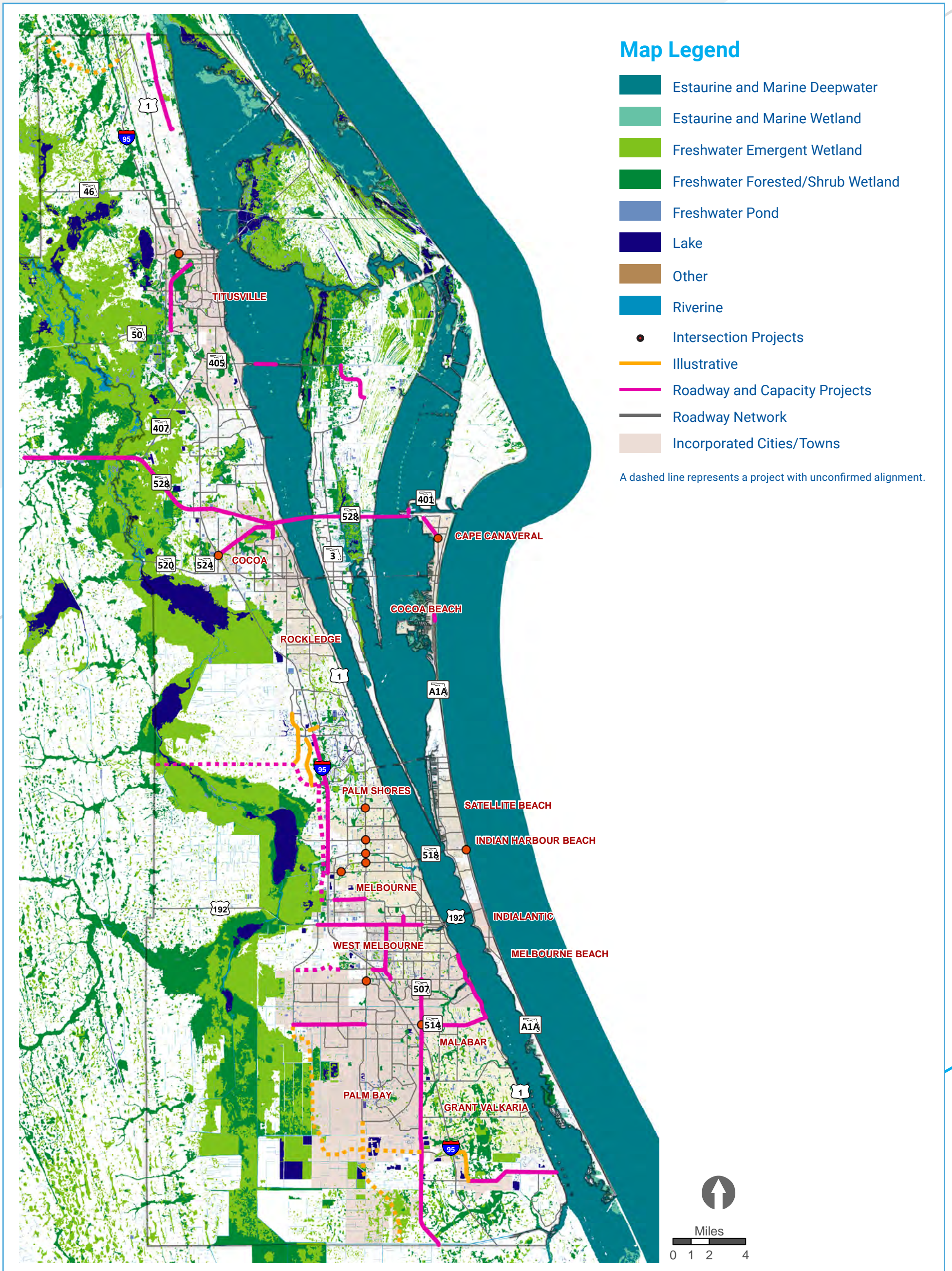


Figure 5: Designated Waters (FDEP)

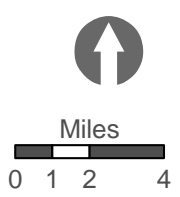
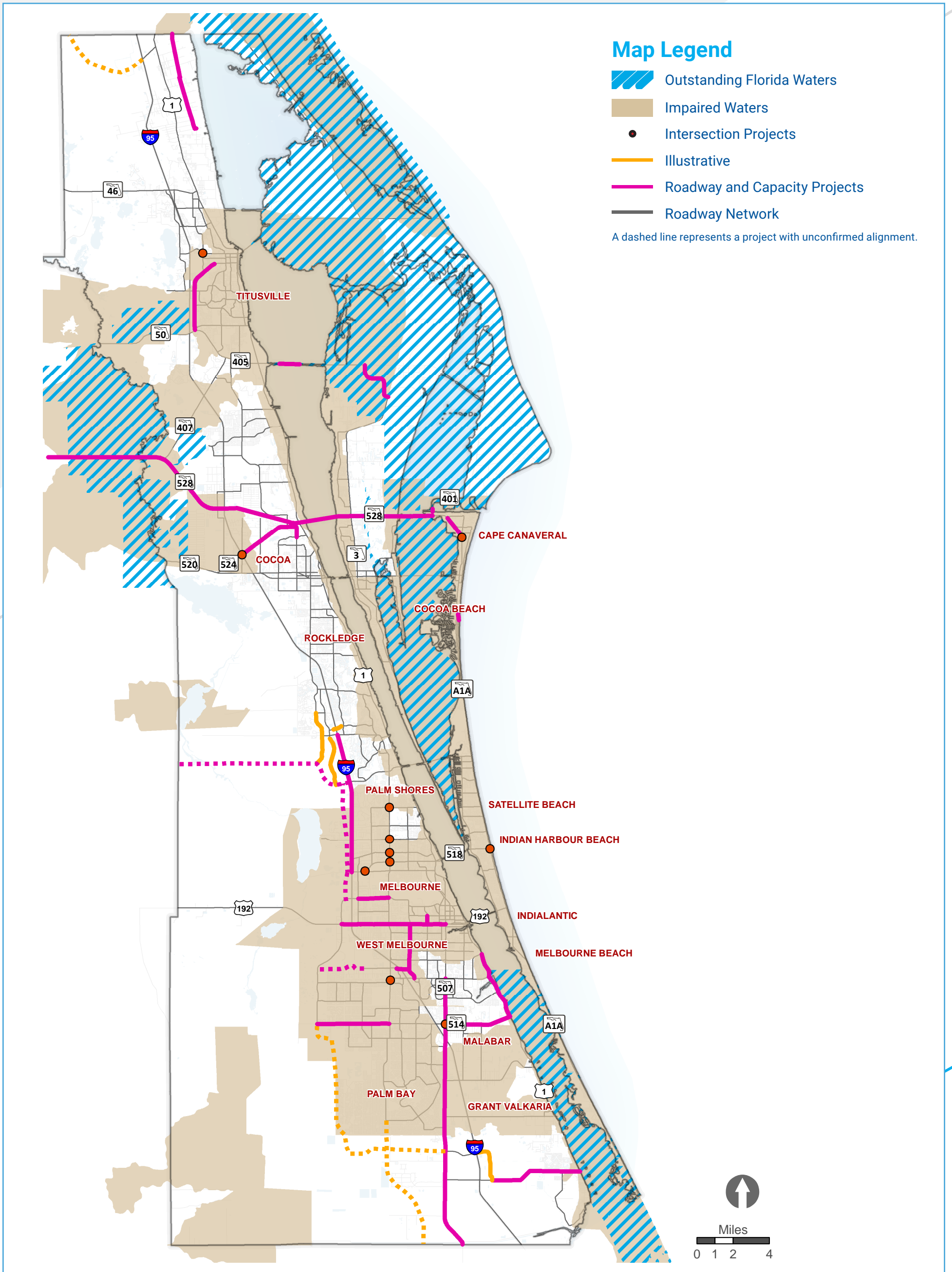
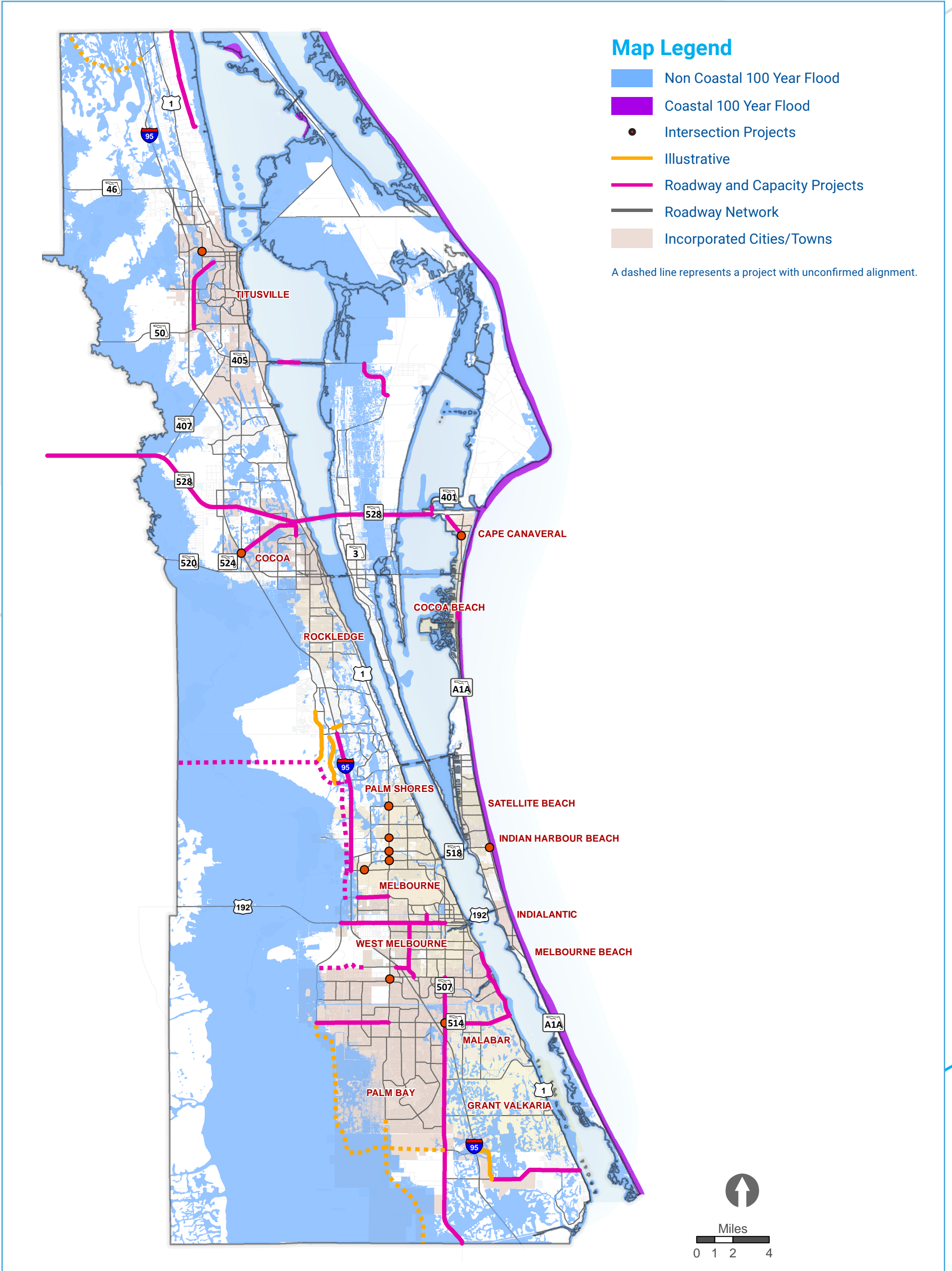


Figure 6: Flood Insurance Rate Map (FEMA - March 2019)



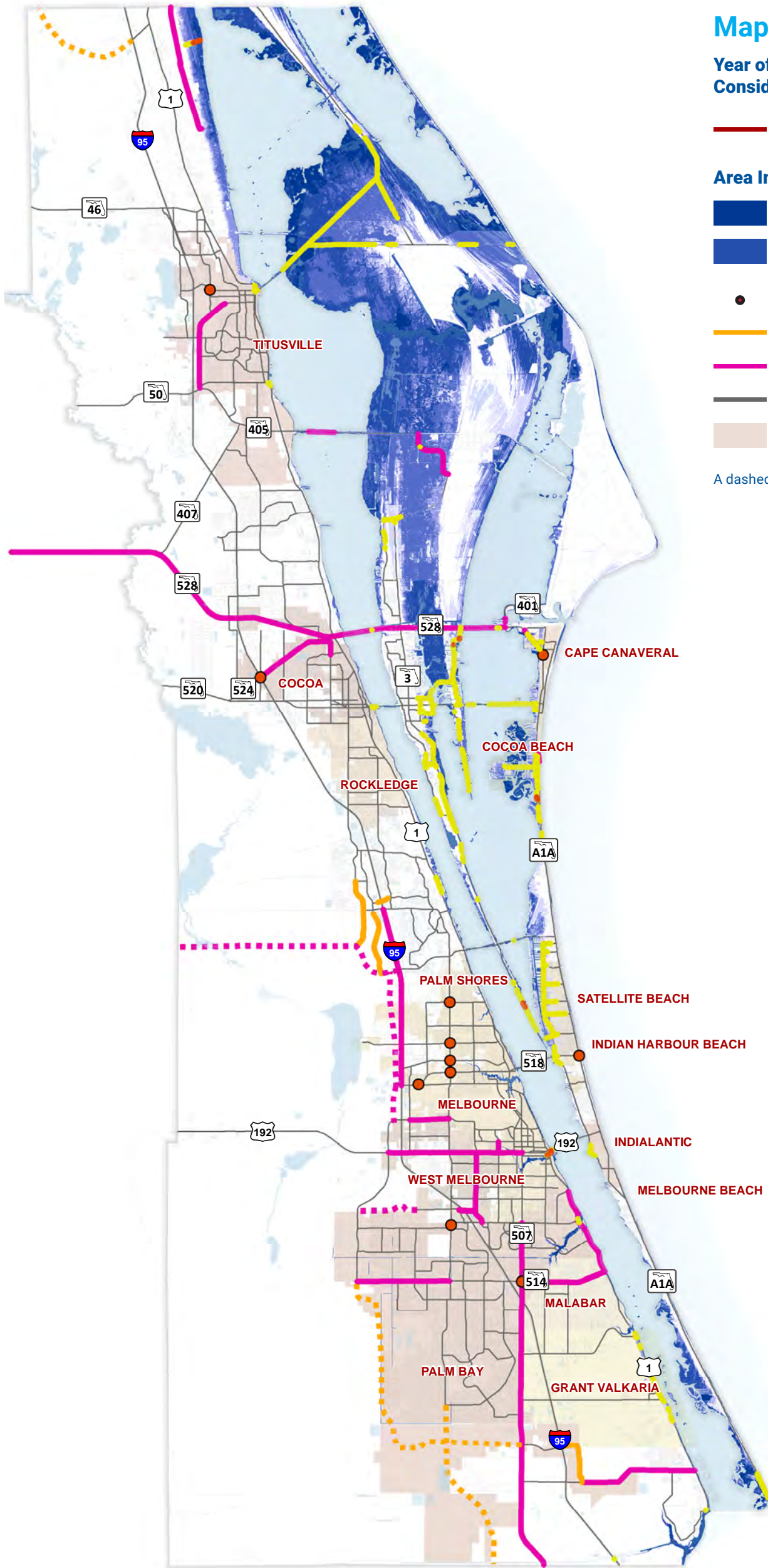
Sea Level Rise

The SCTPO completed a Sea Level Rise Vulnerability Assessment for Brevard County in February 2018 in partnership with the East Central Florida Regional Planning Council (ECFRPC). The assessment considered transportation features and public service facilities and projected which facilities may be inundated in the years 2040, 2070, and 2100. This assessment served as the first step to developing a resiliency plan for Brevard County to address sea level rise. Data from this assessment is shown in **Figure 7**, as it relates to the LRTP Needs List projects. Several Needs List projects are expected to be inundated by 2100, including:

- SR A1A from N Atlantic Ave. to George King Blvd.: Roadway Improvements (Adding Curb/Gutter)
 - Approximately 60 percent of the project length is expected to be inundated by 2100
- Space Commerce Wy. from NASA Pkwy. W to Kennedy Pkwy. N: Widen to 4 Lanes
 - A small segment of the project is expected to be inundated by 2100, however most of the land surrounding the roadway is expected to be inundated by 3-feet of sea level rise
- US 1 from SR 514 (Malabar Rd.) to RJ Conlan Blvd.: Widen to 6 Lanes
 - A small segment of the project near Palm Bay Road is expected to be inundated by 2100
- SR 528 from E. of Industry Rd. to Port Canaveral Interchange (SR 401): Widen to 6 Lanes
 - Small segments on the causeway embankment east of the Indian River and the causeway embankment east of the Banana River are expected to be inundated by 2100

In addition to project locations being inundated, consideration should be given to the anticipated traffic pattern changes if a parallel facility is expected to be inundated. Following a similar logic, parallel facilities may provide an effective alternative if an original project location is expected to be inundated more quickly than the parallel facility.

Figure 7: Sea Level Rise



Map Legend

Year of Inundation on a Needs List Project
Considering NOAA High Projection for Sea Level Rise

2040 2070 2100

Area Inundated by Given Sea Level Rise

1 ft. 3 ft. 5 ft.
2 ft. 4 ft.

● Intersection Projects

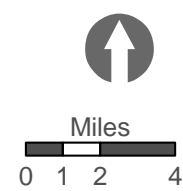
— Illustrative

— Roadway and Capacity Projects

— Roadway Network

■ Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.



IV. ASSESSMENT OF POTENTIAL ENVIRONMENTAL ISSUES ON NEEDS LIST PROJECTS

Each project on the Needs List was assessed for potential impacts on environmental resources at a high level. The Needs List projects (as of March 2020) are identified in **Figure 8**. For the purposes of this assessment, the influence area of a project was assumed to be within 3,000 feet of the project. If the environmental resource was within 1,000 feet of the project, the environmental resource was considered to be near/in proximity to the project. The results of this assessment are summarized in **Table 2**. The graphic below provides a color legend for **Table 2**.

Metric	Cell Color/Text
Environmental resource outside of project influence area	not within influence area or N/A
Environmental resource within 3,000' of project	within potential influence area
Environmental resource within 1,000' of project	near/in proximity

By identifying potential environmental issues on Needs List projects, the SCTPO can proactively engage with resource agencies to identify opportunities for removing, reducing, or mitigating for environmental impacts from projects. Each of the assessed resources is described and mapped in the preceding sections. The following resources were assessed:

- Wetlands: All wetland environments included within the National Wetlands Inventory are considered.
- Designated Waters: Designated waters defined by the FDEP as either Outstanding Florida Waters or Impaired Waters are identified distinctly.
- Flood Plain: The Special Flood Hazard Area (1-percent chance of being inundated any given year) and the moderate flood hazard areas (0.2-percent chance of being inundated any given year) were assessed.
- Sea Level Rise: Roads that are forecasted as being inundated by 2100 are recorded. If a parallel road is forecasted as being inundated by 2100, the road is identified. Three time horizons were considered for inundation: 2040, 2070, and 2100.
- Conservation Lands: Existing conservation lands are considered, which include lands from the National Park Service, U.S. Fish and Wildlife, Florida State Parks, EEL properties, mitigation banks, and conservation easements. Lands for acquisition include lands that have been prioritized by EEL and lands that have been approved for the U.S. Fish and Wildlife Service to acquire. Ecological greenways throughout the State of Florida have been prioritized by the FDEP. Lands that have been prioritized above all other lands are called out distinctly from other prioritized lands.

Table 2 Summary of Potential Overlap between Needs List Projects and Environmental Resources

Project Name	Candidate for Early Coordination	Wetlands	Designated Waters		Flood Plain		Sea Level Rise		Conservation Lands			
			Outstanding Florida Waters	Impaired Waters	1% Annual Chance of Flood	0.2% Annual Chance of Flood	Year Road is Inundated	Year Parallel Road is Inundated	Conserved Lands	Lands for Acquisition	Ecological Greenways (Priority 1)	Ecological Greenways (Less than Priority 1)
Fellsmere Connector from Degroodt Rd. to Indian River County Line: New 4 Lane Road	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	not within influence area	near/in proximity	not within influence area	near/in proximity
Babcock St. from Indian River County Line to Micco Rd./Deer Run Rd.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	not within influence area	near/in proximity	near/in proximity	N/A	I-95 and US 1 - 2100	near/in proximity	near/in proximity	not within influence area	near/in proximity
Babcock St. from Micco Rd./Deer Run Rd. to Grant Rd.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	US 1 - 2100	near/in proximity	near/in proximity	not within influence area	near/in proximity
Babcock St. from Grant Rd. to Foundation Park Blvd.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	US 1 - 2100	near/in proximity	near/in proximity	not within influence area	near/in proximity
Babcock St. from Foundation Park Blvd. to Unknown Road S of Canova St.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	within potential influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
Micco Rd. from St. Johns Heritage Pkwy. to US 1: Widen to 4 Lanes	Yes	near/in proximity	near/in proximity	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	near/in proximity	near/in proximity	not within influence area	near/in proximity
St. Johns Heritage Pkwy. from I-95 to Micco Rd.: New 4 Lane Road	Yes	near/in proximity	not within influence area	not within influence area	near/in proximity	not within influence area	N/A	N/A	near/in proximity	near/in proximity	not within influence area	near/in proximity
St. Johns Heritage Pkwy. from Babcock St. to Malabar Rd.: New 2 Lane Road	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	near/in proximity	within potential influence area	near/in proximity	near/in proximity
Malabar Rd. from St. Johns Heritage Pkwy. to Minton Rd.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	near/in proximity	not within influence area	near/in proximity	within potential influence area
SR 514 (Malabar Rd.) from SR 507 (Babcock St.) to US 1: Widen to 4 Lanes	Yes	near/in proximity	near/in proximity	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	near/in proximity	near/in proximity	not within influence area	not within influence area
SR 507 (Babcock St.) from SR 514 (Malabar Rd.) to Palm Bay Rd.: Widen to 6 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	US 1 - 2100	not within influence area	not within influence area	not within influence area	not within influence area
US 1 from SR 514 (Malabar Rd.) to RJ Conlan Blvd.: Widen to 6 Lanes	Yes	near/in proximity	near/in proximity	near/in proximity	near/in proximity	near/in proximity	2100	N/A	near/in proximity	near/in proximity	not within influence area	not within influence area
Western Norfolk Pkwy. Extension from St. Johns Heritage Pkwy. to Current End of Norfolk Pkwy. W of Minton Rd.: New 2 Lane Road	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
Eastern Norfolk Pkwy. Extension from Norfolk Pkwy. to Imagine Way: New 2 Lane Road and I-95 Flyover	Yes	near/in proximity	not within influence area	near/in proximity	not within influence area	not within influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
Hollywood Blvd. from Palm Bay Rd. to US 192: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	within potential influence area	within potential influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
US 192 from St. Johns Heritage Pkwy. to Coastal Ln.: Widen to 6 Lanes/Interchange Improvements	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	within potential influence area	not within influence area	not within influence area	not within influence area
US 192 from Coastal Ln. to Wickham Rd.: Widen to 6 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
US 192 from Wickham Rd. to Dairy Rd.: Widen to 6 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	within potential influence area	within potential influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
US 192 from Dairy Rd. to SR 507 (Babcock St.): Widen to 6 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	within potential influence area	within potential influence area	not within influence area	not within influence area
Dairy Rd. from US 192 to Hibiscus Blvd.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area

Project Name	Candidate for Early Coordination	Wetlands	Designated Waters		Flood Plain		Sea Level Rise		Conservation Lands			
			Outstanding Florida Waters	Impaired Waters	1% Annual Chance of Flood	0.2% Annual Chance of Flood	Year Road is Inundated	Year Parallel Road is Inundated	Conserved Lands	Lands for Acquisition	Ecological Greenways (Priority 1)	Ecological Greenways (Less than Priority 1)
St. Johns Heritage Pkwy./Ellis Rd. from John Rhodes Blvd. to W of Wickham Rd.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
St. Johns Heritage Pkwy. Washingtonia Ext. from Ellis Rd. to SR 404 (Pineda Cswy.): New 2 Lane Road	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	within potential influence area	not within influence area	within potential influence area	near/in proximity
I-95 from SR 518 (Eau Gallie Blvd.) to Wickham Rd.: Widen to 8 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	within potential influence area	not within influence area	near/in proximity	near/in proximity
Pineda Cswy. Extension from Osceola County Line to I-95: New 4 Lane Road	Yes	near/in proximity	not within influence area	within potential influence area	near/in proximity	near/in proximity	N/A	N/A	near/in proximity	not within influence area	near/in proximity	near/in proximity
Stadium Pkwy. from SR 404 (Pineda Cswy.) to Judge Fran Jamieson Wy.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	not within influence area	near/in proximity	not within influence area	N/A	N/A	not within influence area	not within influence area	near/in proximity	near/in proximity
Lake Andrew Dr. from SR 404 (Pineda Cswy.) to Ivanhoe Dr.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	not within influence area	near/in proximity	not within influence area	N/A	N/A	not within influence area	not within influence area	near/in proximity	near/in proximity
Spyglass Rd. Extension from End of Napolo Dr. to Begin of Spyglass Hill Rd.: New 2 Lane Road and I-95 Flyover	Yes	near/in proximity	not within influence area	not within influence area	near/in proximity	not within influence area	N/A	N/A	not within influence area	not within influence area	near/in proximity	within potential influence area
SR 524 from S Friday Rd. to Industry Rd.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	near/in proximity	not within influence area	not within influence area	not within influence area
SR 501 (Clearlake Rd.) from Michigan Ave. to Industry Rd.: Widen to 4 Lanes	Yes	near/in proximity	not within influence area	within potential influence area	near/in proximity	near/in proximity	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
SR 528 from SR 520 to E. of Industry Rd.: Interim Widen to 6 Lanes, Ultimate Widen to 8 Lanes	Yes	near/in proximity	near/in proximity	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	near/in proximity	near/in proximity	near/in proximity	near/in proximity
SR 528 from E. of Industry Rd. to E. of SR 3: Widen to 6 Lanes	Yes	near/in proximity	within potential influence area	near/in proximity	near/in proximity	near/in proximity	2100	SR 520 - 2100	within potential influence area	not within influence area	not within influence area	near/in proximity
SR 528 from E. of SR 3 to Port Canaveral Interchange (SR 401): Widen to 6 Lanes	Yes	near/in proximity	near/in proximity	near/in proximity	near/in proximity	near/in proximity	2100	SR 520 - 2100	near/in proximity	within potential influence area	not within influence area	near/in proximity
SR 405 (South St.) from SR 50 to Rock Pit Rd.: Widen to 4 Lanes	Yes	near/in proximity	within potential influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	within potential influence area	within potential influence area	within potential influence area	within potential influence area
Dixie Way from Hammock Rd. to Ditch Rd./County Line Rd.: Pave New Asphalt Road	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	near/in proximity	near/in proximity	not within influence area	near/in proximity
Williamson Blvd. from I-95 to Brevard-Farmton Mixed Use: New 2 Lane Road	Yes	near/in proximity	not within influence area	not within influence area	near/in proximity	not within influence area	N/A	N/A	near/in proximity	near/in proximity	near/in proximity	near/in proximity
Williamson Blvd. from Brevard-Farmton Mixed Use to Volusia County Line: New 2 Lane Road	Yes	near/in proximity	not within influence area	not within influence area	near/in proximity	not within influence area	N/A	N/A	near/in proximity	near/in proximity	near/in proximity	not within influence area
SR A1A from N 2nd St. to Sunflower St.: Roadway Improvements (Adding Curb/Gutter)	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	SR A1A SB - 2100	within potential influence area	not within influence area	not within influence area	not within influence area
SR A1A from N Atlantic Ave. to George King Blvd.: Roadway Improvements (Adding Curb/Gutter)	Yes	near/in proximity	near/in proximity	near/in proximity	near/in proximity	near/in proximity	2100	N/A	not within influence area	not within influence area	not within influence area	not within influence area
SR 401: Bridge Replacement	Yes	near/in proximity	near/in proximity	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	near/in proximity	near/in proximity	not within influence area	not within influence area

Project Name	Candidate for Early Coordination	Wetlands	Designated Waters		Flood Plain		Sea Level Rise		Conservation Lands			
			Outstanding Florida Waters	Impaired Waters	1% Annual Chance of Flood	0.2% Annual Chance of Flood	Year Road is Inundated	Year Parallel Road is Inundated	Conserved Lands	Lands for Acquisition	Ecological Greenways (Priority 1)	Ecological Greenways (Less than Priority 1)
Nasa Causeway Bridge: Bridge Replacement	Yes	near/in proximity	near/in proximity	near/in proximity	near/in proximity	not within influence area	N/A	SR 528 and A Max Brewer Memorial Pkwy - 2100	near/in proximity	within potential influence area	not within influence area	near/in proximity
Space Commerce Wy. from NASA Pkwy. W to Kennedy Pkwy. N: Widen to 4 Lanes	Yes	near/in proximity	near/in proximity	near/in proximity	near/in proximity	within potential influence area	2100	N/A	near/in proximity	near/in proximity	not within influence area	near/in proximity
Intersection Projects												
SR 507 (Babcock St.) at SR 514 (Malabar Rd.): Operational Improvements	Yes	near/in proximity	not within influence area	within potential influence area	within potential influence area	within potential influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
Palm Bay Rd./Minton Rd./Emerson Dr.: Operational Analysis	Yes	near/in proximity	not within influence area	near/in proximity	not within influence area	not within influence area	N/A	N/A	within potential influence area	not within influence area	not within influence area	not within influence area
SR 5054 (Sarno Rd.) at SR 518 (Eau Gallie Blvd.): Operational Improvements	Yes	near/in proximity	not within influence area	near/in proximity	within potential influence area	within potential influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
Wickham Rd. at SR 518 (Eau Gallie Blvd.): Operational Improvements	Yes	near/in proximity	not within influence area	near/in proximity	within potential influence area	within potential influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
Wickham Rd. at Aurora Rd.: Operational Improvements	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
Wickham Rd. at Lake Washington Rd.: Operational Improvements	Yes	near/in proximity	not within influence area	near/in proximity	within potential influence area	not within influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
Wickham Rd. at Post Rd.: Operational Improvements	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	not within influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
I-95/SR 524 Interchange: Operational Improvements	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	not within influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
SR 406 (Garden St.) at Singleton Ave.: Operational Analysis	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	not within influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
SR 518 (Eau Gallie Blvd.) at SR A1A: Operational Improvements	Yes	near/in proximity	not within influence area	near/in proximity	near/in proximity	not within influence area	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area
SR A1A at N Atlantic Ave./International Dr.: Intersection Realignment/New 2 Lane Road	Yes	within potential influence area	within potential influence area	near/in proximity	near/in proximity	near/in proximity	N/A	N/A	not within influence area	not within influence area	not within influence area	not within influence area

V. REGIONAL MITIGATION AND RESOURCE COORDINATION

As previously discussed, the SCTPO will engage with environmental stakeholders proactively on projects at the system level, allowing regional mitigation and resource coordination to occur.

Mitigation

Environmental mitigation is the process by which environmental harm caused by humans, such as through transportation projects, can be appropriately addressed. Mitigation strategies are undertaken only after practices to avoid and minimize impacts to environmental resources have been employed. From an ecological perspective, it is often more valuable to mitigate impacts in ways that preserve and restore natural systems in a holistic manner than to create small, individual mitigation areas that may not contribute to the larger natural system. Early coordination activities provide a mechanism for identifying projects that will likely require mitigation and opportunities to coordinate mitigation activities to foster the best ecological value. Transportation planning activities that identify a range of potential solutions to solve transportation problems is another way to avoid and minimize impacts from transportation projects.

One common alternative for environmental mitigation is conservation. Conservation easements protect landscapes that provide critical ecosystem services for wildlife and water resources. Conservation efforts may include commitments to protect and preserve sensitive terrain, such as the headwaters of a river or migratory linkages for wildlife. Suitable conservation land typically includes favorable habitat for native species which have state and/or federal designations of either 'endangered', 'threatened', or 'at risk' and are protected in partnership by the U.S. Fish and Wildlife Service (FWS) and the Florida Fish and Wildlife Conservation Commission (FWC).

Historically, direction from environmental resource managers regarding mitigation activities have revolved around several guiding principles:

- Take a "net positive" approach that results in no net loss of ecosystem functionality;
- Compensatory mitigation provided as close to the source of the impacts as practicable; and
- Water quality mitigation within the same watershed and habitat mitigation that is of the same habitat type as the affected habitat.

There are many different mitigation strategies that can be undertaken, including on-site and off-site activities and mitigation bank credits that can be purchased to offset impacts. **Table 3** lists some common mitigation strategies.

Table 3 Common Mitigation Strategies

Resource Impact Type	Potential Mitigation Alternative
Wetlands and Water Resources	Restore degraded wetlands
	Create new wetland habitats
	Enhance or preserve existing wetlands
	Improve stormwater management
	Purchase credits from local federal and/or state approved mitigation banks
Forested and Other Natural Areas	Use selective cutting and clearing
	Replace or restore forested areas
	Preserve existing vegetation
Habitats	Construct underpasses, such as culverts/critter crossings/wildlife shelves
	Other design measures to minimize potential fragmenting of animal habitats
Streams	Stream restoration
	Vegetative buffer zones
	Strict erosion and sedimentation control measures
Threatened or Endangered Species	Preservation
	Enhancement or restoration of degraded habitat
	Creation of new habitats
	Establish buffers around existing habitat and foraging grounds

MITIGATION BANKS

The FDEP defines mitigation banking as “...a practice in which an environmental enhancement and preservation project is conducted by a public agency or private entity (“banker”) to provide mitigation for unavoidable wetland impacts within a defined region (mitigation service area)”. Mitigation banking activities in Brevard County are permitted and managed by the FDEP and the St. Johns River Water Management District (SJRWMD), one of five districts across the state tasked with the management and preservation of Florida’s water resources. Mitigation banks are a common vehicle permittees consider when project impacts are unavoidable. Mitigation banks typically perform ecological enhancement, restoration, creation, and/or preservation activities at the regional scale. Over time, if these improvements increase the ecological value of the system and satisfy various success criteria, mitigation credits become available for purchase. Both federal and state approved banks can be either publicly or

privately owned and owners are perpetually responsible for the maintenance and operation of such restored/created ecosystems.

The SJRWMD currently manages 13 mitigation banks eligible for the mitigation of Brevard County wetlands impacts. Permittees, including the FDOT and other infrastructure development agencies, typically purchase credits from one or more of these banks to offset the impacts of project development and achieve a “no net loss”, as defined in Brevard County’s Wetland Protection ordinance. There are nearly 3,000 credits available for purchase from these mitigation banks, including about 500 credits at the Farnton South, Lake Washington, and Mary A mitigation banks, each of which is located within Brevard County.

The mitigation banks serving Brevard County are summarized in **Table 4** and **Figure 9**. As recorded in **Table 4**, many of the mitigation banks serving Brevard County have the potential to offer more credits if additional ecological restoration is performed. Early agency coordination can identify these opportunities and explore ways for agencies to partner and maximize the use and ecological value of the mitigation banks in Brevard County. Approximately 1,500 credits are still potentially available to the mitigation banks serving Brevard County. The mitigation banks for each LRTP Needs List project can be found in **Appendix B Mitigation Banks by Project**.

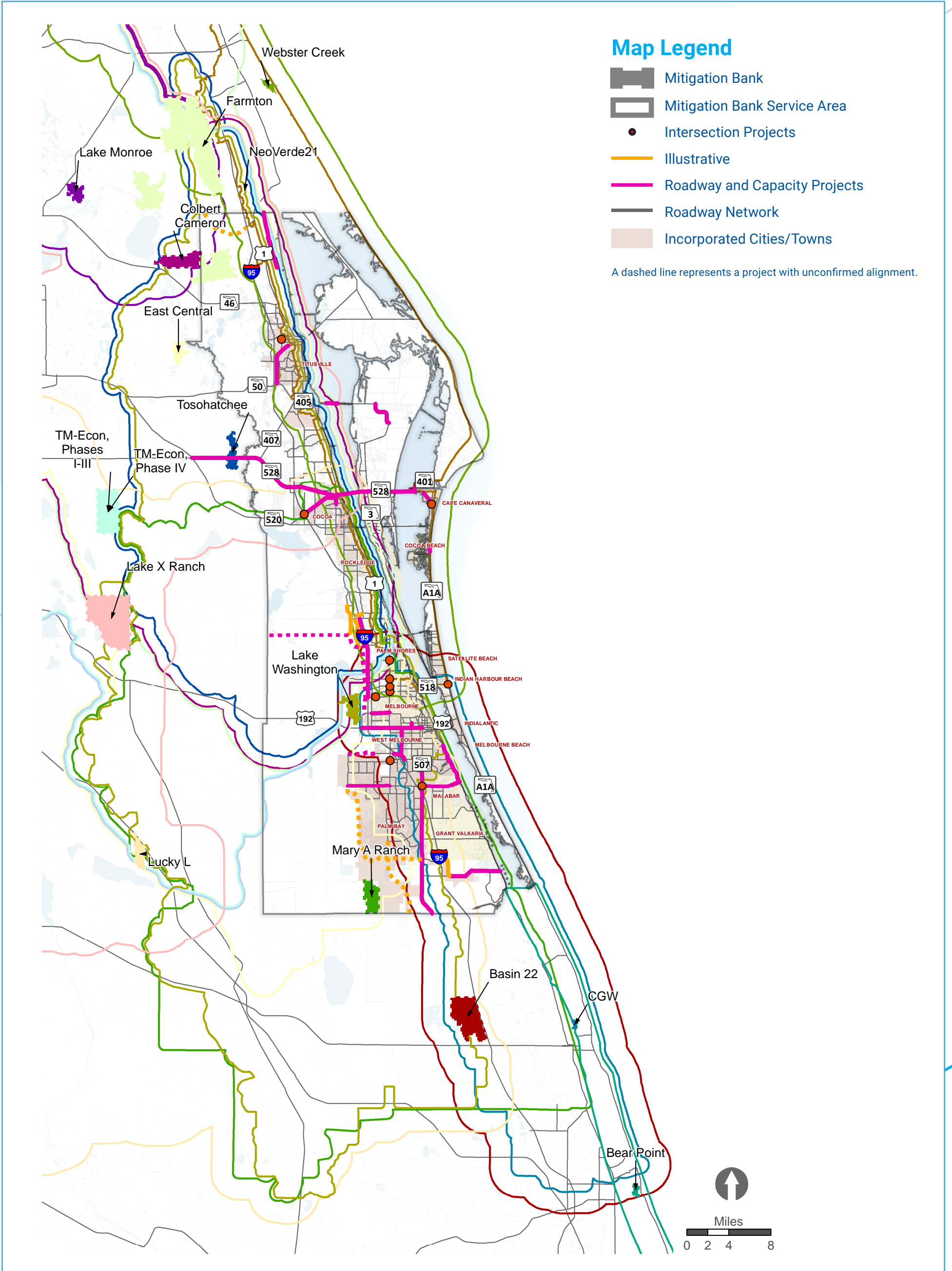
Table 4 Mitigation Banks Serving Brevard County

Name	Size/Location	Type	Potential Credits Not Released	Available Credits
Basin 22	2,100 acres in Indian River County	Forested, Herbaceous Freshwater	363.39	235.4
CGW	140.89 acres in Indian River County	General Wetlands	0	3.23
Colbert-Cameron	2,604 acres extending from the southeast portion of Lake Harney eastward to the Brevard County line, in southern Volusia County.	Forested Freshwater, Herbaceous Freshwater	0	99.17
East Central Florida Regional	1,061 acres in the northeast corner of Orange County, along the St. Johns River floodplain, near Christmas Creek	General wetlands	0	0
Farmton	23,922 acres across three sites with North and West in Volusia County and South in Brevard County. The sites include Crane Swamp, a portion of the headwaters of Spruce Creek, Buck Lake, Cow Creek, and Deep Creek	Forested Freshwater, General Wetlands, Herbaceous Freshwater	406.47	2,044.38
Lake Monroe	950 acres approximately 3 miles east of Lake Monroe, on the northeastern portion of the 3,800-acre Beck Ranch property, in southern Volusia County	General Wetlands	0	1.27
Lake Washington	1657 acres within the St. Johns River and Lake Washington floodplains west of Melbourne	Freshwater Herbaceous	169.45	31.28
Mary A Ranch	2,000 acres in southern Brevard County along the Indian River County line	General Wetlands	397.75	9.84
NeoVerde21	1,301 acres in southern Volusia County at the headwaters of Turnbull Hammock, which drains into the Indian River Lagoon	Freshwater	169.16	35.37
TM Econ, Holland Properties	5,197 acres in southern Orange County	Herbaceous, Forested	0	430.92
Tosohatchee	1,312 acres on the Tosohatchee State Reserve, south of the District's Seminole Ranch property, in eastern Orange County.	General Wetlands	0	31.46
Webster Creek	315 acres in southern Volusia County	Mangrove, Saltmarsh	0.36	21.69
Lucky L*	1,192 acres in southern Osceola County	Forested Freshwater, Herbaceous	-	40.62
Lake X Ranch*	5,499 acres surrounding Lake Conlin in northern Osceola County	Forested, Herbaceous	-	-

*As of April 25, 2019, the Lucky L mitigation bank is managed jointly by SFWMD and SJRWMD. The allocated credits from SJRWMD as of April 25, 2019 are recorded.

*A credit ledger for Lake X Ranch was not found. Lake X Ranch mitigation bank is jointly managed by SFWMD and SJRWMD. 908 credits are potentially available for this mitigation bank.

Figure 9: Mitigation Banks



Appendix A Environmental Resource Stakeholder Meeting Notes



Environmental Stakeholder Meeting

Date: March 11, 2020 – 9:00 to 11:30 AM

Location: Exploration Tower, 4th Floor Conference Room, 670 Dave Nisbet Dr., Cape Canaveral 32920

Invited Agencies

1. SCTPO
2. FDOT
3. Brevard County Natural Resources
4. Brevard County EEL Program
5. Melbourne Tillman Water Control District
6. St. Johns River Water Management District
7. US Fish and Wildlife Service
8. National Park Service
9. Indian River Lagoon Council
10. Port Canaveral
11. Federal Highway Administration
12. East Central Florida Regional Planning Council
13. Florida Department of Environmental Protections
14. Space Florida
15. UF / IFAS

Attendees

1. Steven Bostel, Georganna Gillette, Laura Carter, Sarah Kraum, Lisa Hickman, Chelsea Forgenie (Space Coast Transportation Planning Organization (SCTPO))
2. Travis Hills, Mary Raulerson, and Chris Bame (Kittelson & Associates, Inc. (KAI))
3. Karen Snyder, Bill Walsh, Casey Lyon, and Jamie Kersey (Florida Department of Transportation (FDOT))
4. Bach McClure (Brevard County Natural Resources – Stormwater Program)
5. Darcie Mcgee (Brevard County Natural Resources)
6. Bob Muster (Canaveral Port Authority)
7. Fred Milch (East Central Florida Regional Planning Council (ECFRPC))
8. Holly Abeels (UF/IFAS Extension)
9. Peter Eggert (Space Florida)
10. Duane DeFreese (Indian River Lagoon National Estuary Program)
11. Laura Henning (National Park Service)

Introduction

The purpose of this meeting was to develop and share ideas on how to approach environmental planning within transportation from a regional perspective. The Space Coast Transportation Planning Organization (SCTPO) is currently developing the region's 2045 Long Range Transportation Plan (LRTP) and has convened this meeting with federal, regional, and local environmental stakeholders in Brevard County. The topics discussed during the meeting included an overview of the LRTP process, including the scope and schedule, Goals and Objectives, and plan synthesis. A facilitated discussion of key environmental initiatives and work sessions to discuss regional needs for each stakeholder and brainstorm opportunities for regional/ecosystem collaboration was the focus of the meeting.

Meeting Notes

The following points summarize the discussion from the meeting:

Introductions

- Steven Bostel reviewed the agenda for the meeting and led introductions for the attendees.

Meeting Goals

- The Project Team summarized the goals for meeting with the environmental stakeholders.
- A goal of engaging with environmental stakeholders is to proactively identify opportunities and challenges resulting from the interaction of the transportation system and the environmental system. By identifying environmental considerations as early as possible in the project life cycle, projects will have a greater opportunity to positively work with the environmental system, potentially reducing the impacts associated with projects and identifying ways that environmental mitigation can occur to increase the overall ecological value in the long run.
- Another goal is to share knowledge of ongoing concerns, priorities, and processes related to the transportation system and natural/environmental systems.
- Another goal is to better understand the existing mechanisms for engagement between environmental agencies and transportation projects and what other times in the project life cycle environmental agencies should be engaged.

LRTP Overview

- Steven Bostel provided an overview of the LRTP process and overall project schedule. The discussion described public involvement, goals and objectives, the plan synthesis, needs identification, and the cost feasible plan.

Vision & Goals

- Steven Bostel summarized the 2060 Vision and the Goals and Objectives for the 2045 LRTP. The goals include safety, economic development, increased mobility, and environmental preservation.

Plan Review and Synthesis

- Travis Hills described how a plan synthesis was conducted to review over 100 statewide and Brevard County specific plans to identify relevant projects to be included in the needs list. This included general plans, corridor studies, multimodal plans, environmental plans, goods and services plans, comprehensive plans and community redevelopment agency plans.

Understanding Environmental Initiatives for 2045

- Mary Raulerson led a group discussion in which environmental stakeholders shared their agency's ongoing initiatives and priorities for the next 25 years and onwards. Stakeholder initiatives can be broadly categorized into three areas: resiliency, sustainability, and water quality.
- Resiliency-Related Initiatives included:
 - East Central Florida Regional Planning Council: Resiliency Collaborative
 - The collaborative will define projects to improve resiliency.
 - Brevard County applied for a DEP grant for a flood analysis to help identify how to effectively plan for vulnerable areas.
 - FDOT
 - Updating the Florida Transportation Plan (FTP), which includes resiliency as one of the campaigns. The FTP will give a policy perspective on how FDOT is approaching resiliency.
 - Governor's Task Force
 - Will coordinate sea level rise projections between agencies.
 - Space Florida
 - Publishing a plan this year, the plan already considers infrastructure.
- Sustainability
 - East Central Florida Regional Planning Council
 - Completing 'How Did We Grow' report.
 - Brevard EOC / IFAS
 - Developed a list of agricultural areas in Brevard county. This report is soon to be finalized.
 - 1,000 Friends of Florida
 - Upcoming workshop to talk about long range projections in Brevard County.
 - East Central Florida Corridor Evaluation Study (CFX and Major East-West Connectors)
 - Contact Judy Pizzo at FDOT for more information.
 - Need to think about the natural water flow patterns across these corridors and determine what the impact is on flooding and the environmental systems.
 - Brevard County
 - Brevard County is currently coordinating GIS between public works and other groups to coordinate projects in unincorporated areas.
 - Mary posed the question as to how GIS data was currently being shared between agencies. Currently, environmental data is fairly fragmented, but there are regional efforts within the County and related to the Resiliency Collaborative that are beginning to coordinate data.
- Water Quality
 - Indian River Lagoon National Estuary Program
 - Passed a 2008 Comprehensive Conservation and Management Plan (CCMP), which includes regional water management / stormwater projects.

- Envisions concurrently implementing projects to minimize cost and maximize benefit.
 - Currently using a 10-year planning horizon, but consider longer impacts of projects.
 - Completed a risk-based vulnerability assessment of the Indian River Lagoon to climate change. This assessment had a focus on clean water.
 - Developing a list of 9 actions to address readiness for climate change related to transportation, waste management, and stormwater which will be finalized in the next month.
 - Believes that considering infrastructure is critical to attaining environmental protections.
- Brevard County
 - Consider opportunities for low runoff impact development.
 - Develop stormwater systems that can safely fail as storms become more intense.

Life Cycle of a Project

- Mary Raulerson described the typical life cycle of a transportation project and solicited feedback from environmental stakeholders as to what step they interact with a given project. The figure below shows the life cycle of a project presented at the meeting.



- Meeting attendees shared they are currently not interacting with projects at the LRTP stage. This meeting offers a new, helpful way of engaging with environmental stakeholders.
- Most interaction with environmental stakeholders occurs at the project specific level during PD&E, although there is also project specific involvement during the Planning and Design phases of projects.

- FDOT's Efficient Transportation Decision Making process (ETDM) is intended to identify potential environmental issues early in the project development process. This is not being used for most projects during the planning phase.
- Several attendees noted that coordination has been improving on projects.

Work Session

- Environmental stakeholders and the project team divided into 2 working groups to review the data that had been collected and presented in a series of maps, and discussed opportunities for potential collaboration.
- Prepared maps for discussion included:
 - Lands for Conservation;
 - Designated Waters;
 - Flood Insurance Rate Map;
 - Sea Level Rise;
 - Mitigation Banks; and
 - National Wetlands Inventory.
- Discussion points and outcomes
 - It may be helpful to understand where agricultural lands are. These lands may be likely to develop into residential areas. New transportation infrastructure increases both the impacts of the transportation infrastructure and of potential new development. Consider opportunities to improve existing infrastructure, rather than building new infrastructure.
 - Consider Peril of Flood analysis and storm surge in the flood and sea level rise mapping. Volusia County has mapped storm surge with sea level rise, but Brevard County has not completed this analysis.
 - The East Central Florida Regional Planning Council identified an opportunity to convert inundated lands to mitigation and conservation. What will FEMA's policy for repetitive loss be?
 - Any corridor on the water should be considered for shore stabilization, especially if the corridor is expected to be affected by sea level rise.
 - Patrick Air Force Base lands are currently being shown on the Conservation map; we should clarify if these lands are indeed "conserved". The perception is that right now the Air Force could develop the lands to serve other purposes.
 - Explore ways to add additional value to transportation (or other infrastructure) projects; can we combine resources/funds to add additional value to the original project?
 - There are many regulatory barriers associated with the wetland and protected species permitting processes that are not supportive of mitigating in ways that may make more ecological sense.
 - Look for overlapping/common needs across different projects and explore potential partnerships and sources of money.
 - Some examples of proactive environmental planning include mitigation banking (although there are limitations with how these are permitted currently) and Basin Management Action Plans (BMAPs) that may be limited by Florida Statute (373.4137).

- Review where the Environmentally Endangered Lands Program (EEL) lands and potential future lands overlap with other needs and then fund the purchase of those lands. Explore opportunities for funding the purchase / restoration of EEL lands as mitigation (for others' projects).

Conclusion

- The group brainstormed who may want to be invited to future environmental collaboration meetings:
 - Sierra Club
 - Audubon Society
 - Kennedy Space Center (invited but did not attend)
 - Environmental Technical Advisory Team (ETAT)
 - Saint Johns River Water Management District (invited but did not attend)
 - Seminole Tribe of Florida
 - Florida Department of State
 - Florida Department of Agriculture and Consumer Services
 - Florida Department of Environmental Protection (invited but did not attend)
 - Florida Fish and Wildlife Conservation Commission
 - Florida Department of Economic Opportunity
 - US Environmental Protection Agency
 - Natural Resource Conservation Service
 - US Fish and Wildlife Service (invited but did not attend)
 - NASA
 - National Marine Fisheries Service
 - US Forest Service
 - US Coast Guard
 - US Army Corps of Engineers
- In terms of the Indian River Lagoon, may need to identify critical areas that have multiple benefits to focusing ecological effort. For example, areas that may serve as a critical habitat and allow opportunities to clean runoff. In areas such as this, a new mitigation bank may be a good solution. Duane suggested connecting Save Our Indian River Lagoon (SOIRL) and EEL to pursue this solution.
- Duane emphasized the unique resource the Lagoon (one of only approximately 20 estuaries in the National Estuary Program) is and recommended using the presence of the Lagoon as an opportunity to secure federal funding.
- Mary recommended continuing to have further discussions about ecological value.
- Environmental stakeholders were asked to share resources and previous work with Steven Bostel (SCTPO).

Next Steps

- Update maps and add additional data per discussion with stakeholders –
 - Add Crawler Way to the National Wetlands Inventory map.
 - Review DEP classifications for surface waters.
 - Show all inundated roads on the Sea Level Rise map, rather than just planned projects that are anticipated to be inundated.
- Gather existing resources

- SJRWMD Technical Report dealing with flooding and inundation.
- Indian River Lagoon Comprehensive Conservation and Management Plan.
- Indian River Lagoon Project Lists.
- Brevard County Stormwater Projects (subset of projects that were identified by IRLNEP).
- Brevard EOC / IFAS agricultural areas mapping.
- Summarize relevant resources and provide access to resources to stakeholders

The agenda, sign-in sheets, presentation, and maps from the meeting are attached to these notes.

Environmental Stakeholders Meeting Agenda

2045 Long Range Transportation Plan

March 11, 2020

Exploration Tower, 4th Floor Conference Room, 670 Dave Nisbet Dr., Cape Canaveral 32920

9:00 – 11:00 AM

1. Introductions and Goals of Meeting
2. LRTP Overview
3. 2045 LRTP Vision & Goals
4. Plans Reviewed/Plan Synthesis
5. Understanding Environmental Initiatives for 2045
6. Life Cycle of a Project
7. Work Session
 - a. Review Draft Environmental Maps
 - b. Identify Additional Relevant Information
 - c. Brainstorm Opportunities for Regional/Ecosystem Collaboration
8. Summary/Report Back
9. Next Steps/Open Discussion



2045 Long Range Transportation Plan Update


Environmental Stakeholder Meeting
March 11, 2020



1

Agenda

- Introductions and Goals of Meeting
- LRTP Overview
- 2045 LRTP Vision & Goals
- Life Cycle of a Project
- Plans Reviewed
- Small Groups Work Session
- Next Steps



Space Coast TPO | 2045 Long Range Transportation Plan Update

2

1

Introductions
TPO Staff, Consulting Team,
Partner Agencies

This slide features a white background with abstract geometric shapes in shades of blue and grey. The title 'Introductions' is in a large, bold, dark blue font, with the subtitle 'TPO Staff, Consulting Team, Partner Agencies' in a smaller, dark blue font below it.

3

Goals of Meeting

- Proactively engage with environmental agencies
- Begin building collaboration early in the project process
- Develop understanding of environmental considerations during the planning stage of projects
- Vision is to be as diligent with addressing environmental concerns as we are with addressing other transportation aspects on every project

Space Coast TPO | 2045 Long Range Transportation Plan Update

A16

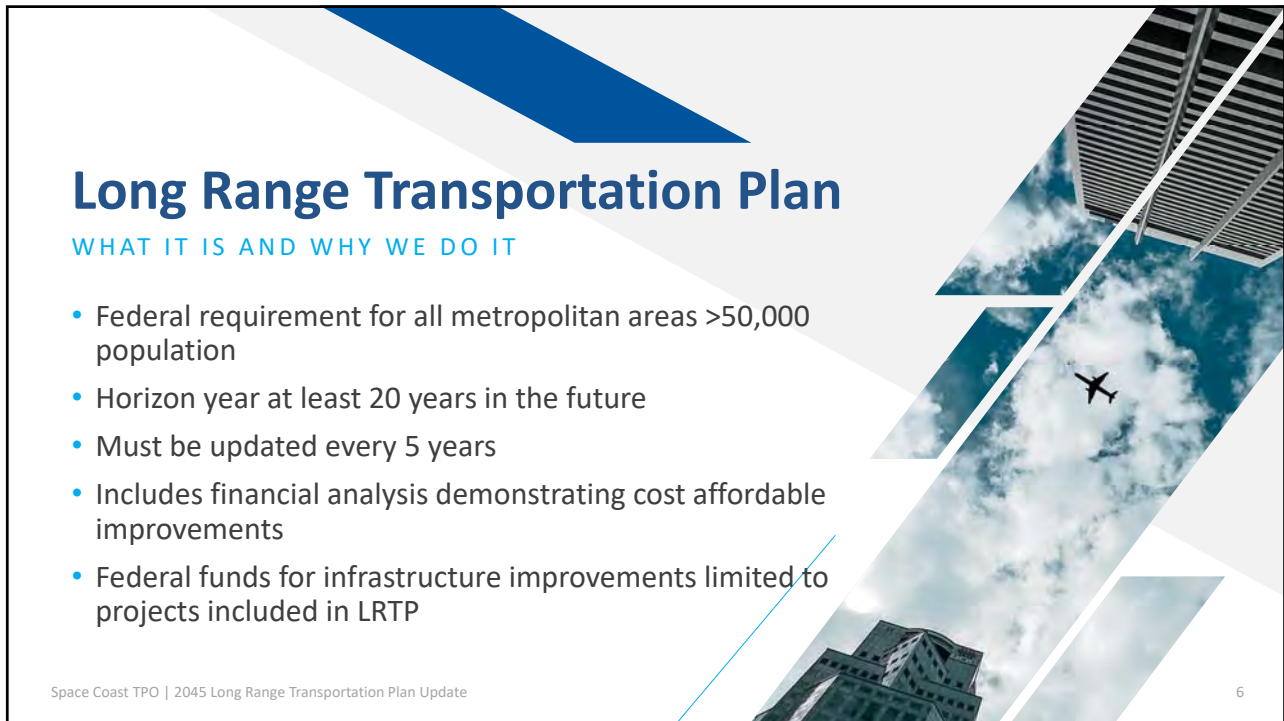
This slide features a white background with abstract geometric shapes in shades of blue and grey. The title 'Goals of Meeting' is in a large, bold, dark blue font. Below it is a bulleted list of four goals. The background includes a photograph of a pier at dusk, with lights reflecting on the water. The text 'A16' is visible in the bottom left corner of the slide content.

4

2



5



Long Range Transportation Plan

WHAT IT IS AND WHY WE DO IT

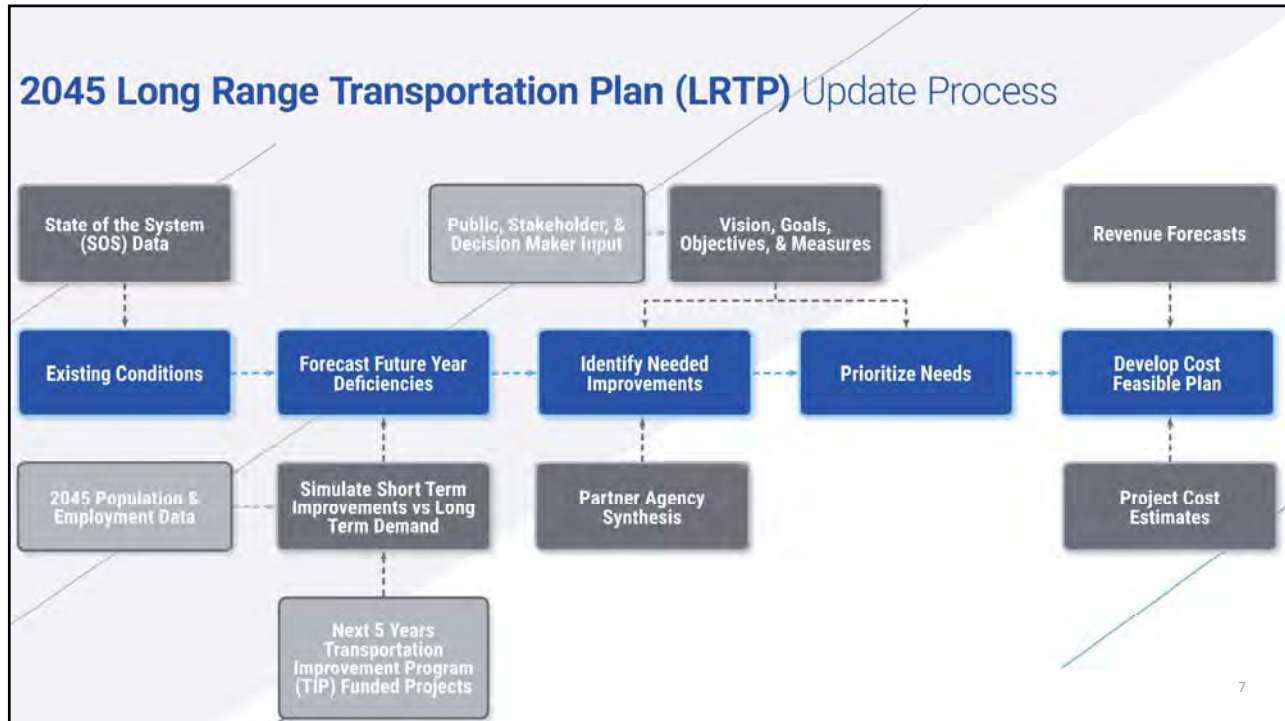
- Federal requirement for all metropolitan areas >50,000 population
- Horizon year at least 20 years in the future
- Must be updated every 5 years
- Includes financial analysis demonstrating cost affordable improvements
- Federal funds for infrastructure improvements limited to projects included in L RTP

Space Coast TPO | 2045 Long Range Transportation Plan Update

6

6

3



7

LRTP Tasks and Schedule

Project Schedule

TASK	2018		2019				2020			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project Begin	★									
Public Outreach										
Public Workshops							★		★	
Goals, Objectives, and Performance Measures										
Data Compilation and Plan Synthesis										
Corridor Strategic Plans										
Cost Feasible Plan Update										
Plan Documentation										

Space Coast TPO | 2045 Long Range Transportation Plan Update

8

4

Vision & Goals Overview

9

2060 Vision

DERIVED FROM SCENARIO PLANNING PROCESS

- Leverage what's uniquely Brevard
 - Invest in ports
 - Continue high tech focus
- Preserve what's uniquely Brevard
 - More compact communities
 - Less reliance on autos
- Provide more community and travel choices
 - Wider variety of housing
 - More travel options

Space Coast TPO | 2045 Long Range Transportation Plan Update

10

5

Goal 1

Improve safety and security for all users



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Goal 2

Improve Economic Development with a Connected Multi-Modal System



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Goal 3

Enhance connectivity and reliability of the transportation system for communities, tourism, and commerce

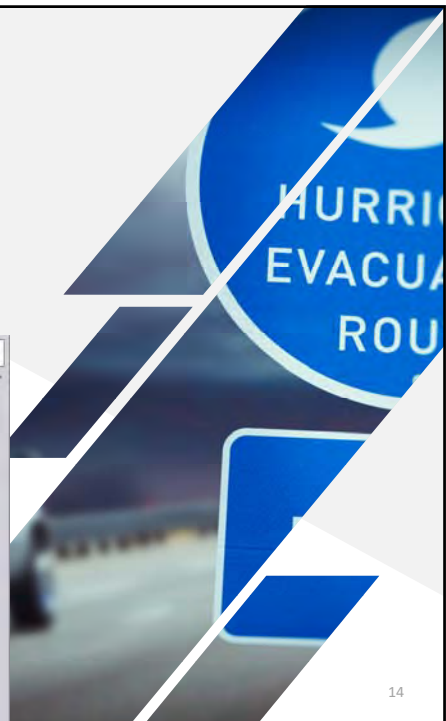
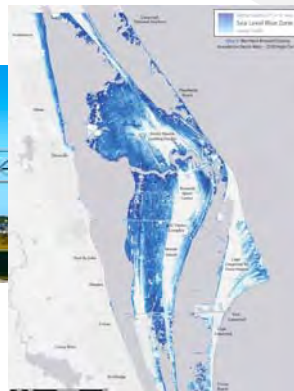
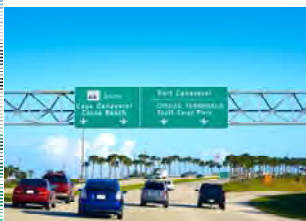


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Goal 4

Preserve and provide a resilient transportation system through balancing social and environmental resources



14

14



7

Plan Review & Synthesis


15

Plan Synthesis Overview

- High-level review of over 100 Statewide and Brevard County specific plans
- Types of plans reviewed –
 - General Plans (Statewide/Countywide)
 - Completed/Ongoing Studies in Brevard
 - Modal Plans (Ped/Bike/Transit/Ports/Freight)
 - Environmental Agencies/Plans
 - Goods and Services Plans
 - Comprehensive Plans
 - Community Redevelopment Agencies/Plans

Prepared for:
Melbourne Airport Authority
One Air Terminal Parkway, Suite 220
Melbourne, Florida 32901



Space Coast TPO | 2045 Long Range Transportation Plan Update

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Plan Synthesis Plans Related to Environmental Stakeholders

- SCTPO Sea Level Rise Study and ECFRPC Regional Resiliency Action Plan
- Melbourne-Tillman WCD and St. Johns River WMD Plans
- EELs Program
- Various NOAA Reports



Space Coast TPO | 2045 Long Range Transportation Plan Update

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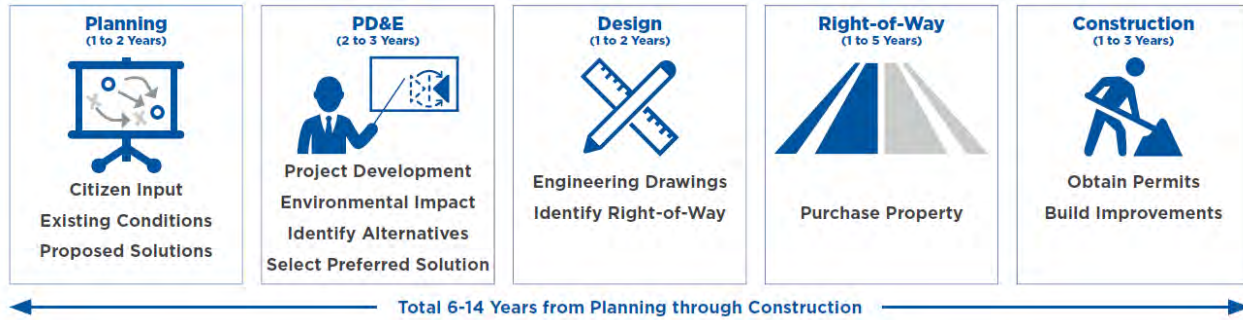
Understanding Environmental Initiatives for 2045

9

18

Life Cycle of a Project

- Where does your agency currently interact with the project process?



← Total 6-14 Years from Planning through Construction →

Work Session

Environmental Mapping

- National Wetlands Inventory (USFWS)
- Conservation Lands (FDEP, FNAI, Florida Forever, Mitigation Banks, NPS, USFWS, Local Parks)
- Flood Insurance Rate Map (FEMA)
- Designated Waters (FDEP)
- Mitigation Banks
- Sea Level Rise (SCTPO Sea Level Rise Study, NOAA)

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Breakout Groups

- Review Draft Environmental Mapping
- Identify Additional Relevant Information
- Brainstorm Opportunities for Regional/Ecosystem Collaboration

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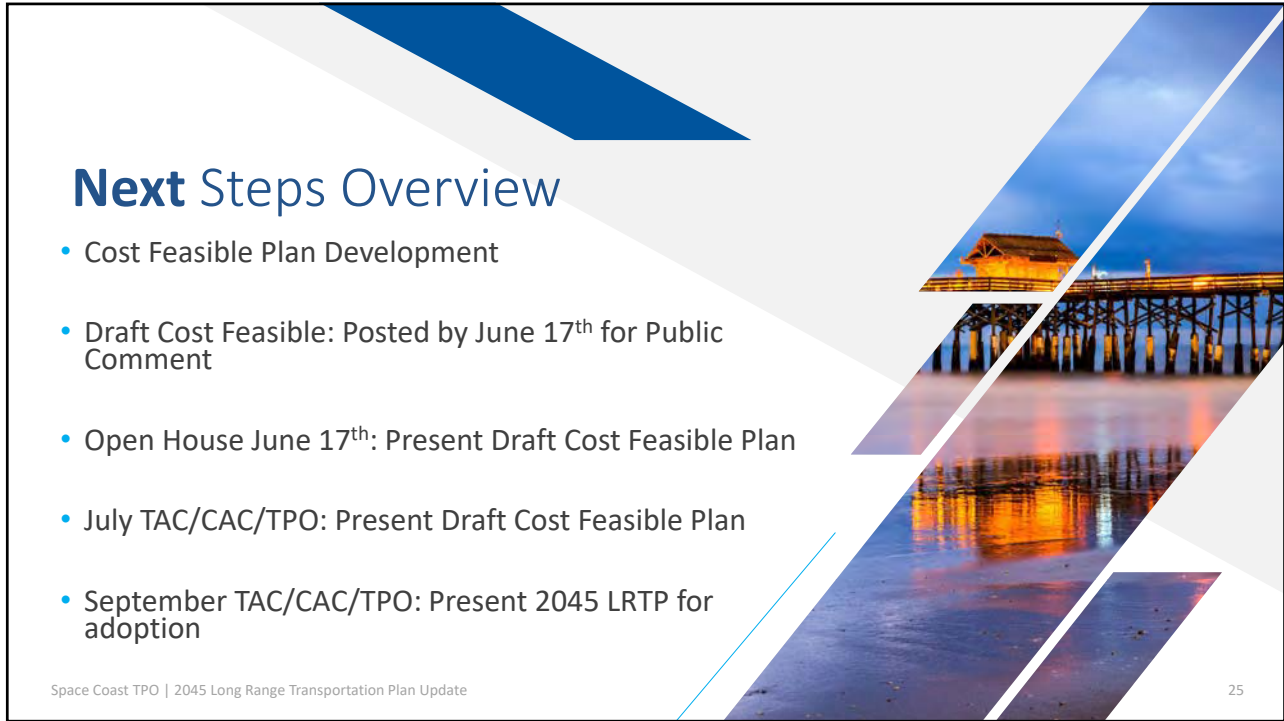


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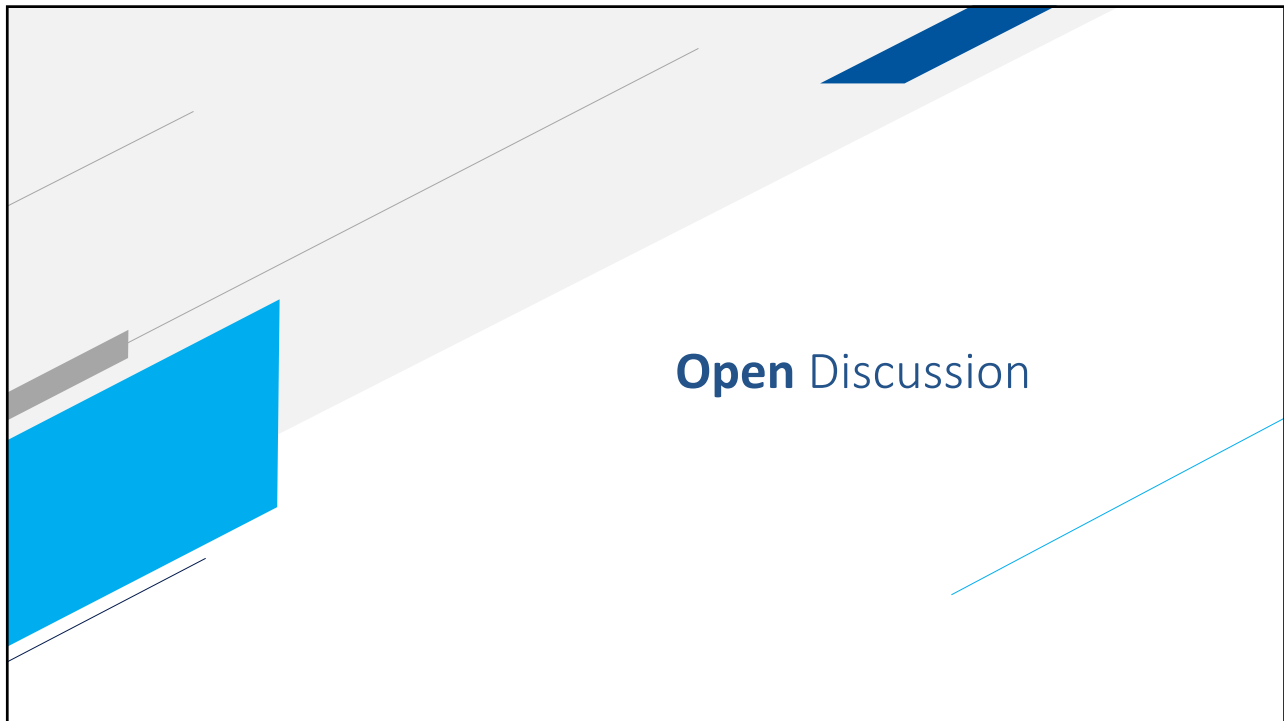
Next Steps Overview

- Cost Feasible Plan Development
- Draft Cost Feasible: Posted by June 17th for Public Comment
- Open House June 17th: Present Draft Cost Feasible Plan
- July TAC/CAC/TPO: Present Draft Cost Feasible Plan
- September TAC/CAC/TPO: Present 2045 LRTP for adoption

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Open Discussion




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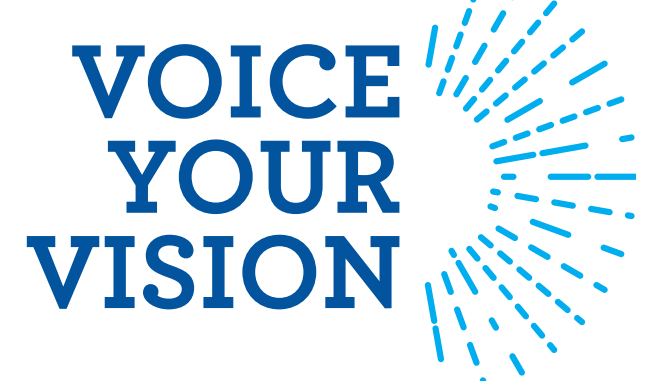
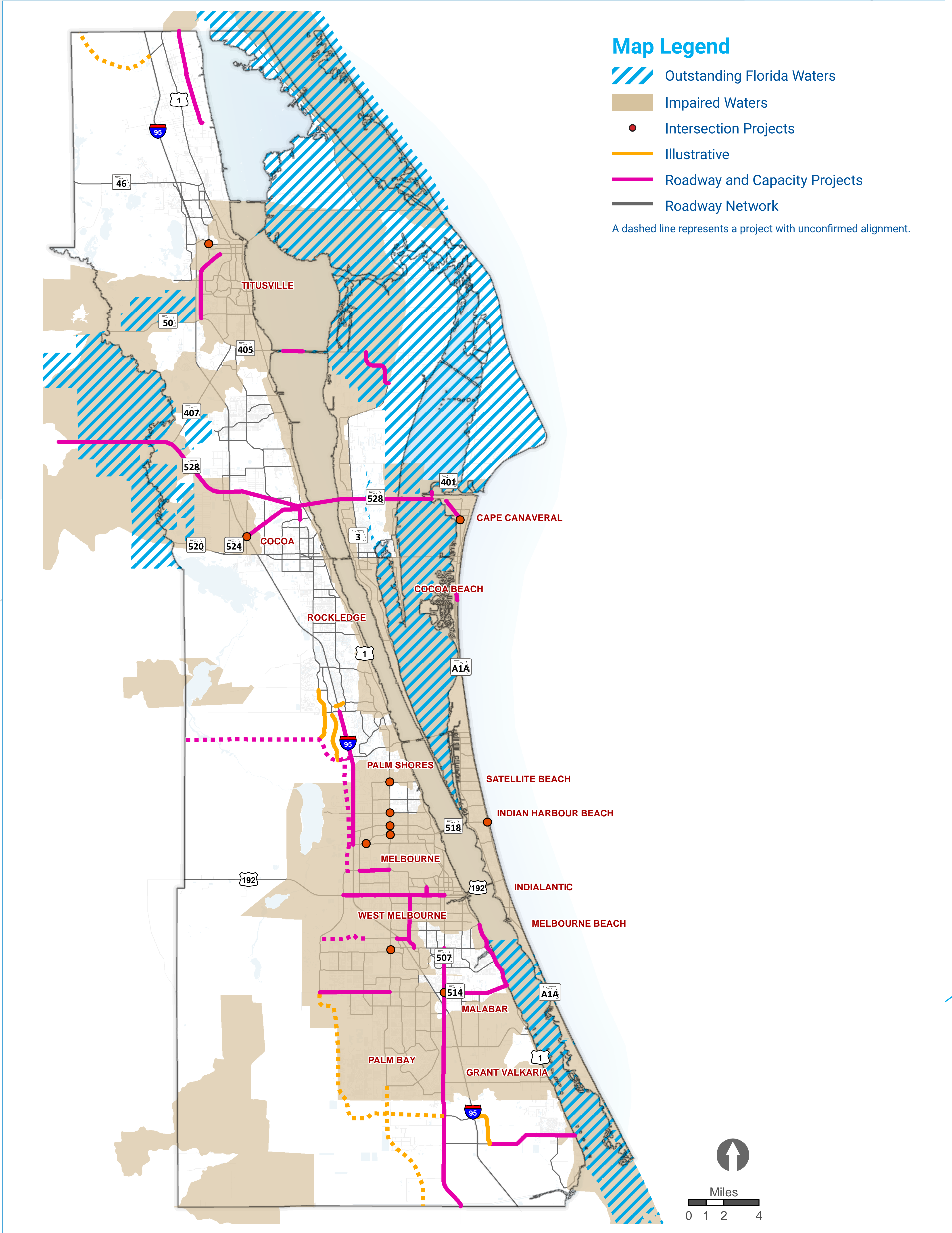
2045 Long Range Transportation Plan Update

Thank You!

<p> Steven Bostel – PM, Space Coast TPO</p> <p> 321.690.6890</p> <p> Steven.bostel@brevardfl.gov</p> <p> spacecoasttpo.com</p>	<p> Travis Hills – PM, Kittelson & Associates, Inc.</p> <p> 407.540.0555</p> <p> thills@kittelson.com</p>
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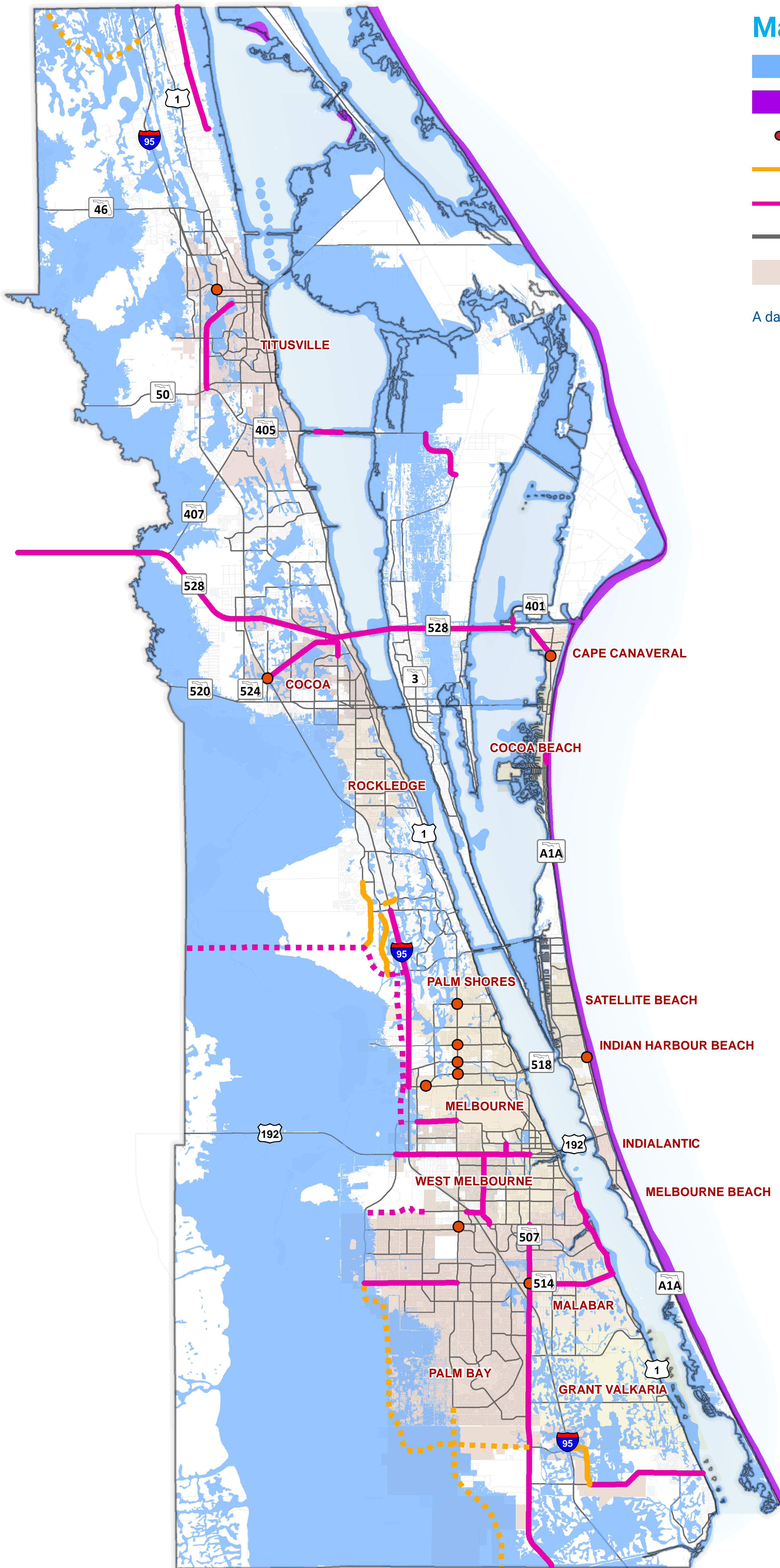


Designated Waters (FDEP)



March 2020

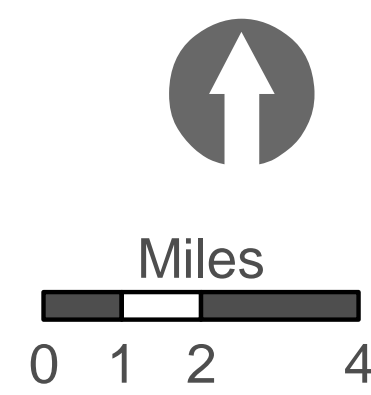
Flood Insurance Rate Map (FEMA - March 2019)



Map Legend

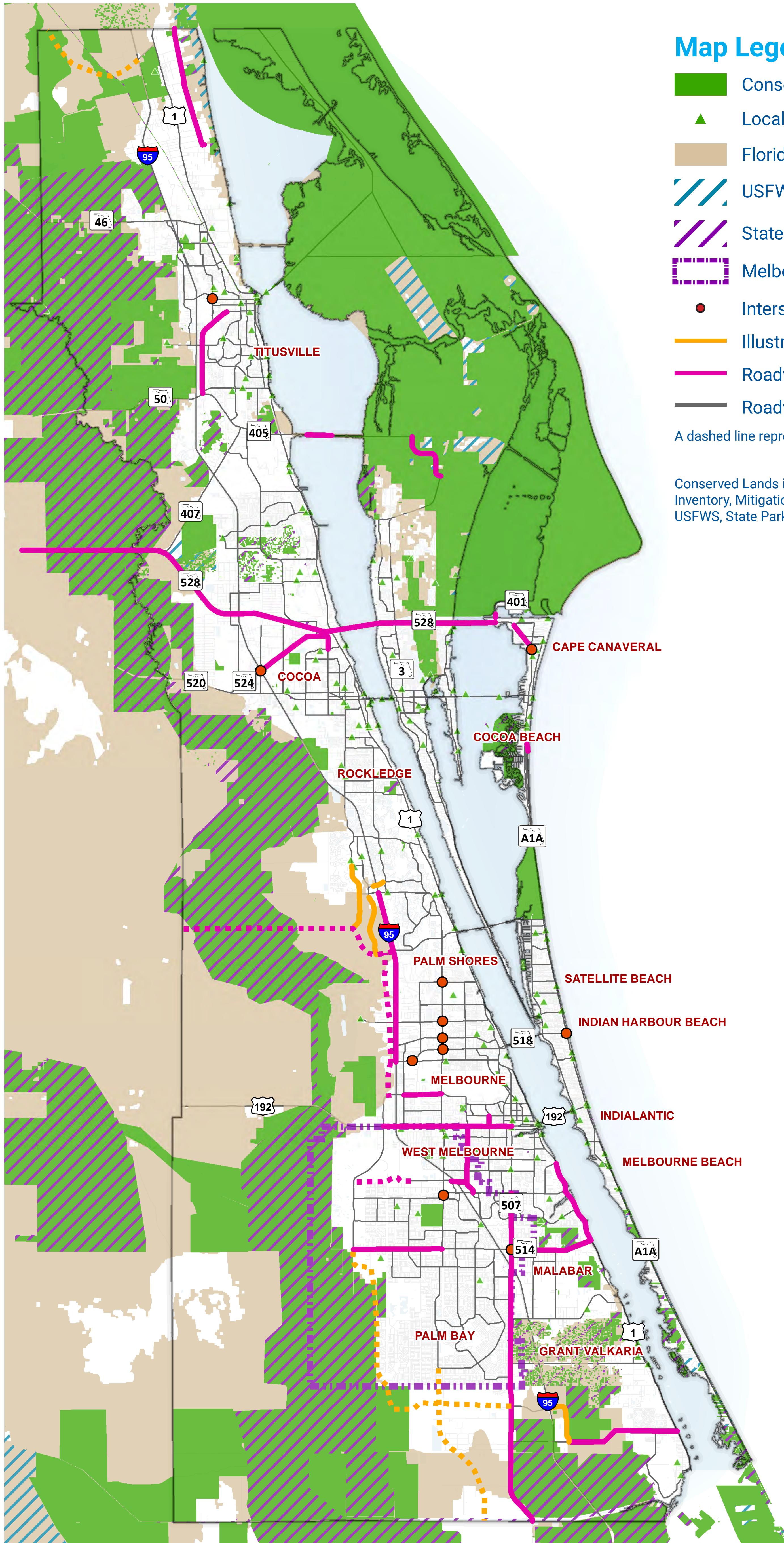
- Non Coastal 100 Year Flood
- Coastal 100 Year Flood
- Intersection Projects
- Illustrative
- Roadway and Capacity Projects
- Roadway Network
- Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.



March 2020

Lands for Conservation

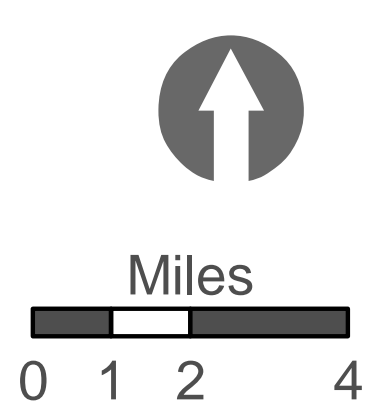


Map Legend

- Conservation Lands
- Local Parks
- Florida Ecological Greenways Network (FDEP)
- USFWS Approved for Acquisition
- State Owned Land
- Melbourne Tillman Water Control District
- Intersection Projects
- Illustrative
- Roadway and Capacity Projects
- Roadway Network

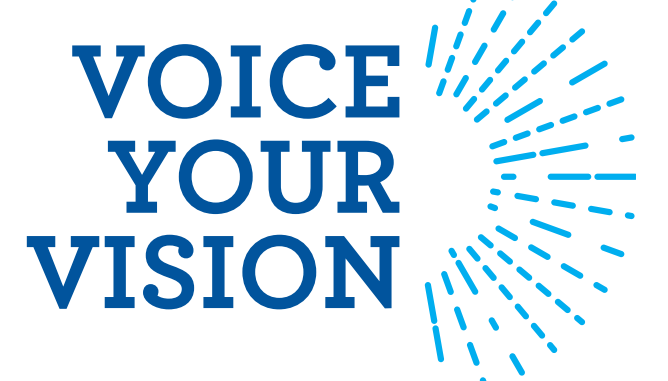
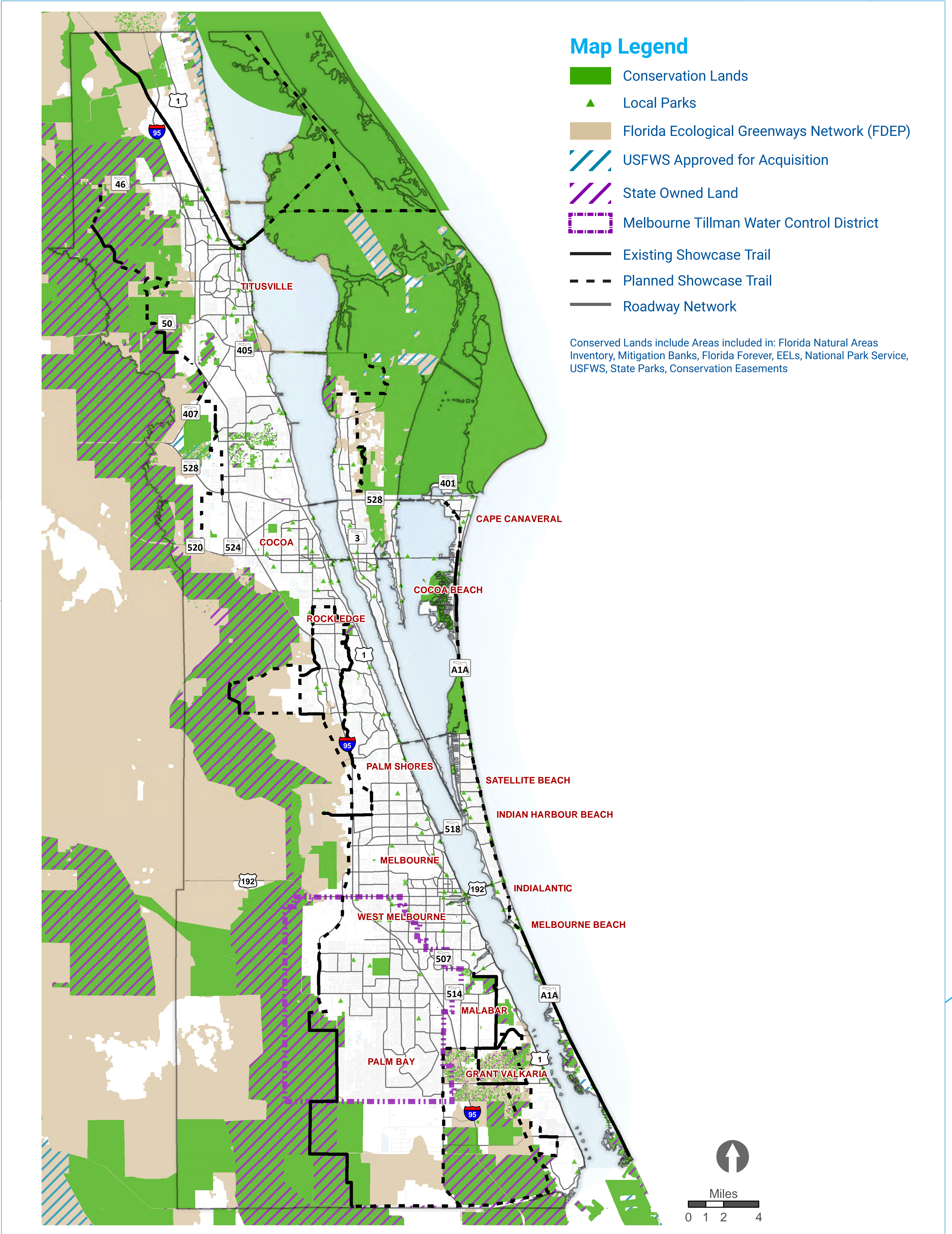
A dashed line represents a project with unconfirmed alignment.

Conserved Lands include Areas included in: Florida Natural Areas Inventory, Mitigation Banks, Florida Forever, EELs, National Park Service, USFWS, State Parks, Conservation Easements



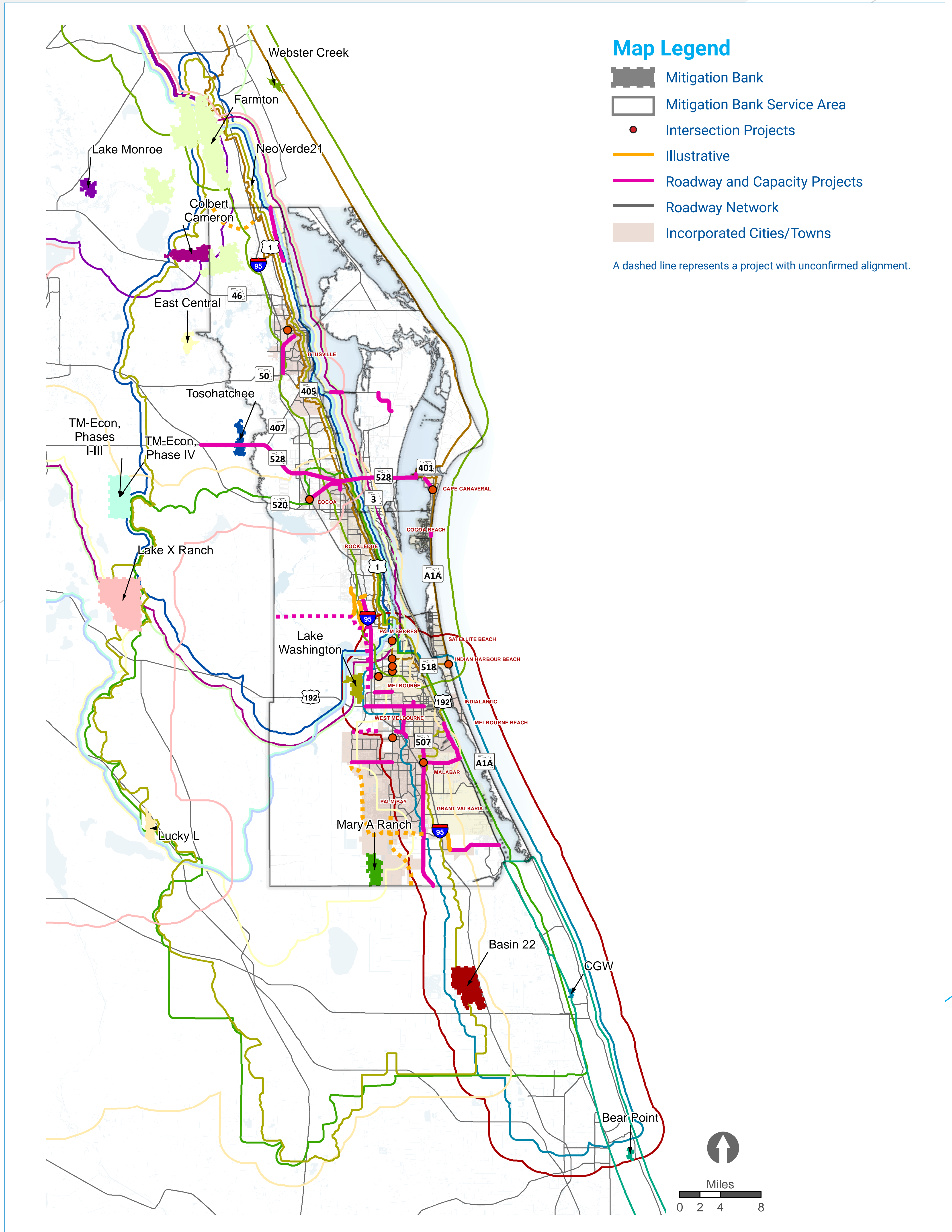
March 2020

Lands for Conservation Showcase Trails



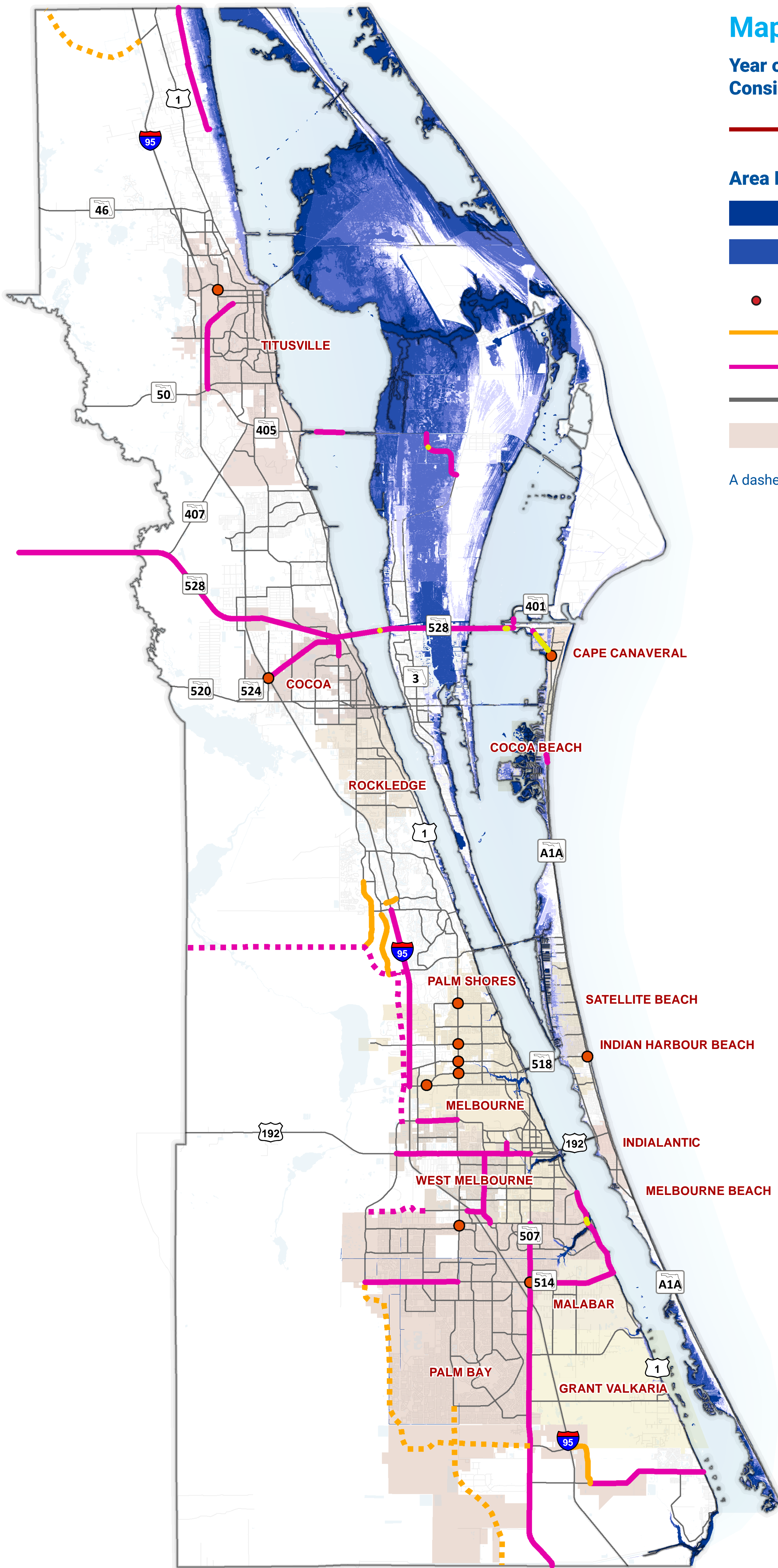
March 2020

Mitigation Banks



March 2020

Sea Level Rise



Map Legend

Year of Inundation on a Needs List Project Considering NOAA High Projection for Sea Level Rise

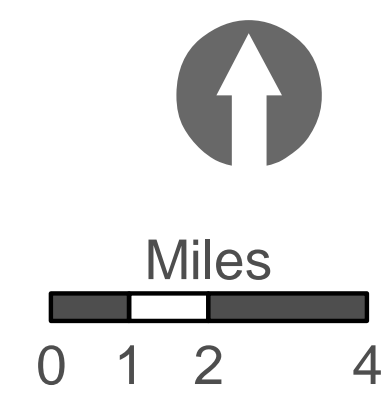
— 2040 — 2070 — 2100

Area Inundated by Given Sea Level Rise

■ 1 ft. ■ 3 ft. ■ 5 ft.
 ■ 2 ft. ■ 4 ft.

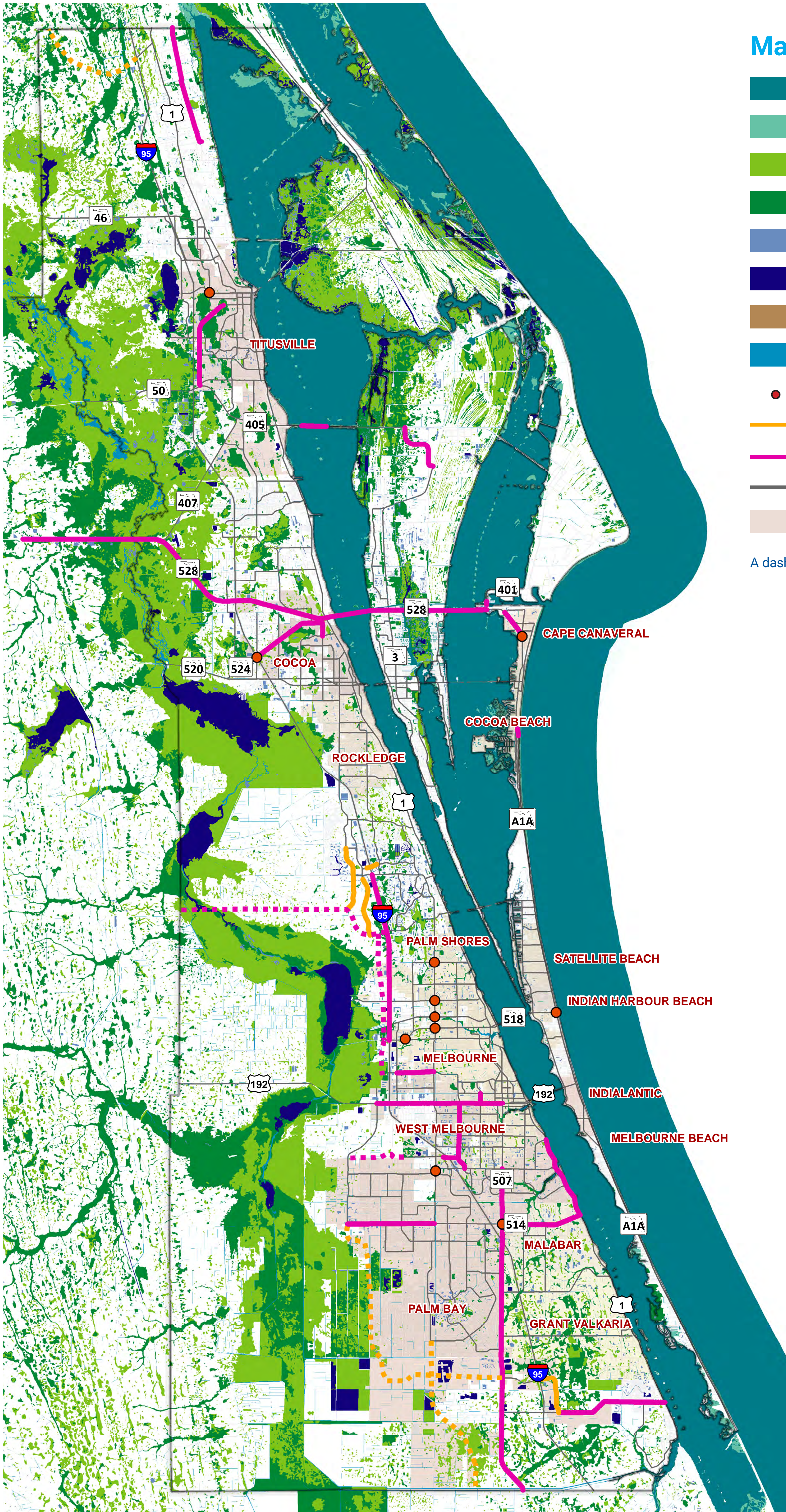
- Intersection Projects
- Illustrative
- Roadway and Capacity Projects
- Roadway Network
- Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.



March 2020

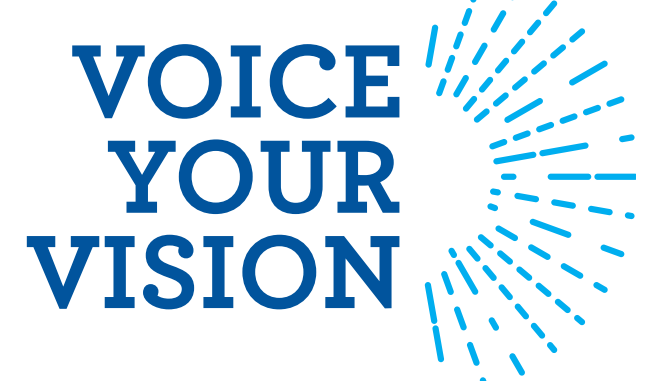
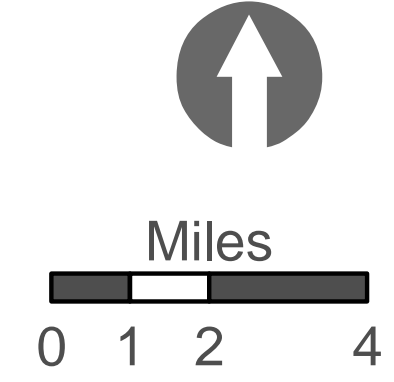
National Wetland Inventory (USFWS)



Map Legend

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine
- Intersection Projects
- Illustrative
- Roadway and Capacity Projects
- Roadway Network
- Incorporated Cities/Towns

A dashed line represents a project with unconfirmed alignment.



March 2020

Appendix B Mitigation Banks by Project

Roadway Project	Potential Mitigation Banks that Serve Project Area
Fellsmere Connector from Degroot Rd. to Indian River County Line: New 4 Lane Road	East Central; Mary A Ranch; Lucky L; Lake Washington
Babcock St. from Indian River County Line to Micco Rd./Deer Run Rd.: Widen to 4 Lanes	Mary A Ranch; Lucky L; Lake Washington
Babcock St. from Micco Rd./Deer Run Rd. to Grant Rd.: Widen to 4 Lanes	Mary A Ranch; Lucky L; Lake Washington
Babcock St. from Grant Rd. to Foundation Park Blvd.: Widen to 4 Lanes	CGW; Basin 22; Mary A Ranch; Lucky L; Lake Washington
Babcock St. from Foundation Park Blvd. to Unknown Road S of Canova St.: Widen to 4 Lanes	CGW; Basin 22; Mary A Ranch
Micco Rd. from St. Johns Heritage Pkwy. to US 1: Widen to 4 Lanes	CGW; Basin 22; Mary A Ranch
St. Johns Heritage Pkwy. from I-95 to Micco Rd.: New 4 Lane Road	CGW; Basin 22; Mary A Ranch
St. Johns Heritage Pkwy. from Babcock St. to Malabar Rd.: New 2 Lane Road	East Central; Mary A Ranch; Lucky L; Lake Washington
Malabar Rd. from St. Johns Heritage Pkwy. to Minton Rd.: Widen to 4 Lanes	Mary A Ranch; Lucky L; Lake Washington
SR 514 (Malabar Rd.) from SR 507 (Babcock St.) to US 1: Widen to 4 Lanes	CGW; Basin 22; Mary A Ranch
SR 507 (Babcock St.) from SR 514 (Malabar Rd.) to Palm Bay Rd.: Widen to 6 Lanes	CGW; Basin 22; Mary A Ranch; Lucky L; Lake Washington
US 1 from SR 514 (Malabar Rd.) to RJ Conlan Blvd.: Widen to 6 Lanes	CGW; Basin 22; Mary A Ranch
Western Norfolk Pkwy. Extension from St. Johns Heritage Pkwy. to Current End of Norfolk Pkwy. W of Minton Rd.: New 2 Lane Road	Mary A Ranch; Lucky L; Lake Washington
Eastern Norfolk Pkwy. Extension from Norfolk Pkwy. to Imagine Way: New 2 Lane Road and I-95 Flyover	Mary A Ranch; Lucky L; Lake Washington
Hollywood Blvd. from Palm Bay Rd. to US 192: Widen to 4 Lanes	CGW; Basin 22; Mary A Ranch; Lucky L; Lake Washington
US 192 from St. Johns Heritage Pkwy. to Coastal Ln.: Widen to 6 Lanes/Interchange Improvements	East Central; Mary A Ranch; Lucky L; Lake Washington
US 192 from Coastal Ln. to Wickham Rd.: Widen to 6 Lanes	Mary A Ranch; Lucky L; Lake Washington

Roadway Project	Potential Mitigation Banks that Serve Project Area
US 192 from Wickham Rd. to Dairy Rd.: Widen to 6 Lanes	CGW; Basin 22; Mary A Ranch; Lucky L; Lake Washington
US 192 from Dairy Rd. to SR 507 (Babcock St.): Widen to 6 Lanes	CGW; Basin 22; Mary A Ranch; Lake Washington
Dairy Rd. from US 192 to Hibiscus Blvd.: Widen to 4 Lanes	CGW; Basin 22; Mary A Ranch; Lake Washington
St. Johns Heritage Pkwy./Ellis Rd. from John Rhodes Blvd. to W of Wickham Rd.: Widen to 4 Lanes	CGW; Basin 22; Mary A Ranch; Lake Washington
St. Johns Heritage Pkwy. Washingtonia Ext. from Ellis Rd. to SR 404 (Pineda Cswy.): New 2 Lane Road	Tosohatchee; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lucky L; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
I-95 from SR 518 (Eau Gallie Blvd.) to Wickham Rd.: Widen to 8 Lanes	Tosohatchee; CGW; Basin 22; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lucky L; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
Pineda Cswy. Extension from Osceola County Line to I-95: New 4 Lane Road	Tosohatchee; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lucky L; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
Stadium Pkwy. from SR 404 (Pineda Cswy.) to Judge Fran Jamieson Wy.: Widen to 4 Lanes	Tosohatchee; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lucky L; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
Lake Andrew Dr. from SR 404 (Pineda Cswy.) to Ivanhoe Dr.: Widen to 4 Lanes	Tosohatchee; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lucky L; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
Spyglass Rd. Extension from End of Napolo Dr. to Begin of Spyglass Hill Rd.: New 2 Lane Road and I-95 Flyover	Tosohatchee; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lucky L; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
SR 524 from S Friday Rd. to Industry Rd.: Widen to 4 Lanes	Tosohatchee; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lucky L; Lake X Ranch ; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
SR 501 (Clearlake Rd.) from Michigan Ave. to Industry Rd.: Widen to 4 Lanes	Tosohatchee; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lucky L; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
SR 528 from SR 520 to E. of Industry Rd.: Interim Widen to 6 Lanes, Ultimate Widen to 8 Lanes	Tosohatchee; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lake X Ranch ; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
SR 528 from E. of Industry Rd. to E. of SR 3: Widen to 6 Lanes	Tosohatchee; East Central; Colbert Cameron; Farmton; Mary A Ranch; Lucky L; NeoVerde Basin 21; Lake X Ranch ; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington; Webster Creek
SR 528 from E. of SR 3 to Port Canaveral Interchange (SR 401): Widen to 6 Lanes	NeoVerde Basin 21; Webster Creek
SR 405 (South St.) from SR 50 to Rock Pit Rd.: Widen to 4 Lanes	Tosohatchee; East Central; Colbert Cameron; Farmton; Lake X Ranch ; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington

Roadway Project	Potential Mitigation Banks that Serve Project Area
Dixie Way from Hammock Rd. to Ditch Rd./County Line Rd.: Pave New Asphalt Road	NeoVerde Basin 21; Webster Creek
Williamson Blvd. from I-95 to Brevard-Farmton Mixed Use: New 2 Lane Road	Tosohatchee; East Central; Colbert Cameron; Farmton; Lake X Ranch ; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
Williamson Blvd. from Brevard-Farmton Mixed Use to Volusia County Line: New 2 Lane Road	Tosohatchee; East Central; Colbert Cameron; Farmton; Lake Monroe; Lake X Ranch ; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
SR A1A from N 2nd St. to Sunflower St.: Roadway Improvements (Adding Curb/Gutter)	NeoVerde Basin 21; Webster Creek
SR A1A from N Atlantic Ave. to George King Blvd.: Roadway Improvements (Adding Curb/Gutter)	NeoVerde Basin 21; Webster Creek
SR 401: Bridge Replacement	NeoVerde Basin 21; Webster Creek
Nasa Causeway Bridge: Bridge Replacement	NeoVerde Basin 21; Webster Creek
Space Commerce Wy. from NASA Pkwy. W to Kennedy Pkwy. N: Widen to 4 Lanes	NeoVerde Basin 21; Webster Creek

Intersection Project	Potential Mitigation Banks that Serve Project Area
SR 507 (Babcock St.) at SR 514 (Malabar Rd.): Operational Improvements	CGW; Basin 22; Mary A Ranch
Palm Bay Rd./Minton Rd./Emerson Dr.: Operational Analysis	Mary A Ranch; Lucky L; Lake Washington
SR 5054 (Sarno Rd.) at SR 518 (Eau Gallie Blvd.): Operational Improvements	CGW; Basin 22; Mary A Ranch; Lake Washington
Wickham Rd. at SR 518 (Eau Gallie Blvd.): Operational Improvements	CGW; Basin 22; Mary A Ranch; Lake Washington
Wickham Rd. at Aurora Rd.: Operational Improvements	CGW; Basin 22; Mary A Ranch; Lake Washington
Wickham Rd. at Lake Washington Rd.: Operational Improvements	CGW; Basin 22; Mary A Ranch; Lake Washington
Wickham Rd. at Post Rd.: Operational Improvements	NeoVerde Basin 21; Lake Washington; Webster Creek
I-95/SR 524 Interchange: Operational Improvements	Tosohatchee; East Central; Colbert Cameron; Farmton; Lake X Ranch ; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington

Intersection Project	Potential Mitigation Banks that Serve Project Area
SR 406 (Garden St.) at Singleton Ave.: Operational Analysis	Tosohatchee; East Central; Colbert Cameron; Farmton; Lake X Ranch ; TM-Econ, Phases I-III; TM-Econ, Phase IV; Lake Washington
SR 518 (Eau Gallie Blvd.) at SR A1A: Operational Improvements	CGW; Basin 22
SR A1A at N Atlantic Ave./International Dr.: Intersection Realignment/New 2 Lane Road	NeoVerde Basin 21; Webster Creek



Appendix J
Plan Synthesis
Tech Memo



2045 Long Range Transportation Plan

PLAN SYNTHESIS

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Melbourne, FL 32940
321-690-6890
www.spacecoasttpo.com

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Space Coast Transportation Planning Organization
2045 Long Range Transportation Plan – Plan Synthesis
04/08/2020

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I. INTRODUCTION

This document summarizes the Plan Synthesis, a high-level review of various plans for the local jurisdictions within Brevard County, for the 2045 Long Range Transportation Plan (LRTP). A wide range of plans that vary in size, scope, and horizon year were reviewed as part of this task. A summary is provided for each plan reviewed, which provides basic background information, overall scope, goals and objectives, and any major projects identified as part of the plan. The scope was limited to publicly available plans obtained via an internet search or from a specific local jurisdiction website. This document is organized into the following sections based on type and category of plans:

1. General Plans
2. Completed/Ongoing Studies
3. Modal Plans
4. Environmental Agencies/Plans
5. Goods and Services Plans
6. Comprehensive Plans
7. Community Redevelopment Agencies/Plans

Table 1 through **Table 7** summarize how each plan and document relates to the goals of the 2045 LRTP. There are four main goals of the LRTP:

- Goal 1: *Safety & Security* – Improve Safety and Security for all Users
- Goal 2: *Economic/Connected System* – Improve Economic Development with a Connected Multi-Modal System
- Goal 3: *Mobility/Reliability* – Enhance Mobility and Reliability of the Transportation System for Communities, Tourism, and Commerce
- Goal 4: *Sustainability/Resiliency* – Preserve and provide a Resilient, Secure Transportation System through Balancing Social and Environmental Resources

Along with reflecting which goals the plans and documents support, the tables also indicate if the plan/document included specific projects that could be included as part of the LRTP Needs List.

The remainder of this document will provide detailed summaries of each plan reviewed.

Table 1: Summary of General Plans and Relation to LRTP Goals

Plan	2045 LRTP Goals				Specific Projects for Needs List
	Safety & Security	Economic / Connected Systems	Mobility / Reliability	Sustainability / Resiliency	
General Plans					
Florida Transportation Plan	✓	✓	✓	✓	
SIS Long Range Coast Feasible Plan	✓	✓	✓	✓	✓
SIS Policy Plan	✓	✓	✓	✓	
SIS Multi-Modal Unfunded Needs Plan	✓	✓	✓	✓	✓
East Central Florida Corridor Task Force Final Report		✓	✓	✓	
Brevard County Blue Ribbon Transportation Advisory Committee Report and Recommendations		✓		✓	
Community Development Block Grant Programs/Plans					
SCTPO 2040 LRTP	✓	✓	✓	✓	✓
SCTPO ITS Master Plan	✓	✓	✓	✓	✓
SCTPO Annual State of the System	✓		✓		
SCTPO Project Priorities	✓	✓	✓	✓	✓
SCTPO TIP	✓	✓	✓	✓	✓
Indian River County MPO 2040 LRTP	✓	✓	✓	✓	
Metroplan Orlando 2040 LRTP	✓	✓	✓	✓	
River to Sea 2040 LRTP	✓	✓	✓	✓	

Plan abbreviations are provided in the following sections.

Table 2: Summary of Complete/Ongoing Studies and Relation to LRTP Goals

Plan	2045 LRTP Goals				Specific Projects for Needs List
	Safety & Security	Economic / Connected Systems	Mobility / Reliability	Sustainability / Resiliency	
Complete/On-Going Plans					
SR A1A Multimodal Feasibility Study	✓	✓		✓	
SCTPO Annual Countywide Safety Report	✓				✓
Pedestrian and Bicycle Safety Reviews and Road Safety Audits	✓		✓		✓
Malabar Road PD&E Study	✓		✓		✓
SR 501 Clearlake Road PD&E Study	✓	✓	✓		✓
Wickham Road Operational Analysis	✓		✓		✓
Aurora Road Corridor Study	✓		✓		✓
Sarno Road Corridor Study	✓	✓	✓		✓
Banana River Drive/Pine Tree Drive Complete Street Study	✓		✓	✓	✓
FDOT Corridor Planning Studies	✓	✓	✓	✓	✓
Babcock Street Corridor	✓	✓	✓		✓
Minton Road Feasibility Study	✓		✓		✓
St. John's Heritage Parkway/Ellis Road Projects	✓	✓	✓	✓	✓
SR 528 Projects	✓	✓	✓	✓	✓
School Routes Analysis	✓		✓		
Brevard County Public Schools	✓				

Plan abbreviations are provided in the following sections.

Table 3: Summary of Modal Plans and Relation to LRTP Goals

Plan	2045 LRTP Goals				Specific Projects for Needs List
	Safety & Security	Economic / Connected Systems	Mobility / Reliability	Sustainability / Resiliency	
Modal Plans					
SCTPO Complete Streets	✓	✓	✓	✓	✓
SCTPO Bicycle and Pedestrian Master Plan	✓	✓	✓	✓	✓
SUN Trails Network		✓	✓		✓
ADA Bus Stop Assessment	✓		✓		
Space Coast Area TDP	✓	✓	✓		✓
KSC Future Development Concept		✓			
KSC 2012-2032 Master Plan		✓	✓	✓	
CCS Master Plan		✓	✓	✓	
Florida Spaceport Improvement Program		✓	✓	✓	
Florida Spaceport System Plan		✓	✓	✓	
NASA Causeway Bridge Replacement PD&E Study	✓	✓	✓	✓	✓
Florida Waterways System Plan			✓		
Florida Seaport System Plan		✓	✓	✓	
Canaveral Port Authority 30 Year Strategic Vision Plan		✓	✓	✓	
Canaveral Port Authority Master Plan		✓	✓		
Space Coast Regional Airport Master Plan		✓	✓		
Statewide Aviation Economic Impact Study		✓	✓		

Table 3: Summary of Modal Plans and Relation to LRTP Goals (Continued)

Plan	2045 LRTP Goals				Specific Projects for Needs List
	Safety & Security	Economic / Connected Systems	Mobility / Reliability	Sustainability / Resiliency	
Modal Plans					
Orlando Melbourne International Airport Master Plan Update		✓	✓		
FDOT Freight Mobility and Trade Plan	✓	✓	✓	✓	
Central Florida Regional Freight Study		✓	✓		
SCTPO Passenger Rail Station Location Study		✓	✓		✓
CFX 2040 Master Plan	✓	✓	✓	✓	
Florida East Coast Railway		✓	✓		
Virgin Trains USA		✓	✓		
Indian River Lagoon National Scenic Byway Five Year Corridor Management Plan Update		✓	✓	✓	
US Army Corps of Engineers Jacksonville District Annual Report		✓		✓	
Joint Legislative Agendas	✓	✓	✓	✓	

Plan abbreviations are provided in the following sections.

Table 4: Summary of Environmental Plans and Relation to LRTP Goals

Plan	2045 LRTP Goals				Specific Projects for Needs List
	Safety & Security	Economic / Connected Systems	Mobility / Reliability	Sustainability / Resiliency	
Environmental Agencies Plans					
Environmentally Endangered Lands				✓	
Melbourne-Tillman Water Control District				✓	
NOAA SE Regional Land Cover Change Report				✓	
NOAA National Coastal Population Report				✓	
Salt Lake/Thomas M. Goodwin Waterfowl Management Area Plans				✓	
Save Our Lagoons Group/Indian River Lagoon Council Plans				✓	
NOAA Indian River Lagoon Aquatic Preserves System Management				✓	
SCTPO Sea Level Rise Vulnerability Assessment				✓	
East Central Florida Regional Resiliency Action Plan				✓	
St. John’s Water Management District Plan				✓	

Plan abbreviations are provided in the following sections.

Table 5: Summary of Goods/Services Plans and Relation to LRTP Goals

Plan	2045 LRTP Goals				Specific Projects for Needs List
	Safety & Security	Economic / Connected Systems	Mobility / Reliability	Sustainability / Resiliency	
Goods and Services Plans					
Economic Development Commission of Florida’s Space Coast Tourism Report		✓			
Brevard County Tourist Development Council News Article		✓			
Economic Development Commission of Florida’s Space Coast Economic Review		✓			

Table 6: Summary of Comprehensive Plans and Relation to LRTP Goals

Plan	2045 LRTP Goals				Specific Projects for Needs List
	Safety & Security	Economic / Connected Systems	Mobility / Reliability	Sustainability / Resiliency	
Comprehensive Plans					
Brevard County	✓	✓	✓	✓	
Cape Canaveral	✓	✓	✓	✓	
Cocoa	✓	✓		✓	
Cocoa Beach	✓	✓	✓	✓	
Grant-Valkaria	✓		✓	✓	
Indialantic	✓	✓	✓	✓	
Indian Harbor Beach	✓	✓	✓	✓	
Malabar	✓		✓		
Melbourne	✓	✓	✓	✓	
Melbourne Beach	✓	✓	✓	✓	
Melbourne Village					
Palm Bay	✓	✓	✓		
Palm Shores	✓			✓	
Rockledge	✓	✓	✓	✓	
Satellite Beach	✓	✓			
Titusville	✓	✓			
West Melbourne	✓	✓	✓		

Table 7: Summary of Community Redevelopment Agency Plans and Relation to LRTP Goals

Plan	2045 LRTP Goals				Specific Projects for Needs List
	Safety & Security	Economic / Connected Systems	Mobility / Reliability	Sustainability / Resiliency	
Community Redevelopment Agencies					
Cape Canaveral Community Redevelopment Plan	✓	✓	✓	✓	
Cocoa Community Redevelopment Plan	✓		✓		
City of Melbourne Community Redevelopment Agency Annual Report					
Babcock Street CRA		✓			
Olde Eau Gallie Riverfront CRA		✓	✓		
Downtown Melbourne CRA Plan	✓	✓	✓		
Palm Bay Bayfront CRA District Plan					
City of Rockledge CRA Plan	✓	✓	✓		
City of Satellite Beach CRA Plan	✓	✓			
Downtown Titusville CRA Plan Update	✓	✓			
Miracle City Mall Redevelopment Plan		✓			
City of West Melbourne-Brevard County Joint Community Redevelopment Master Plan	✓	✓	✓	✓	

Plan abbreviations are provided in the following sections.

II. GENERAL PLANS

General plans include the largest and broadest plans encompassing Brevard County and the surrounding areas. Several general plans reviewed in this section cover the entire state of Florida. The following general plans include statewide plans, transportation planning organization (TPO) and metropolitan planning organization (MPO) plans, and LRTPs.

Florida Department of Transportation (FDOT) Plans

Florida Transportation Plan (FTP) (2016)



The FTP, written by FDOT, is an overarching plan guiding Florida's transportation future for the next 50 years. The plan was created by and provides direction to FDOT and all organizations involved in planning and managing Florida's transportation system. The FTP focuses on addressing future trends and demands in the transportation industry. The plan identifies five future scenarios to guide understanding and prepare for the range of possibilities facing Florida's transportation system. Additionally, the

plan identifies seven long-range goals that are crucial in supporting the state's transportation goals, including:

- Safety and security for all;
- Agile, resilient, and quality transportation infrastructure;
- Efficient and reliable mobility for people and freight;
- More transportation choices for people and freight;
- Transportation solutions that support Florida's global economic competitiveness;
- Transportation solutions that support quality places to live, learn, work, and play; and
- Transportation solutions that enhance Florida's environment and conserve energy.

The FTP provides implementation guidance related to five topic areas: innovation, collaboration, customer service, data and performance measures, and strategic investments. Additionally, the FTP identifies the roles and responsibilities of federal, state, and local stakeholders. **Figure 1** summarizes the transportation infrastructure for all modes within Florida.

Florida's Transportation System

State Highways

12,099 Centerline Miles
6,783 Bridges

Public Transit

30 Urban Transit Systems
23 Rural Transit Systems

Rail

2,753 Railway Miles

Aviation

780 Airports
129 Public, 19 Commercial,
651 Private

Local Roads

107,674 Centerline Miles
5,091 Bridges

Bicycle/Pedestrian

5,888 Bicycle Facilities
3,214 Pedestrian Facilities

Seaports/Waterways

15 Public Seaports
3,475 Miles of Intracoastal
and Inland Routes

Spaceports

2 Spaceports
10 Launch Facilities

Source: Florida Department of Transportation

Figure 1: Florida's Transportation System Summary

The FTP is currently under update and the 2020 FTP will be completed by December 2020.

Strategic Intermodal System (SIS) (2029-2045) Long Range Cost Feasible Plan (CFP) (2018)



The SIS was established in 2003 to focus on the state's transportation facilities that are essential to interregional, interstate, and international travel. The SIS was created to guide Florida's Freight Mobility and Trade Plan, Aviation System Plan, Motor Carrier System Plan, Rail System Plan, Seaport and Waterway System Plan, and Spaceport System Plan to effectively plan for transportation facilities across all modes. The SIS Long Range CFP,

produced by FDOT, evaluated SIS needs and proposed a plan for SIS improvements. The main goal of the 2045 SIS CFP was to improve the efficiency of the planning for and funding of future SIS improvements. The Florida Transportation Plan (FTP) lists the following goals that are used to set SIS policies, projects, and performance measures:

- Invest in transportation systems to support a globally competitive economy;
- Make transportation decisions to support and enhance livable communities;
- Make transportation decisions to promote responsible environmental stewardship;
- Provide a safe and secure transportation system for all users; and
- Improve mobility and connectivity for people and freight.

SIS facilities in Brevard County with planned improvements in the CFP include:

- NASA Parkway bridge replacement
- I-95 from SR 518 to Wickham Road – six to eight lane widening
- SR 528 from SR 524 to SR 3 – four to six lane widening

SIS Policy Plan (2016)



The SIS Policy Plan, written by FDOT, established the framework for planning and managing Florida's Strategic Intermodal System. The plan aligns with the FTP Policy Element and guides SIS objectives. The SIS was developed with several trends in mind, including a growing population and economy, changing demographics, growing urban centers and economic regions, a diversifying economy, an emerging global hub, emerging technologies, and a continued importance of military, defense, and homeland

security. The SIS Policy Plan includes three objectives to guide future SIS plans and investments, including interregional connectivity, intermodal connectivity, and economic development.

SIS Multi-Modal Unfunded Needs Plan (2011)



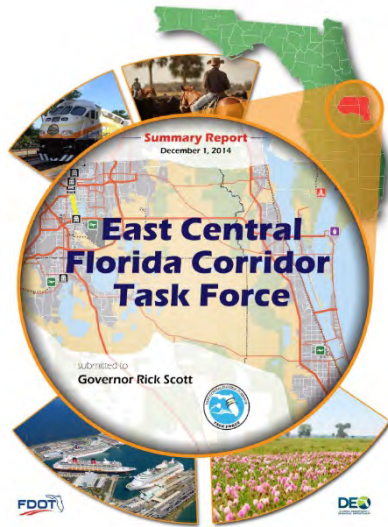
The SIS 2040 Multimodal Unfunded Needs Plan identified transportation projects on the SIS which help mobility needs but lack planned funding during the 25-year time period of the SIS Funding Strategy. When considering project funding for the CFP, the following items were considered:

- Is the project of statewide importance?
- Does the project contribute to the expansion of major roadway trade and tourism corridors?
- Does the project contribute to the completion of a corridor?
- Does the project contribute to the overall connectivity of the SIS?

The SIS Multi-Modal Unfunded Needs Plan does not imply a commitment to fund or build, but rather identifies and recognizes additional capacity and mobility needs. The SIS Multi-Modal Unfunded Needs Plan does not list many specific projects within each district, but instead lists sample projects within each district. The following projects are provided as examples for the following transportation modes for Brevard County:

- **Highway Projects:** New interchange at Melbourne Airport
- **Seaport Projects:** Port Canaveral Dredging
- **Spaceport Projects:** Spacecraft Launch Preparation and Access Road Expansion

East Central Florida Corridor Task Force Final Report (2014)



The East Central Florida Corridor Task Force was created in 2013 by the FDOT and tasked with developing recommendations for future transportation corridor investments in Brevard County. The East Central Corridor Study Area includes Orange County, Osceola County, and Brevard County. The report documents the Task Force's findings/recommendations and proposes an action plan for strategic transportation corridor investments. The Task Force developed 21 guiding principles to balance considerations of countryside, conservation, and centers when making decisions about future corridors. The Task Force's proposed action plan includes:

- Identifying future investment needs to maximize the use of and add capacity to existing east-west and north-south corridors;
- Conducting one or more evaluation studies of potential new east-west and north-south corridors;
- Developing a regional passenger rail and transit system;
- Amending existing local and regional plans; and
- Coordinating with and developing an agreement among local stakeholders.

Additionally, the plan includes the Task Force's nine corridor alternatives recommended for further study. The recommendations involving Brevard County include:

- Develop the SR 528 corridor into a multimodal, multiuse "super corridor" from I-4 in Orlando to SR A1A in Port Canaveral.
- Preserve and enhance the existing SR 50/SR 405 corridor from downtown Orlando and the University of Central Florida area to Cape Canaveral.
- Preserve and enhance the existing SR 520 corridor from eastern Orange County to Cocoa, building on the planned extensions of SR 408 and SR 50 transit service.
- Preserve and enhance the existing US 192 corridor from Kissimmee to Melbourne, including multimodal improvements.
- Develop a new multimodal corridor from the Orlando International Airport/Lake Nona area to central/southern Brevard County.

Countywide Plans

Brevard County Blue Ribbon Transportation Advisory Committee Report and Recommendations (2014)

Blue Ribbon Advisory Board for
Transportation Infrastructure

Report and Recommendations
to the Brevard County
Board of County Commissioners

Approved by a 15:1 vote of the
Blue Ribbon Transportation Advisory Committee
March 18, 2014

Blue Ribbon Transportation Advisory Committee Report and Recommendations March 18, 2014

The Brevard County Board of County Commissioners (BOCC) established the Transportation Infrastructure Advisory Board (Blue Ribbon Advisory Committee (BRAC)) in 2013. The goal of the BRAC was to review the ongoing road maintenance and capacity needs of Brevard County and develop sustainable short- and long-term funding solutions for the BOCC. The report assessed the pros and cons of several transportation funding strategies, including:

- Gas Taxes;
- Impact Fees;
- Infrastructure Sales Tax; and
- Public Services Tax.

Additionally, the BRAC identified priorities and recommendations as follows:

- Priorities:
 - Regularly scheduled maintenance of existing infrastructure (\$6.2M annually)
 - Existing backlog of roadway reconstruction and maintenance (\$11.86M annually)
 - Roadway capacity to accommodate growth (\$29.57M annually)
- Recommendations:
 - Maintain current funding (\$14M annually)
 - Levy 6 cents per gallon of additional gas tax (\$7.8M annually)
 - Collect impact fees to support capacity expansion (\$3.4M annually)
 - Support a one-half cent infrastructure sales tax referendum (\$17.45M annually)

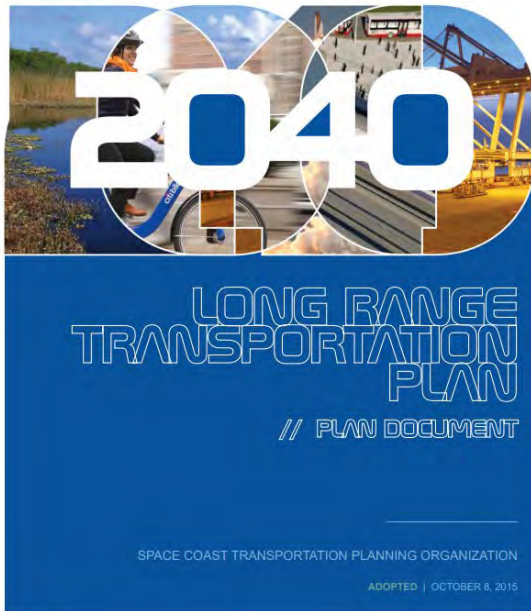
Community Development Block Grant Programs/Plans



Space Coast Florida
Nature | Beaches | Space
the official website for Brevard County Government

The Community Development Block Grant (CDBG) Advisory Board, run by Brevard County Housing and Human Services, provides citizen participation in the identification of housing and development needs for low to moderate income citizens. The CDBG Advisory Board makes recommendations regarding policies and federal funding that encourage infrastructure and other community development projects and public service activities. The mission statement of Brevard County Housing and Human Services is to contribute to Brevard County's quality of life by assisting citizens to meet their health, social, and housing requirements.

Space Coast Transportation Planning Organization (SCTPO) 2040 LRTP (2015)



The SCTPO 2040 LRTP established a transportation vision for the County through the next 25 years. The plan identified and assessed infrastructure improvements to the transportation network and includes a CFP with a phased implementation schedule for improvements to the County's transportation network over a 25-year period. The plan identified three main goals and quantifiable measures to track the progress of each goal. The goals of the plan include the following:

- Enhance economic development through intermodal transportation connections;
- Increase the range of community, housing, and travel options; and
- Balance preservation of the natural environment with economic development and livability.

The projects from the 2040 LRTP CFP will be used as a starting point for the 2045 LRTP Needs list, which will help define the CFP.

SCTPO Intelligent Transportation System (ITS) Master Plan (2015)



The SCTPO ITS Master Plan provides a framework for determining the region's future ITS needs in order to achieve the goals of improving economic vitality, the safety and security of the transportation system, mobility (through management and operations), and sustainability/livability. These goals have been broken down into the following ten objectives:

- Maintain connectivity of intermodal hubs (measured by vehicle hours of delay);
- Reduce average response time by 10% for each priority crash type;
- Increase roadway miles under surveillance by 50%;
- Improve evacuation clearance times and evacuation roadway capacity;
- Reduce system-wide delay for cars, trucks, and transit;

- Reduce corridor delay for cars, trucks, and transit with traffic management (measured by percent of corridors actively monitored or managed);
- Improve reliability and predictability of travel (measured by variability of travel time on priority corridors);
- Improve real time transit management (measured by percent of transit routes with real time monitoring or management);
- Improve real time traffic and transit information (measured by percent of travelers with access to real time traffic/transit information); and
- Reduce greenhouse gas emissions (measured by per capita GHG emissions from mobile sources and vehicle miles of travel per person).

The plan describes several ITS technologies that may be implemented within the region and identifies the ITS needs for Brevard County. The primary recommendation is to introduce dedicated funding for the operations and maintenance of the arterial network, as well as provide capital improvements to allow for better management of the arterial network. The plan proposes a regional partnership between local agencies to implement, operate, and maintain safety and mobility on the Brevard County roadway network.

The SCTPO is updating the ITS Master Plan with an expected completion of December 2020. The prioritized ITS improvements from the updated Master Plan will be included in the 2045 LRTP Needs list, which will help define the CFP.

SCTPO Annual State of the System (SOS) Report



The SOS is a key component of the SCTPO Congestion Management System (CMS). The CMS provides a framework for arriving at decisions for future transportation investments based on:

- Monitoring mobility conditions in the SCTPO planning area (all of Brevard County);
- Evaluating the effectiveness of implemented strategies;
- Identifying areas and segments that have the highest level of need based on current conditions; and
- Identifying appropriate strategies for roadways or intersections where congestion occurs.

Key trends of the SOS are presented annually to advisory committees and the SCTPO Board for consideration. The SOS provides a key link between the LRTP, the immediate and shorter-term strategies in the Transportation Improvement Program (TIP), and the

capital improvement programming (CIP) processes of respective jurisdictions. The SOS provides a benchmark for the SCTPO and decision-makers to identify new and/or confirm existing transportation project priorities within the TIP and various CIPs and verify if the overall programs are aligned with Countywide and LRTP goals and objectives.

SCTPO Project Priorities



Space Coast Transportation Planning Organization

FY 2020 Strategic Intermodal System (SIS) Projects
Adopted July 11, 2019

- > SIS Highway Component
- > Other Modal Agencies – For Information Purposes Only
 - Canaveral Port Authority
 - Space Florida (to be included when available)
 - Space Coast Area Transit



The Prioritized Project List (PPL) contains a list of unfunded highway, technology, and bicycle and pedestrian projects. Priorities are based on criteria from the TPO’s Annual SOS report, Safety Report, and Traffic Count program. The PPL serves as a bridge document between the SCTPO’s LRTP and the TIP.

Once long-term needs are determined by the 20-year long range plan, projects are prioritized and put on the PPL, a funding

waiting list. When funding becomes available, the project moves to the five-year plan.

The process begins with a call for projects in February of each year. SCTPO Staff works with members of the Transportation Subcommittee to develop a draft list that builds on the list from the previous year. The draft PPL then goes through SCTPO’s advisory committees and governing board for comment, review, and adoption. The most current PPL will be included in the 2045 LRTP Needs list, which will help define the CFP.

SCTPO Transportation Improvement Program (TIP)



Space Coast Transportation Planning Organization
2725 Judge Fran Jamieson Way, Building B
Melbourne FL 32940
Phone: 321-690-6890
Fax: 321-690-6827

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



The projects listed in the TIP are capital and non-capital surface transportation projects, including transportation enhancements, bicycle facilities, sidewalks, trails, Federal Lands Highway projects, and safety projects included in the Strategic Highway Safety Plan (SHSP). Many factors are considered when developing the list of TIP projects, including approval in the LRTP, the SIS Plan, the project priorities list, and prior funding commitments.

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.

The TIP includes the following project types:

- Road widening;
- Interchange modifications;
- Bridge replacements and improvements;
- Freight rail improvements;
- Rail station construction;
- Cruise terminal expansion;
- Waterfront area development;
- Cargo pier improvements;
- Vertical and horizontal launch and landing improvements;
- Transit expansion, new service, ITS, station construction;
- Pedestrian and bicycle improvements; and
- Regional Trails (SUNTRAILS) improvements.

The most current TIP will be included in the first five years of the 2045 LRTP CFP. These projects will be documented in the CFP memorandum and the 2045 LRTP final documentation.

L RTPs from Surrounding Counties

The SCTPO is surrounded by several other Metropolitan Planning Organizations (MPOs), including Indian River County MPO, Metroplan Orlando, and River to Sea TPO. The LRTPs of these MPOs share overlapping goals and objectives with the SCTPO's LRTP. These agencies must work together to achieve their shared goal of creating a connected, integrated, safe, and efficient transportation network.

Indian River County MPO 2040 LRTP (2015)



The primary goal of the Indian River County LRTP is to create a connected, responsive, aesthetically pleasing, environmentally and socially sensitive, safe, efficient, and well-maintained transportation system that provides travel alternatives for county residents, visitors, businesses, and freight. The plan details strategies for public involvement, develops a roadway CFP, and describes multimodal improvements for transit, bicycle, and pedestrian infrastructure. 2040 CFP projects that may potentially impact traffic forecasting in Brevard County will be included in the 2045 LRTP modeling effort.

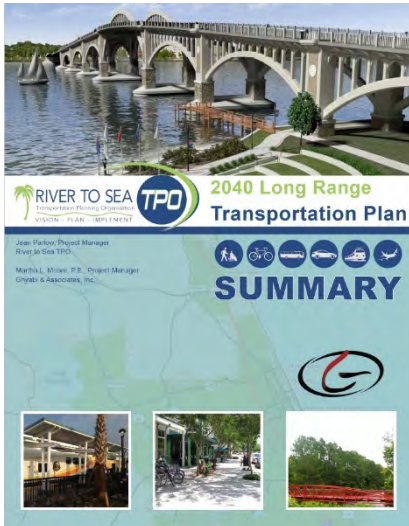
Metroplan Orlando 2040 LRTP (2015)



MetroPlan Orlando was created in 1977 and provides a forum for local elected officials and transportation experts to work together on regional transportation issues in Osceola, Orange, and Seminole Counties. The mission statement is to provide leadership in transportation planning by engaging the public and fostering effective partnerships. The goal of the MetroPlan Orlando 2040 LRTP is to provide a safe, balanced, efficient, cost-effective, environmentally conscious, and integrated multi-modal regional transportation system that preserves quality of life and promotes economic vitality. The plan includes a 2040 Sustainable Land Use Forecast to project future land use that will emphasize compact

development, infill and redevelopment, mixing land uses, and configurations that support multimodal transportation. The MetroPlan Orlando 2040 LRTP also included an updated Congestion Management Process to address congestion safely and effectively. 2040 CFP projects that may potentially impact traffic forecasting in Brevard County will be included in the 2045 LRTP modeling effort.

River to Sea TPO 2040 LRTP (2015)



The River to Sea TPO serves Volusia County, Beverly Beach, and Flagler Beach, as well as portions of Palm Coast, Bunnell, and Flagler County. The purpose of the LRTP is to identify transportation projects and anticipate federal and state funds that will support their development. The mission is to provide a safe, accessible, economical, energy efficient, and environmentally conscious range of options for mobility that supports economic development and enhances the movement of people, goods, and services. The plan identifies six goals that support this mission, including:

- Providing a balanced and efficient multimodal transportation system;
- Supporting economic development;
- Enhancing connectivity and transportation choices;
- Improving safety and security;
- Continuing to provide and create new quality places; and
- Providing transportation equity and encourage public participation.

The plan describes the financial resources available to the Transportation Management Area, identifies possible transportation plan scenarios, incorporates social equity analysis, and describes public outreach efforts involved in developing the plan. 2040 CFP projects that may potentially impact traffic forecasting in Brevard County will be included in the 2045 LRTP modeling effort.

III. COMPLETED/ONGOING ROADWAY STUDIES BY SCTPO/FDOT

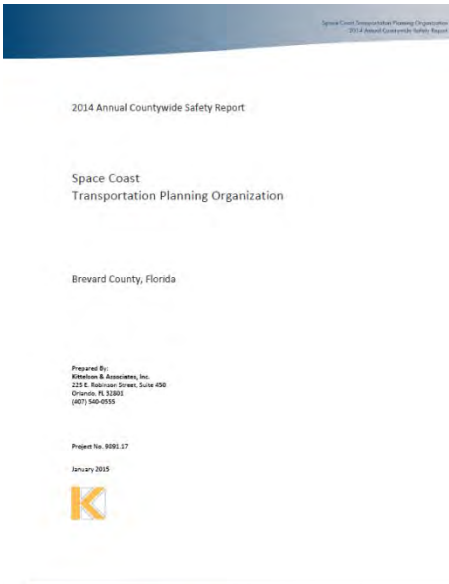
The following section summarizes completed or ongoing studies performed by the SCTPO and/or FDOT along roadways in Brevard County.

SR A1A Multimodal Feasibility Study (2014)



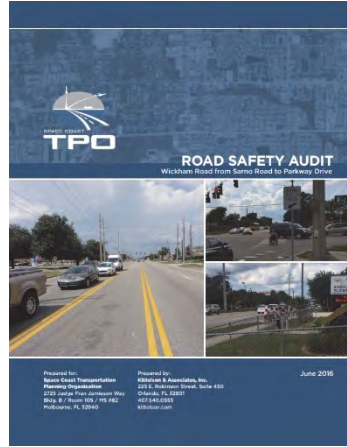
The SR A1A Multimodal Feasibility Study, performed by FDOT, proposed improvements along SR A1A from Pineda Causeway to SR 528. The SR A1A Action Plan was created with the goal of transforming the corridor into a multimodal route that would serve visitors, residents, merchants, and commuters. Additional projects along SR A1A are either included in the TIP or Project Priorities. These projects will be included as part of the 2045 LRTP Needs list, which will help define the CFP.

SCTPO Annual Countywide Safety Report (2014)



The SCTPO has a long history of supporting safety planning and programs and has worked in collaboration with the FDOT to improve access to and resources for obtaining crash data records in a format that can be used more effectively to sort and compile data. Through the development of a web-based crash data location system (the University of Florida’s Signal Four Analytics (S4)), and the use of the state’s Crash Analysis Reporting System (CARS), in 2014 the SCTPO developed its first Countywide Safety Analysis Report. The Countywide Safety Analysis Report focused on identifying crash trends, types and location of crashes. The analysis included looking at the following crash characteristics: Crash Frequency; Crash Severity; Crash Type; Crash Rate; and Emphasis Areas from the FDOT SHSP.

Pedestrian and Bicycle Safety Reviews and Road Safety Audits (2014-2016)



As a follow up to the Annual Countywide Safety Report, the SCTPO performed Pedestrian and Bicycle Safety Reviews and Road Safety Audits (RSA's) on various corridors throughout the county to identify improvements. With the help of a steering committee and field review teams, corridor field reviews were conducted on various high crash corridors throughout the county during the summer and fall of 2015. A summary of the findings has been compiled with the results presented to the SCTPO Board and its Committees in April of 2016.

Recommended improvements are categorized into three types: Maintenance, Near-term, and Long-Term. Improvements are focused on reducing crash frequency and severity. The Project Team also worked on developing a countermeasure matrix that can be used system-wide for locations with similar typical sections and issues for the Pedestrian and Bicycle focused safety review. The matrix is available in a brochure format that can be easily used as a reference tool and provides various solutions that include engineering, education and enforcement programs. The specific corridors are outlined below:

- Pedestrian and Bicycle Safety Reviews
 - SR A1A from Fisher Park Drive to Columbia Lane and from McKinley Avenue to Atlantic Avenue
 - US 1 from Broadway Boulevard to Fay Boulevard
 - Palm Bay Road from Babcock Street to Lipscomb Street
 - US 1 from University Boulevard to New Haven Avenue
 - Clearlake Road from Dixon Road to Michigan Avenue
- Road Safety Audits
 - Wickham Road from Sarno Road to Parkway Drive
 - Malabar Road from Jupiter Boulevard to Minton Road and Emerson Drive to San Filippo Drive
 - SR A1A from US 192 to Eau Gallie Boulevard
 - Babcock Street from Malabar Road to Palm Bay Road

- Emerson Drive from Jupiter Boulevard to Minton Road, Minton Road from Emerson Drive to Palm Bay Road, and Palm Bay Road from Minton Road to Culver Drive

The safety projects identified through these studies will be included as part of the 2045 LRTP Needs list, which will help define the CFP.

Malabar Road PD&E Study (2015)



The Malabar Road PD&E Study examined the feasibility of the following improvements:

- Widening Malabar Road from two to four lanes from east of Babcock Street to US 1 in Palm Bay
- Adding sidewalks and bicycle lanes

The goal is to improve traffic flow and increase the safety and accessibility of the roadway for all users.

SR 501 (Clearlake Road) PD&E Study (2016)

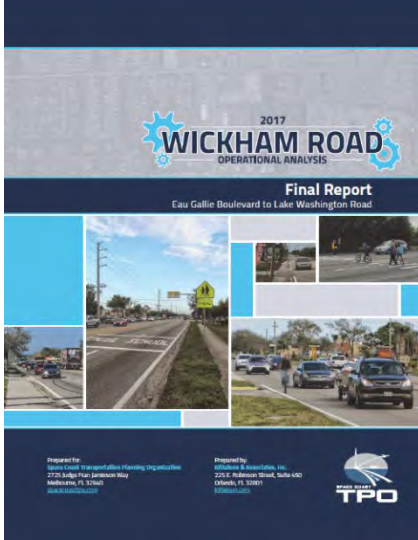


The SR 501 PD&E Study evaluated the need for the following improvements:

- Widen Clearlake Road from two to four lanes from south of Michigan Avenue to west of Industry Road
- Bicycle and pedestrian safety improvements throughout the corridor

Design is funded in FY 2019. Right of Way (ROW) and Construction are not yet funded.

Wickham Road Operational Analysis (2017)



The Wickham Road Operational Analysis, performed by the SCTPO, evaluated and identified multi-modal solutions to facilitate pedestrian/bicycle/transit movement along the corridor and to address congestion and safety issues. The study corridor is in Melbourne on Wickham Road from Eau Gallie Boulevard to Lake Washington Road. Short-term and mid-term recommendations included improvements to pedestrian facilities and intersection improvements, including additional turn lanes. The long-term vision for the corridor includes adding a sidewalk on the west side of the roadway, bicycle lanes, access management (directional medians), and adding a traffic signal near Lansing Ridge. Smaller spot projects stemming from this study have been included in the SCTPO's FY 2020 Project Priorities. The following improvements will be included in the 2045 LRTP Needs list, which will help define the CFP:

- Aurora Road Sidewalk Improvements
 - Approximately 1.5 miles of new eight-foot wide sidewalk
- Intersection Improvement Alternatives
 - Eau Gallie Boulevard:
 - Option A: Exclusive northbound, southbound, and westbound right turn lanes
 - Option B: Exclusive northbound, southbound, eastbound right turn lanes
 - Additional: extended northbound and southbound left turn lanes, raised concrete traffic separators, and striped buffer.
 - Aurora Road:
 - Option A: Exclusive northbound right turn lane, lane swap the east leg of the intersection, removing a receiving eastbound lane and adding an exclusive westbound right turn lane
 - Option B: Lane swap the east leg of the intersection, removing a receiving eastbound lane and adding an exclusive westbound right turn lane
- Short-term improvements
 - Pedestrian facility improvement at Aurora Road and Lake Washington Road, including new crosswalks, pedestrian landing pads, bus stop landing pads, and sidewalk connections
 - PedSafe to connect advanced signal controller capability and reduce the occurrence of pedestrian and bicycle crashes
 - LED Corridor lighting
 - Brevard County Signal Re-timing
 - Left-turn movements at signalized intersections along Wickham Road
 - Improve street name signage visibility
 - Consider extending school zone extents
 - Implement leading pedestrian phase intervals

Aurora Road Corridor Study (2018)



The Aurora Road Corridor Study, performed by the SCTPO, explored alternatives that improve pedestrian and bicycle facilities as well as address safety issues, traffic operations, and transit needs. The study corridor was in Melbourne on Aurora Road from Wickham Road to Stewart Avenue. Improvements identified through this study will be included in the 2045 LRTP Needs list, which will help define the CFP. Short-term and mid-term recommendations include:

- Short-term improvements:
 - Sidewalk improvements
 - Additional turn lanes
- Long-term improvements:
 - Reducing through lanes from two in each direction to one to accommodate bicycle and pedestrian facility improvements and increase safety
 - Adding bicycle lanes in both directions
 - Widening the south side sidewalk to six feet
 - Add an eight-foot shared use path on the north side
 - Reduce to two travel lanes in each direction and add a new center two-way left-turn lane
 - Intersection improvements

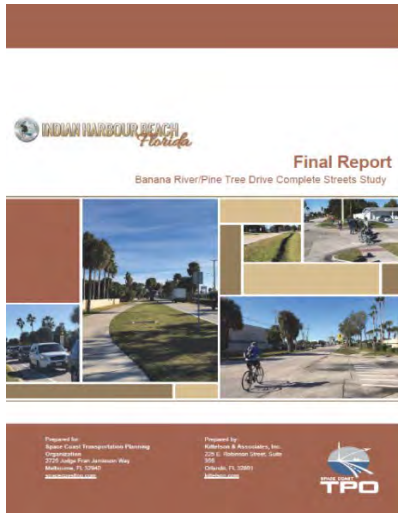
Sarno Road Corridor Study (2018)



The Sarno Road Corridor Study, performed by the SCTPO, explored opportunities to implement pedestrian and bicycle facility improvements as well as address safety issues, traffic operations, and transit movements along the corridor. The study corridor is located in Melbourne on Sarno Road from Eau Gallie Boulevard to US 1. Improvements identified through this study will be included in the 2045 LRTP Needs list, which will help define the CFP. Short-term and mid-term recommendations include:

- Short-term:
 - Improving pedestrian facilities
 - Resurfacing portions of Sarno Road
- Long-term:
 - Construct a shared-use path, five-lane roadway, and center two-way left-turn lane to the existing four lane undivided roadway from Croton Road to Apollo Boulevard

Banana River Drive/Pine Tree Drive Complete Street Feasibility Study (2019)



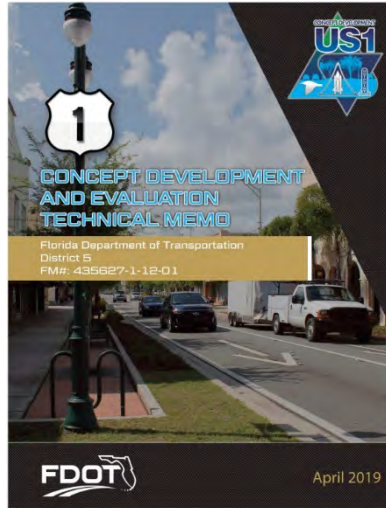
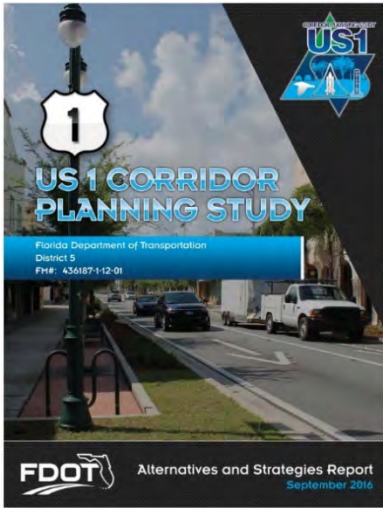
The Banana River Drive/Pine Tree Drive Complete Street Feasibility Study, performed by the SCTPO, evaluated alternatives that will enhance and improve comfort and safety for bicyclists and pedestrians. The study corridor is in Indian Harbour Beach on Banana River Drive/Pine Tree Drive from just east of Mathers Bridge to SR A1A. Short- and long-term alternatives that improve pedestrian and bicycle facilities along the corridor have been identified in the study. Final presentations were given to the TPO Board, its committees, and the City Council of Indian Harbour Beach in August/September 2019. The following list of projects outlines the recommended short- and long-term improvements:

- Short-term improvements:
 - Corridor-wide improvements
 - Resurfacing/restriping and widening sidewalks from S. Patrick Drive to SR A1A
 - Landscaping and lighting alternatives
 - Location specific improvements
 - Raised intersection at Osceola Drive, School Road, and Palm Springs Boulevard
 - New special emphasis crosswalks on the north and south approaches at the two-way stop-controlled intersections and on all four legs at S. Patrick Drive, Osceola Drive, School Road, and Palm Springs Boulevard
 - Rectangular rapid flashing beacons at School Road and Palm Springs Boulevard
 - Retroreflective signal head backplates at S. Patrick Drive
 - Advanced intersection warning signage/flashers for the southbound approach at S. Patrick Drive
- Long-term improvements:
 - Widening sidewalks from the Mathers Bridge to SR A1A
 - Buffered bicycle lanes from S. Patrick Drive to SR A1A
 - Sharrows from Mathers Bridge to S. Patrick Drive
 - Add landscaping area outside of sidewalk on S. Patrick Drive to Palm Springs Boulevard
 - Reduce roadway to one lane eastbound and westbound from Palm Springs Boulevard to SR A1A
 - Add pedestrian level lighting and landscaping along the corridor

FDOT Corridor Planning Studies (Completed – Various Years)

FDOT conducted several corridor planning studies in Brevard County. Improvements identified through these studies will be included in the 2045 LRTP Needs list, which will help define the CFP. They are listed below.

US 1 Corridor Planning Study (2016)



The US 1 corridor planning and concept development studies evaluated multimodal transportation improvements along a one-mile section of US 1 in Titusville from Laurel Place to Indian River Avenue. The corridor is a primary north-south route through the city; serving local traffic as well as many visitors.

The 2016 initial Planning Study sought to address the safety and mobility needs of the community and advance the long-term vision for the corridor, based on the input received by the public, as well as local agency partners. The Concept Development study collected the necessary information to develop and compare those alternatives derived in the Planning Study, selected preferred alternatives, and prepared the concept for implementation. Alternatives listed in the Concept Development and Evaluation Technical Memo include:

- US 1 and SR 406 (Garden Street) Roundabout
- Grace Street Roundabout

SR 518/Eau Gallie Beachside Corridor Planning Study (Riverside Drive to SR A1A) (2016)



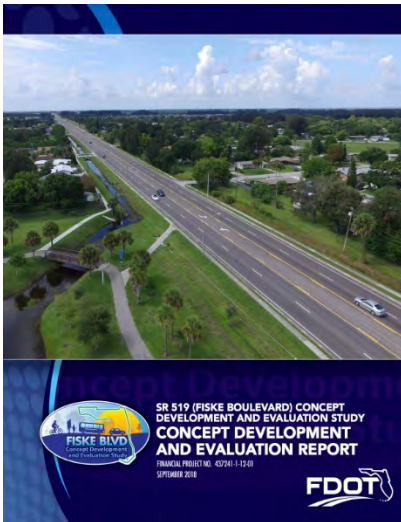
The SR 518/Eau Gallie Beachside corridor planning and concept development studies evaluated safety and multi-modal transportation improvements along the approximately 1.4-mile section of SR 518/Eau Gallie Boulevard between the Eau Gallie Causeway Bridge and SR A1A. The corridor is located along the border of the City of Indian Harbour Beach and the City of Melbourne. This five-lane arterial serves as a primary east-west evacuation route; serving local traffic as well as the many beach visitors.

The initial planning study, completed October 2016, sought to address the safety and mobility needs of the community and advance the

long-term vision for the corridor, based on the input received by the public as well as the local agency partners. The Concept Development study collected the necessary information to develop and compare those alternatives derived in the Planning Study, selected preferred alternatives, and prepared the concept for implementation. Alternatives listed in the Concept Development and Evaluation Technical Memo include:

- Sidewalk improvements
- Crosswalks with audible beacons
- Bicycle Lanes along the Relief Bridge to SR A1A
- SR A1A intersection improvements: remove continuous right-turn lanes and extend the median
- Bridge sidewalk and connection of bicycle lanes
- Driveway and median modifications
- Roundabouts and median on Burns Boulevard to Winn-Dixie Driveway

SR 519/Fiske Boulevard Corridor Planning Study (Barnes Boulevard to SR 520) (2016)



The SR 519/Fiske Boulevard corridor planning and concept development studies evaluated multi-modal transportation improvements along a 4.2-mile section of SR 519 between the Barnes Boulevard/I-95 northbound ramps and SR 520. The corridor is located within both the cities of Rockledge and Cocoa and is a primary north-south route between Viera, I-95 and SR 520; serving local traffic as well as many visitors.

The initial planning study, completed October 2016, sought to address the safety and mobility needs of the community and to advance the long-term vision for the corridor, based on the input received by the public, as well as the local agency partners. The

Concept Development study collected the necessary information to develop and compare those alternatives derived in the Planning Study, selected preferred alternatives, and prepared the concept for implementation. Alternatives listed in the Concept Development and Evaluation Technical Memo include:

- Access management by modifying existing driveways or adding a median with openings
- Bicycle and pedestrian improvements
 - Filling in the existing sidewalk gaps
 - Replacing and widening the existing sidewalk to meet current FDOT design standards (6 feet)
 - Complete the missing segments of the Brevard Zoo Trail
 - Install 5.5-foot bicycle lanes throughout the study corridor
 - Ensure all intersections and crossings meet ADA standards
 - Add a landscaped island to serve as a pedestrian refuge south of Barbara Jenkins Street

- Transit Improvements
 - Bring existing transit stops to ADA compliance by installing landing pads
 - Provide pedestrian connections between sidewalks and bus stops
 - Install additional amenities, such as bicycle racks

SR 406 Corridor Planning Study (South Lake Elementary School to US 1) (2017)



The SR 406 corridor planning and concept development studies evaluated multi-modal transportation improvements along an approximately three-mile section of SR 406 (Garden Street) from South Lake Elementary (west of I-95) to US 1. The corridor is located within the City of Titusville and is a primary east-west route through the city; serving local traffic as well as many visitors.

The initial planning study, completed June 2017, sought to address the safety and mobility need of the community and advanced the long-term vision for the corridor. The study also took into consideration input received by the public; as well as local agency partners. The Concept Development study

collected the necessary information to develop and compare those alternatives derived in the Planning Study, selected preferred alternatives, and prepared the concept for implementation. Alternatives listed in the Concept Development and Evaluation Technical Memo include:

- Repurpose the existing typical section between South Lake Elementary School and Dixie Avenue to provide consistent travel lanes, wider raised median, and buffered bicycle lanes, while minimizing the need for new, outside curb
- Roundabout at the SR 406 and Singleton Avenue intersection
- Modify existing typical section between Dixie Avenue and US 1 Southbound (Hopkins Avenue) to convert to a three-lane section with two travel lanes, one center turn lane, and buffered bicycle lanes. The curbs are proposed to be moved in in this design to provide a wider utility strip and sidewalks

Babcock Street Corridor (Ongoing)

The Babcock Street corridor from the Indian River County Line to US 1 has had multiple studies and projects performed over the past 5 years:



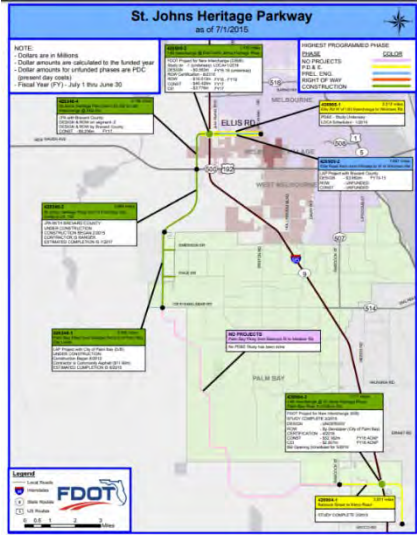
- Babcock Street PD&E Study (Ongoing) – assessing alternatives to widen Babcock Street from two to four lanes from Micco Road to Malabar Road.
- Babcock Street from Malabar Road to Palm Bay Road – PD&E Study assessed four to six lane widening alternatives and a design update was recently completed. ROW acquisition was funded in FY 2018 through FY 2020. There is currently no construction funding.
- Babcock Street Corridor Planning Study (Ongoing) – assessing alternatives to enhance pedestrian, bicycle, and vehicular mobility and safety from Palm Bay Road to US 192.
- Babcock Street from Melbourne Avenue to Fee Avenue (Completed 2015) – Road widening, resurfacing, drainage improvements, new roadway lighting, median modifications, sidewalks, landscaping, and addition of turn lanes at the US 192 intersection.

Minton Road Feasibility Study (Ongoing)



The Minton Road Feasibility Study, being performed by the SCTPO, will evaluate potential roadway and intersection improvements to help reduce congestion and increase safety for pedestrians, bicyclists, and vehicles traveling along the corridor. The study corridor is in West Melbourne on Minton Road from Palm Bay Road to US 192. The project is anticipated to be complete in 2021.

St. John's Heritage Parkway/Ellis Road Projects (Ongoing)

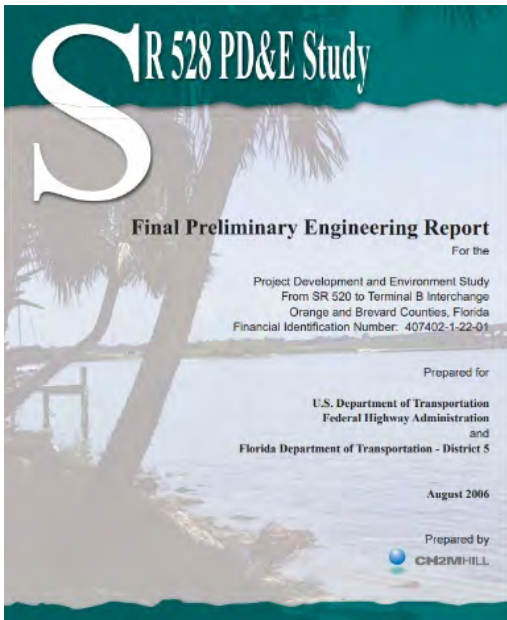


When completed, the St. John's Heritage Parkway (SJHP) will be a 5 mile arterial roadway extending from Palm Bay city limits north to Ellis Road. The goal of the Parkway is to reduce congestion on I-95, provide more efficient access for local motorists, and connect to other east-west roadways that will serve as emergency evacuation routes.

The Parkway includes the following sections:

- New I-95 Interchange north of Micco Road (complete)
- Babcock Street to Malabar Road (future feasibility study/Alternative Corridor Evaluation Report (ACER))
- Malabar Road to Emerson Drive (complete)
- Emerson Drive to Palm Bay City Limits (complete)
- Palm Bay City Limits to US 192 (complete)
- US 192 to Ellis Road (currently under construction)
- New I-95 Interchange at Ellis Road (currently under construction)
- Ellis Road from New I-95 Interchange to Wickham Road – two to four lane widening
 - ROW for this project is funded in FY 2020-2023. Construction is currently unfunded.

SR 528 Projects (Ongoing)



The SR 528 PD&E Study (2006) evaluated the widening of SR 528 from four to six lanes from I-95 to Port Canaveral. This will allow for more efficient access to and from the Port. This widening project is currently in the design phase.

School Routes Analysis (Ongoing)



The School Routes Analysis is a pilot project to analyze the area around nine schools in Melbourne and Palm Bay. The schools are: Dr. WJ Creel Elementary, Harbor City Elementary, Roy Allen Elementary, Croton Elementary, Lockmar Elementary, Riviera Elementary, John F. Turner Elementary, Odyssey Charter, and Southwest Middle. The schools were selected via the

municipalities utilizing a National Safe Routes to School Prioritization Tool. The analysis will use data, field reviews, and discussions with the schools to make recommendations that could lead to Safe Routes to School projects. These projects will help improve the safety, walkability, and bicycle access to the schools by students and faculty. The analysis approach will create a framework for implementing and conducting School Routes Analyses for other jurisdictions within the County. The project is anticipated to be complete by summer 2020.

Brevard Public Schools (Ongoing)



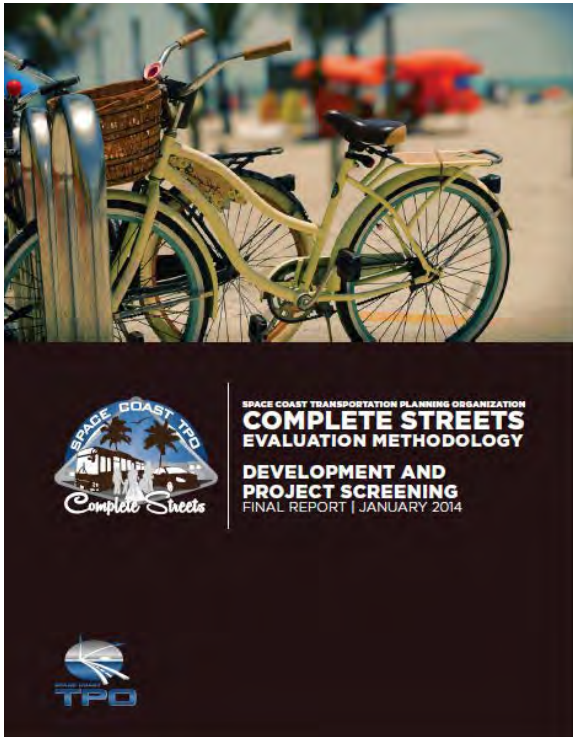
The Brevard Public School District is the largest employer in Brevard County with 9,300 staff, 73,000 students, 83 schools, 10 special centers, and 12 charter schools. The School District's goal is to serve its community and enhance students' lives by delivering the highest quality education in a culture of dedication, collaboration, and learning.

IV. MODAL PLANS

The following modal plans cover the transportation facilities offered within the Space Coast and beyond. The plans summarized in this section provide information from Bicycle/Pedestrian, Transit, Spaceport, Seaport, Airport, and Freight/Rail plans.

Bicycle and Pedestrian

SCTPO Complete Streets



To support mobility and sustainability, the SCTPO is aggressively implementing Complete Streets principles on existing roadways. To implement this strategy, the SCTPO launched a Complete Streets funding assistance program in early 2011. The focus of the Complete Streets Evaluation Methodology Development and Project Screening project was to help program these funds by identifying high priority Complete Streets projects that can be built within a short time frame.

The Complete Streets Evaluation Methodology Development and Project Screening study utilized a three-step screening process that looked holistically at Brevard County to identify potential corridors, develop these opportunity corridors into projects, and then prioritize those projects.

- Phase 1 – Project Identification: A list of Complete Streets Candidate Corridors were developed by first identifying Suitable Areas where walking/biking/transit would be most utilized and then identifying network deficiencies in those areas. This list of Candidate Corridors was presented to local governments, who assisted in identifying Candidate Projects.
- Phase 2 – Feasibility Analysis: This analysis looked at potential impacts and order of magnitude cost estimates to identify which of the list of projects developed in Phase 1 Project Identification can be implemented in the near term.
- Phase 3 – Project Selection: Phase 3 analysis ranked those projects that can be implemented by 2017.

The following corridors have been redesigned and implemented as a Complete Street project:

- North Atlantic Avenue, Cape Canaveral
- Peachtree Street, Cocoa

- Florida Avenue, Cocoa (**Figure 2** shows before and after images of the Florida Avenue Complete Street project)
- Minuteman Causeway, Cocoa Beach (**Figure 3** shows before and after images of the Minuteman Causeway Complete Street project)



Figure 2: Before (Left) and After (Right): Florida Avenue, Cocoa

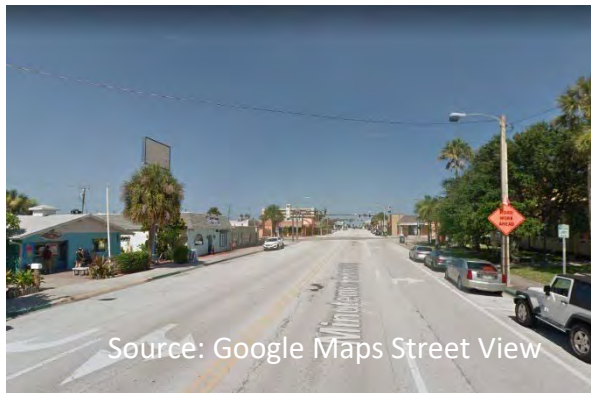


Figure 3: Before (Left) and After (Right): Minuteman Causeway, Cocoa Beach

The following corridors are currently under various stages of design and implementation:

- Hickory Street, Melbourne
- Front Street, Melbourne
- Pineapple Avenue, Melbourne
- Fiske Boulevard, Cocoa

SCTPO Bicycle and Pedestrian Master Plan (2019)



The SCTPO recognizes the growing importance of bicycle and pedestrian accessibility, mobility and safety to the region's economic vitality, sense of community identity, and quality of life. Bicycle and pedestrian transportation offer an economical and healthy way for people of all ages and abilities to access their destinations, enjoy Brevard County's outstanding natural resources and connect with friends, family and neighbors.

The SCTPO finished the Bicycle/Pedestrian Master Plan (BPMP) in November 2019, which updated the 2013 Bicycle, Pedestrian, and Trails Mobility Plan. The BPMP updated the inventory of current conditions, identified priority corridors, and ranked corridors for bicycle and pedestrian improvements. The BPMP also identified a preferred East Coast Greenway Alignment in Brevard County. Public Workshops were held in Winter 2019. The BPMP was adopted by the SCTPO Board on October 10,

2019 and final documentation was completed in November 2019. Improvements identified in the BPMP will be included in the 2045 LRTP Needs list, which will help define the CFP.

Additionally, the BPMP outlines the Showcase Trails, which are a planned system of on and off-road bicycle and pedestrian facilities that include sidewalks, bicycle facilities, and off-road shared-use paths. Showcase Trails include:

- East Central Florida Rail Trail
- Kennedy Space Center (KSC) Loop Trail
- North Merritt Island Pioneer Trail
- St John's River Eco-Heritage Trail
- Brevard Zoo Trail
- South Brevard Al Tuttle Trail
- Space Coast Trail
- SR A1A Urban Trail

Each trail consists of sections that are currently existing, scheduled for construction, programmed, or planned for future implementation. The status of the trails as of 2018 is illustrated in the Showcase Trails Map in **Figure 4**.

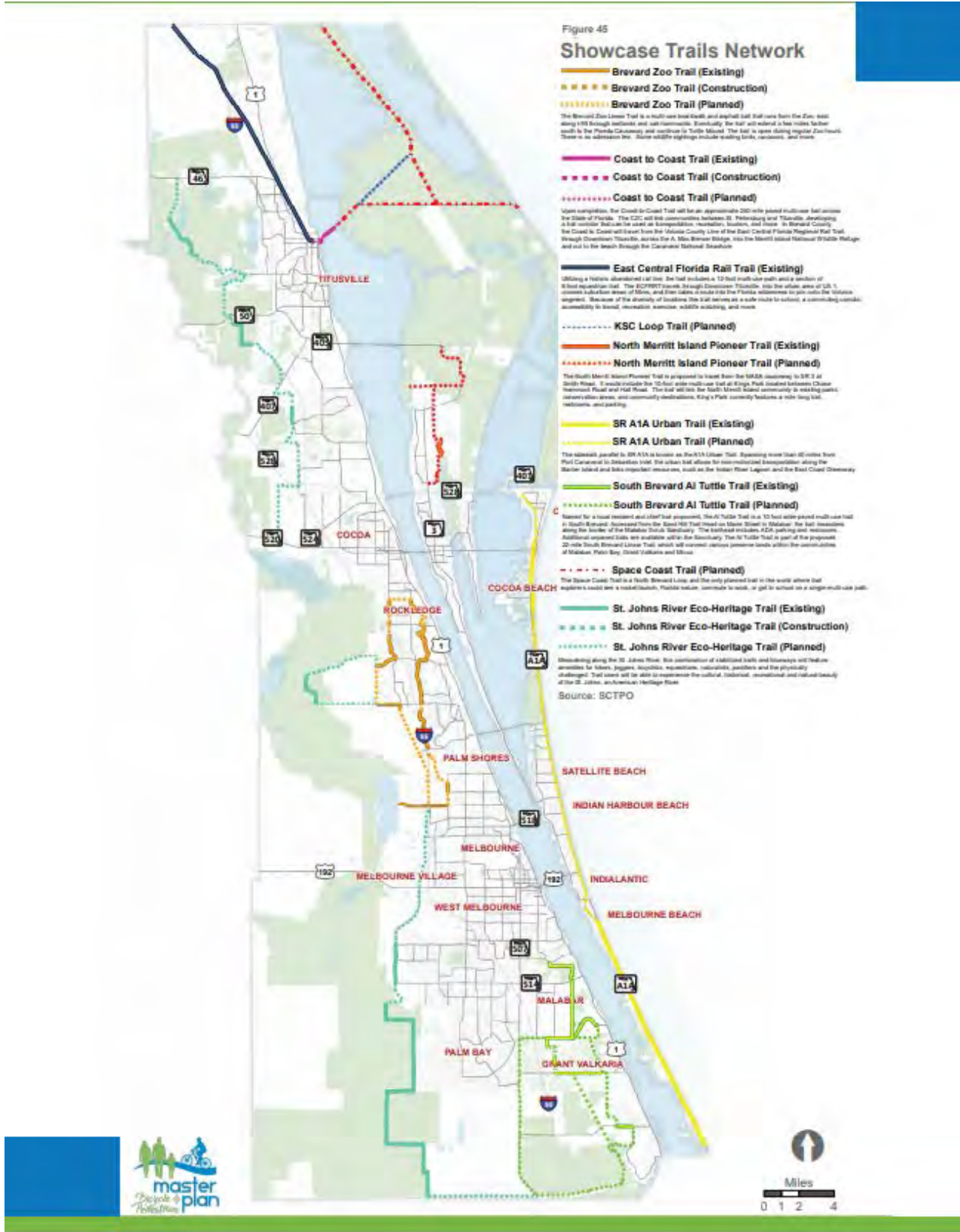


Figure 4: Showcase Trail Network

SUN Trails Network



The Florida Shared-Use Nonmotorized (SUN) Trail Program was created to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) Plan. In priority order, selection of additional Regional Trail Systems include the following:

- St. Johns River-to-Sea Loop (SJR2C)
- Capital City to Sea Trails (CC2S)
- Southwest Coastal Regional Trails (CC2S)
- Heart of Florida Loop (HOFL)
- East Coast Greenway – Southeast (ECG-SE)

More information regarding the SUN Trails Network can be found in the Bicycle/Pedestrian Master Plan final report (to be complete late Fall 2019).

Transit

ADA Bus Stop Assessment (2018)



In 2014, Space Coast Area Transit completed an Americans with Disabilities Act (ADA) Bus Stop Assessment to inventory their bus stops and facilities and assess ADA compliance. Space Coast Area Transit also created a Transition Plan to improve the compliance of transit stops and facilities.

Since the completion of the ADA Bus Stop Assessment, improvements have been made on bus stop locations throughout the county but work still needs to be done. In October 2017, the SCTPO began an update to the ADA Bus Stop Assessment. The assessment included a field data collection of each bus stop within the Space Coast Area Transit system. Attributes assessed and collected included: Boarding and Alighting characteristics, shelter characteristics, sidewalk connections, and among others. In addition, a manual collection of the boardings and alightings, or a Ride Check, was completed to gather ridership data to aid in the prioritization of improvements.

The study showed that Space Coast Area Transit has 946 bus stops along the 19 service routes. At the last recording of this data in November 2018, 32 bus stops (4 percent) were ADA compliant. Additionally, 325 of these stops had benches and 66 had shelters. **Table 8** provides a summary of bus stops in Brevard County by jurisdiction.

Table 8: Space Coast Area Transit Bus Stop ADA Compliance

Jurisdiction	Number of Stops	Number of Compliant Stops	Stops with Benches	Stops with Shelters
Unincorporated Brevard County	250	10	92	12
Cape Canaveral	19	0	14	4
Cocoa	71	6	37	1
Cocoa Beach	46	1	25	14
Grant-Valkaria	0	0	0	0
Indialantic	5	0	0	0
Indian Harbour Beach	7	0	0	0
Malabar	2	0	0	0
Melbourne	252	6	33	12
Melbourne Villages	0	0	0	0
Palm Bay	117	4	33	16
Palm Shores	0	0	0	0
Rockledge	46	0	29	3
Satellite Beach	14	0	0	0
Titusville	99	4	55	0
West Melbourne	18	1	7	4
<i>Brevard County (All)</i>	<i>946</i>	<i>32</i>	<i>325</i>	<i>66</i>

The detailed information collected from the inventory was used to develop a system-wide set of prioritized accessibility and safety improvements needed at each bus stop. From this, order-of-magnitude costs and a phased implementation plan based on available funding estimates was prepared. Consideration for low-cost short-term improvements was also considered.

The data was also compiled into stop specific data sheets and combined by jurisdiction into jurisdictional profiles within a booklet labeled “Accessing Space Coast Area Transit.” These booklets serve as a tool and talking point for local leaders, municipal staff, Space Coast Area Transit staff, and SCTPO staff to aid in implementation.

Space Coast Area (2018-2027) Transit Development Plan (TDP) (2017)

Space Coast Area Transit
Transit Development Plan
Major Update FY 2018-2027
Transit Development Plan
October 2017

Prepared by



The Space Coast Area Transit TDP was created as a planning tool for the transit agencies identifying the transportation needs of the community and the funds and resources required to implement new services to meet those needs. The TDP presents baseline conditions in Brevard County and explores and presents future conditions and potential alternative services and capital investments. The vision statement of the plan is to maintain the current level of transit service in the county and expand service to better respond to key emerging service market needs of students, computers, seniors, the disabled, and the tourism by:

- Developing new routes;
- Enhancing flexible service; and
- Developing partnerships with transit providers in adjacent

counties for improved regional access.

The mission is to maintain accessible and affordable transportation options in Brevard County and gradually enhancing existing fixed-route service to extend hours of operation and increasing frequency in the most productive corridors, as well as adding flexible services to address mobility demand in hard-to-serve areas and disadvantaged populations. The specific goals of the TDP include the following:

- Implement a transit system fully integrated with other transportation modes and Brevard County's Complete Streets Principles;
- Enhance citizen mobility and access to opportunity by increasing availability of public transportation service;
- Improve the experience of those riding Space Coast Area Transit through technology and related services;
- Ensure program accountability;
- Secure the funding necessary to meet service needs; and
- Build on Space Coast Area Transit's marketing and outreach strategies to increase ridership, use of park and ride lots, and the ReThink vanpool program through partnerships, technology, and participation in the Volunteers in Motion Program.

Improvements identified in the TDP will be included in the 2045 LRTP Needs list, which will help define the CFP.

Spaceport

Kennedy Space Center (KSC) Future Development Concept (FDC) (2012)



The FDC supports the new agency-wide master planning process identified in NASA's institutional requirements report to the Congress, pursuant to Section 1102 of the NASA Authorization Act of 2010. The FDC presents an overall concept for changes to KSC's infrastructure, land uses, customer base of space transportation providers and users, and business model. It describes a proposed future state for KSC and will serve as the blueprint for a new Center Master

Plan establishing specific goals and implementation steps over a 20-year planning horizon extending from 2012-2031. The FDC responds to KSC's new mission, goals, and objectives, and to the significant institutional infrastructure challenges confronting NASA leadership. It seeks to ensure broad alignment with the 2011 NASA Strategic Plan, Agency Facilities Strategy, recent changes in NASA human spaceflight strategies, and the NASA Strategic Sustainability Performance Plan. In addition, the FDC addresses and considers:

- Both traditional and non-traditional approaches to the recapitalization, re-development, and future expansion of spaceport capabilities;
- Partnerships with industry, the State of Florida, and other public and private entities;
- Optimal utilization of physical assets and intellectual capital;
- Environmental stewardship, sustainability, and the risks associated with future climate change; and
- Changes to operations and management structure for optimal performance as a multi-user spaceport.

Kennedy Space Center (2012-2032) Master Plan (2013)



The KSC Master Plan was created to support NASA in achieving its programmatic mission objectives, as well as maximize the provision of excess capabilities and assets in support of less costly non-NASA access to space. The Master Plan covers land use, facility assets, transportation, and infrastructure, as well as analysis of space market opportunities and future non-NASA demand. The Future Land Use Plan outlines where development can occur, how land can be used, and how strategic capabilities can be expanded. The following transportation improvements are stated in the Kennedy Space Center Master Plan:

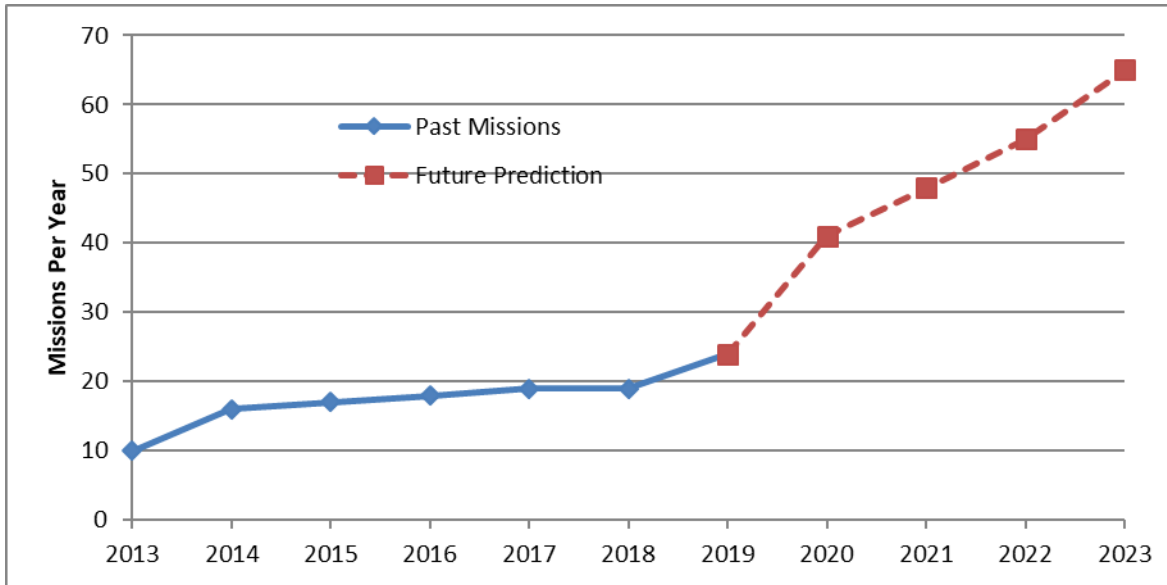
- Roads and Bridges:
 - Replacement of eastbound and westbound spans of the Indian River Bridge by 2022
- Parking:
 - Redevelop underutilized surface parking into install solar-powered carports with electric vehicle charging stations
- Pedestrian Network:
 - Increase the number of sidewalks, green space, and additional public spaces
 - Increase the number of crosswalks and improve sidewalks
- Bike, Trail, and Other Recreation:
 - Work with the Merritt Island National Wildlife Refuge to explore additional bike trail alternatives that extend throughout the refuge to connect the Titusville-Edgewater Loop on the northern end of KSC property

Cape Canaveral Spaceport Master Plan (2017)



Brevard County is home to the KSC and Cape Canaveral Air Force Station (CCAFS), collectively the Cape Canaveral Spaceport (CCS). These facilities support both government launches and an increasing number of commercial launches. CCS created its own master plan to determine local development needs. CCS is currently the most capable orbital spaceport worldwide with annual lift capacity over 400 metric tons. It is also

one of only two worldwide spaceports which can launch the full range of launch vehicle classes. Over the past 5 years, CCS had an average of 16 launches per year. **Figure 5** shows the past launch rate as well as the future projected space launches from the 2018 SOS Report.

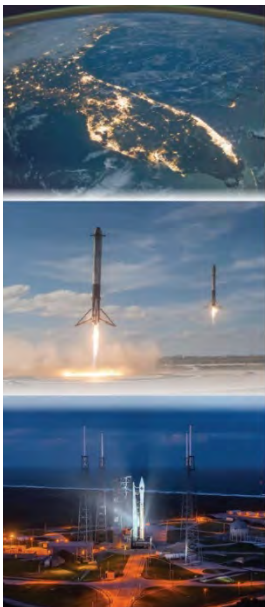


Data Source: <http://spaceflightnow.com/tracking/launchlog.html>

Figure 5: Past Space Missions with Future Launch Prediction

The 30-year-old shuttle program had 135 missions ending with the launch of Shuttle Atlantis in July 2011. Since the end of the program, NASA has contracted with both SpaceX and Boeing to restart manned missions to the International Space Station (ISS). The first manned mission under this Commercial Crew Program is scheduled for mid-2020.

Florida Spaceport Improvement Program (2018)



Florida
Spaceport
Improvement
Program

PROJECT
HANDBOOK
2018

The Florida Spaceport Improvement Program responds directly to the increasing importance of space in the transportation industry, as Florida secures its place as the global leader in space commerce. The Program is designed to stimulate private sector investment, commercial spaceport development, and most importantly, improve the quality of life for Floridians. Simply stated, the Florida Spaceport Improvement Program provides funding for projects that:

- Improve aerospace transportation facilities;
- Encourage cooperation and integration between airports and spaceports; and
- Facilitate and promote inter-agency efforts to improve space transportation capacity and efficiency.

The plan also highlights several FDOT funded capital projects in the Cape Canaveral Spaceport, including:

- Safety and security projects
- Launch and re-entry facilities
- Landside projects including parking lots, structures, launch control facilities
- Vehicle/spacecraft/payload final assembly, integration and processing facilities
- Specialized equipment, control facilities, clean rooms to support launch

Florida Spaceport System Plan (2018)



This is the first statewide spaceport system plan in the United States and will strengthen Florida’s multi-modal infrastructure for space transportation. Space Florida recently published the 2018 update to the spaceport system plan as an interim update before a comprehensive system plan update in 2019-2020. Space Florida developed the Vision 2020 strategy, targeting 10 commercial markets across science, security, and tourism fields. Florida is well positioned to be home to these markets due to the existing launch capabilities, skilled workforce, and infrastructure assets. In addition to attracting industry, the Space Coast is also a major tourist draw for the area. The Florida Spaceport System Plan (FSSP) is intended to satisfy that statutory responsibility by integrating the site-specific master

plans of Florida’s two existing spaceports, the Cape Canaveral Spaceport and Cecil Spaceport, as well as map potential future spaceport territory development that may be required to accommodate the needs of the space transportation industry. Florida Spaceport System Plan goals include:

- Creating a stronger economy where Florida’s spaceports and aerospace businesses can thrive;
- Guiding public and private investment into emerging and growing aerospace enterprises and maximize the use of existing aerospace resources;
- Enriching our quality of life while providing response environmental stewardship; and
- Advancing a safer and secure spaceport transportation system for residents, business, and others.

NASA Causeway Bridge Replacement PD&E Study (Ongoing)

NASA Causeway Bridge Project Development and Environment (PD&E) Study
 Financial Project ID (FID) Number: 40426-3
 Federal Aid Project Number: NASA 002-4
 Efficient Transportation Decision Making (ETDM) Number: 14290
 DECEMBER 2016

FDOT PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
 The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate proposed improvement alternatives for the NASA Causeway Bridge. The existing bridge was built in 1964 to connect Titusville to Merritt Island. The study will document the need for proposed improvements, which may include bridge replacement options, and evaluate and document the potential impacts associated with the bridge improvement alternatives to the physical, natural, social and cultural environment.

The PD&E Study will examine feasible alternatives to repair or replace the existing bridge. These "build" alternatives are being evaluated based on engineering, environmental and economic conditions, project costs, and input from NASA, local agencies and the public. The "no-build" or "do-nothing" alternative is also considered a viable alternative.

ALTERNATIVES PUBLIC MEETING
 An alternatives public meeting is being held to introduce the proposed bridge improvements to the general public, agencies and other interested stakeholders.

DATE: Thursday, Dec. 6, 2016
TIME: From 4-7 p.m.
LOCATION: Kazee Campbell Sr. Park
 Campbell Community Center
 Rooms 1 and 2
 701 South Street
 Titusville, Florida 32780

The meeting will be held in an open house format and community members may come at any time during the meeting to view exhibits, ask questions and provide comments.

Public participation is solicited without regard to race, color, national origin, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT Title VI Coordinator at jsmith@fdot.com or 888.368.8246.

Transportation Development Process

- 1 Planning
- 2 PD&E Study
- 3 Final Design & Engineering
- 4 Right of Way Acquisition
- 5 Construction
- 6 Maintenance

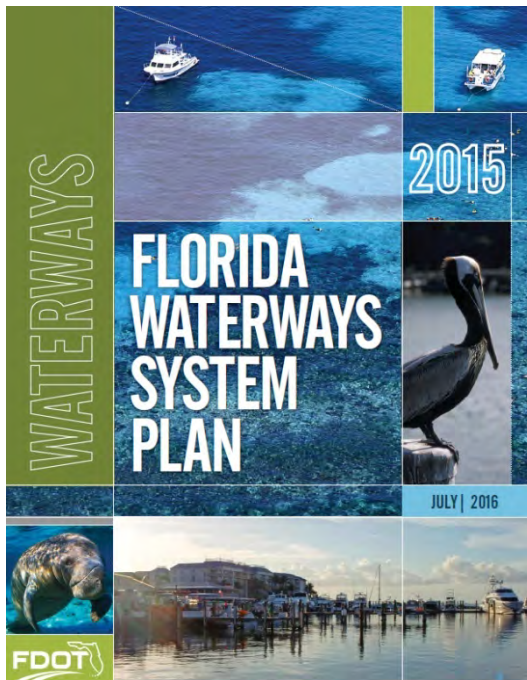
PROJECT LOCATION MAP

Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require transportation services (free of charge) should contact Mary McGehee, FDOT Project Manager, by phone at 352-343-2013 or via email at mary.mcgehee@fdot.com at least seven (7) days prior to the public meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-855-8771 (TDD) or 1-800-955-8770 (Voice).

This study evaluates proposed improvement alternatives for the NASA Causeway Bridge, constructed in 1964. The NASA Causeway Bridge connects Titusville to Merritt Island. This study address structural deficiencies, evaluates bridge replacement options, and evaluates the potential impacts associated with bridge improvement alternatives related to the physical, natural, social, and cultural environment.

Seaport and Waterways

Florida Waterways System Plan (2015)



This Florida Waterways System Plan will further develop FDOT's role to coordinate resources, improve waterway activity awareness, establish joint waterway planning with partner agencies and organizations and evaluate potential funding opportunities for projects. This plan provides an analysis of the overall system, conditions, challenges, and trends facing Florida's waterways. The results of this analysis are then used to develop a plan for the waterways system to ensure the success of the transportation system as a whole in supporting the state's economic development goals.

The Canaveral Harbor is a man-made harbor located mid-way between Jacksonville and Miami. Port Canaveral is located within the Canaveral Harbor. The Harbor was created to provide a turning basin in the

Banana River. The Harbor contains the largest navigation lock in Florida. Port Canaveral connects to the Canaveral Barge Canal, another man-made canal that is mostly used for recreational purposes. The plans lists the following focus areas to consider in monitoring and facilitating the maintenance and improvement of Florida's waterway system over the next five years:

- Facilitate maintenance of the current waterway network as a safe and reliable system for all users.
- Encourage appropriate uses to increase utilization of the waterway system, and consider facilitating capacity improvements, if warranted.
- Explore the need and benefits of acquiring data to assist in better understanding the whole range of commercial and recreational users and activities, and the non-freight economic impact of Florida's waterways.

Florida Seaport System Plan (2015)



The purpose of the FDOT Seaport Program is to allocate resources to Florida's seaports to support sustainable seaport growth and development, and to promote positive economic benefits from seaport activities throughout the state. The focus areas are seaport access enhancement, capacity expansion, efficiency improvement, and freight supply chain optimization.

The purpose of the FDOT Waterways Plan is to provide an up to date status on the issues that waterway stakeholders feel are important to the full utilization of the waterways as a commercial and recreational system. The focus areas are to maintain a safe and reliable waterway network, encourage utilization of the waterway system and consider capacity improvements, and explore the needs and benefits

of acquiring data on the commercial/recreational use and economic impacts of Florida's waterways.

Port Canaveral was established in 1939 and is currently one of three top cruise ports in the world. Port Canaveral recently opened its first dedicated container terminal in late 2015. Port Canaveral has plans to widen their turning basin. Additionally, the first phase of Port Canaveral's North Port Container Cargo Terminal opened in 2015. The terminal operator has made long-term investments in the infrastructure and equipment. FDOT invests in seaports to ensure Florida's ports stay competitive in all aspects of trade and tourism industries. Cape Canaveral's top investment projects in the FY 2015-2021 is On Port Rail Access, totaling \$15 million. Additional improvements under consideration for Port Canaveral include:

- Rail alternatives and on port rail access;
- Waterway deepening and widening to improve vessel access, safety, and capacity;
- Crane acquisitions to improve capacity, efficiency, and energy usage;
- Wharf expansion and rehabilitation to ensure safe and efficient handling of vessels; and
- Terminal improvements and expansions to increase capacity, safety, and efficiency.

Canaveral Port Authority 30 Year Strategic Vision Plan (2017)



The Canaveral Port Authority 30 Year Strategic Vision Plan looks at major short and long-term plans to create new opportunities for trade and tourism development to serve Brevard County, Central Florida, and the State. The goals of the plan include:

- Providing services and opportunities to the private sector;
- Creating developments which are compatible with the adjoining communities; and
- Serving the needs of the maritime community by providing the infrastructure needed to facilitate the movement of goods and services.

The plan outlines projects that serve cruises, cargo, the space program, commercial fishing, parks and recreation, marine recreation, commercial development, a central waterfront cove area, and a new conference center.

Canaveral Port Authority Master Plan (2018)

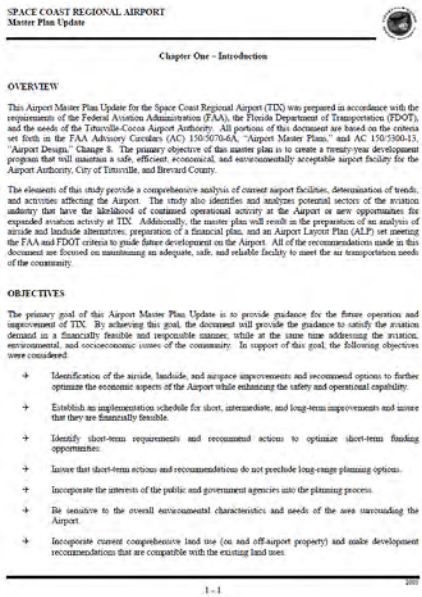
Port Canaveral is one of several ports in Florida and is one of the busiest ports in the nation. The port serves cruise, cargo, and naval functions and its net economic impact on Central Florida is \$3.5 billion with plans to increase the impact to \$10 billion within the next 10 years.

At 4.5 million cruise passengers in 2018, Port Canaveral is the second largest cruise port in the world. This was an increase of nearly 8 percent over the previous year, following recent trends in passenger growth. In order to support the projected 8+ million passengers in 2039 and beyond, Port Canaveral is looking to add 3 new terminals, update an existing berth, and build a transportation center with rental cars and additional parking. This projection and project needs are from the newly updated Port Canaveral Master Plan which incorporated market capture, historical trends, and vessel deployment as factors in the projection. Port Canaveral supports not only homeported ships but is also a significant port of call for other cruise ships. This leads to a higher utilization of each terminal than any other cruise port. In 2018, Port Canaveral launched a \$163 million construction project to build a state-of-the-art cruise terminal that will replace the recently demolished Cruise Terminal 3 on the Port's south side, just west of Jetty Park. The new Cruise Terminal 3 will be the home port for Carnival Cruise Line's newest cruise ship. The two-story terminal, an upgraded berth, roadway upgrades and an adjacent covered parking garage with room for about 1,800 vehicles will be completed in time for the 180,000-ton cruise ship's expected arrival in October 2020.

Port Canaveral is currently the smallest cargo port in the state but has had significant growth in the past few years and that growth is expected to increase in the future. 2018 cargo tonnage was 7 percent higher than 2017. To accommodate future growth, the Port is expected to make improvements with berth upgrades and new terminals including an auto terminal and liquified natural gas (LNG) terminal. Additionally, new berths for spaceport support as well as road and security upgrades were added over the past couple years.

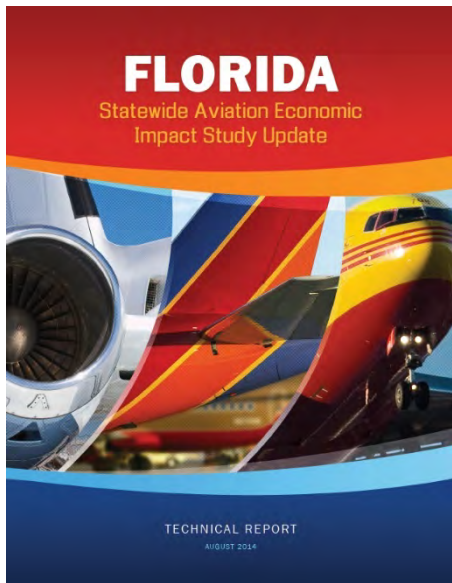
Airport

Space Coast Regional Airport Master Plan (2005)



The Space Coast Regional Airport Master Plan was created with the primary objective of creating a twenty-year development program that will maintain a safe, efficient, economical, and environmentally acceptable airport facility. The plan analyzes current airport facilities, investigates trends, and identifies new opportunities for expanded aviation activity at the Space Coast Regional Airport (TIX). The plan includes a comprehensive overview of the Airport's needs over the next twenty years, addresses issues related to development, development costs, financing, management options, and a clear plan of action. Additionally, the plan identifies short- and long-term solutions.

Statewide Aviation Economic Impact Study (2014)



The Statewide Aviation Economic Impact Study summarizes the significant economic benefit that Florida receives each year from aviation. The study focused on measuring economic impacts associated with 19 commercial services, 103 general aviation airports, and 11 military airfields. The study concluded that for all benefit categories measured, aviation in Florida is responsible for an estimated \$1.3 million jobs and \$144.0 billion in annual economic activity or output. These findings prove that aviation and the airports and airfields in Florida that support aviation-related activities have a significant positive impact on Florida's economy.

Orlando Melbourne International Airport Master Plan Update (2018)



Prepared for:
Melbourne Airport Authority
One Air Terminal Parkway, Suite 220
Melbourne, Florida 32901



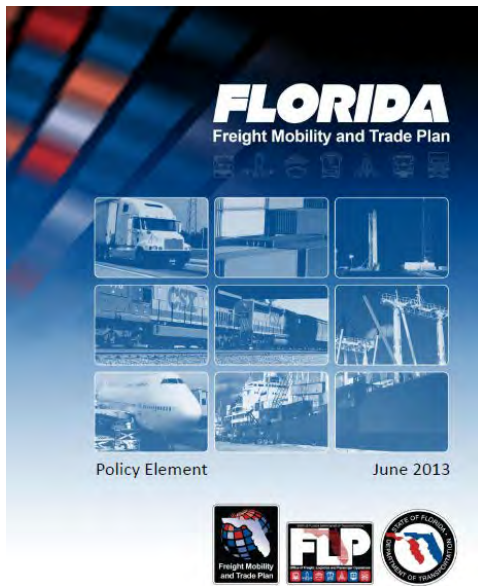
The update to the Airport Master Plan provides the Melbourne Airport Authority (MAA) with a strategic guide for airport development through 2035. The Airport Master Plan documents MAA's vision and overall plan for the airport, proposes an airport development program, and identifies anticipated revenues and capital expenditure outlays. The strategic planning for this update to the MLB Master Plan is built around several core principles: aviation safety; meeting the needs of airport users, passengers, and tenants; efficient use of airport property and orderly development of facilities; and a reasonable and achievable Capital Improvement Plan. The master plan has the following objectives:

- Enhance customer and airport user safety, service, and experience;
- Enhance revenue and economic development efforts;
- Enhance airport operational efficiencies;
- Meet federal grant obligations, FAA design standards, and policies;
- Refine land use, land development plans, and land acquisition strategies;
- Consider environmental impacts, stewardship, and sustainability;
- Ensure orderly development: consider short-term needs and long-term plans;
- Prepare for meaningful involvement in the planning process by the public, airport users (e.g., passengers, general aviation pilots, tenants, etc.), and agencies; and
- Capitalize Airport and Project branding.

The master plan details multiple projects that the airport will undertake to modernize and improve the airport's facilities, which may affect the surrounding roadway network, both directly and through increased traffic to an airport with more passengers.

Freight and Rail

FDOT Freight Mobility and Trade Plan (2013)



The Freight Mobility and Trade Plan (FMTP) provides Florida with an integrated and comprehensive plan to focus on objectives and strategies to benefit the movement of goods, commodities, and services. The plan has four key goals which are stated below:

- Increase the flow of domestic and international trade through the state's seaports and airports;
- Increase the development of Intermodal Logistics Centers (ILCs) in the state;
- Increase the development of manufacturing industries in the State of Florida; and
- Increase implementation of compressed natural gas (CNG) and liquid natural gas (LNG) and propane energy policies to reduce transportation costs.

The great opportunity and challenge for Florida is to continue to improve and expand transportation infrastructure and to set policies and regulations that allow the private sector markets to flourish. The FMTP establishes a project prioritization process and scoring method but does not provide a list of planned projects.

Central Florida Regional Freight Study (2013)

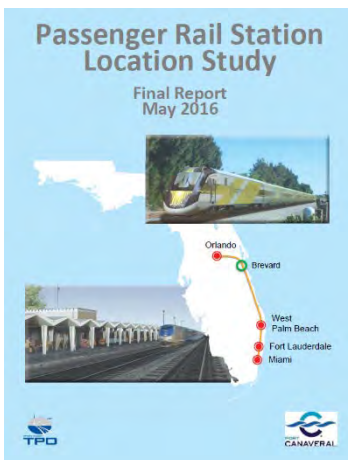


The Central Florida Regional Freight Study, prepared for MetroPlan Orlando, provides a critical regional goods movement plan that addresses economic competitiveness, regional mobility, air quality, safety, and community impacts. The study considers the current regional freight and goods flow profile, the regional freight and goods movement facilities profile, and the future regional freight and goods flow profile. The study also provides a regional freight and goods movement needs assessment and regional freight and goods movement recommendations. The study offers freight project recommendations for Brevard County, including improvements to freight hubs such as Kennedy Space Center, Port Canaveral, and Melbourne Airport, as well as regional roadways in Brevard County. The following improvements are outlined in the plan:

- Kennedy Space Center and Cape Canaveral Air Force Station:
 - Add second NB left turn at SR 405 and Grissom Pkwy
 - Provide DMS/VMS signs at SR 405 at SR 407 and SR 50 at I-95 ramps
 - Add second WB left turn at SR 405 and Grissom Pkwy
 - Add second NB (SR405) right turn lane at SR 405 and Barna Ave
 - Add second EB right turn lane at SR 405 and Grissom Pkwy
 - Add second EB left turn lane at SR 405 and SR 50
 - Modify exclusive right turn lane to shared right and through lane at SR 405 and Grissom Pkwy
 - Add second WB left turn lane at SR 405 and Grissom Pkwy
 - Add second EB left turn lane at SR 405 & Sisson Rd
 - Drainage; Reinforce Pavement for Heavy Trucks
- Melbourne International Airport:
 - Add an exclusive SB left turn lane at John Rhodes a US 192
 - Add second NB left turn lane at Wickham Road at US 192
 - Add second SB right turn at Evans Road at US 192
 - Add second EB left turn lane, second SB left turn lane and an exclusive WB right turn lane at John Rhodes @ US 192
 - Add two EB right turn lanes, second SB left turn lane, an exclusive SB right turn lane, third EB through lane and third WB through lane at Wickham Road at US 192
 - Add third EB through lane and third WB through lane at Meadowland Road at US 192
 - Add second SB left turn lane, second WB left turn lane, third EB through lane and third WB through lane at Dayton Rd. at US 192
 - Modify EB right turn lane to shared through and right turn lane, add third WB through lane and second NB left turn lane at US 192 at Laila Ct
 - Add second SB left turn lane, second WB left turn lane, second NB left turn lane, third EB through lane and third WB through lane at Evans Rd. at US 192
 - Modify EB and WB right turn lane to shared through and right turn lane at US 192 at Melbourne Sq. Mall
 - Add second EB left turn lane, third EB through lane and third WB through lane at Dairy Rd. at US 192 Add second EB left turn lane and second SB right turn lane at Airport Blvd. at US 192
 - Add an exclusive EB right turn lane, an exclusive SB right turn lane and an exclusive WB right turn lane at Airport Blvd. at Hibiscus Blvd.
 - Add an exclusive NB right turn lane and an exclusive WB right turn lane and modify the SB right turn lane to shared through and right turn lane at Airport Blvd. at Nasa Blvd.
 - Add second WB right turn lane and third SB through lane at Wickham Rd. @ US 192
 - Modify NB right turn lane to shared through and right turn lane and add an exclusive EB right turn lane at Evans Rd.
 - Add second SB right turn lane and second WB left turn lane at US 192 and Dairy Blvd.
 - Add third EB through lane and third WB through lane at Airport Rd. @ US 192

- Add an exclusive SB right turn lane at Airport Blvd @ Nasa Blvd
- PLANNED widening from 4 lanes to 6 lanes in 2020 on US 192 from Airport Blvd to I-95
- PLANNED improvements along new alignment (St. Johns Heritage Pkwy) west of I-95 broken into 3 segments (City funded, County funded, FDOT funded)
- PLANNED interchange at Ellis Road
- Titusville Intermodal Center
 - Add Golden Knight and Teko Road to freight sub-network
- Viera Boulevard:
 - Conduct detailed study to analyze options for Viera Boulevard/US 1 Intersection
 - Left and right turn flyovers from Viera Blvd. to US 1
- Banana River Drive:
 - Enforce truck routes
 - Traffic calming improvements
- Port Canaveral:
 - PLANNED Additional WB dedicated through lane on SR 401 for spaceport departing traffic
 - PLANNED median improvements to clearly delineate truck merging and acceleration lanes for entering WB heavy trucks
 - PLANNED relocation of Grouper Road
 - PLANNED deceleration lanes for stacking of trucks at the main entrance
- City Point Reload Center
 - Maintain good serviceability along Industrial Road

SCTPO Passenger Rail Station Location Study (2016)



The SCTPO Passenger Rail Station Location Study was conducted in response to the Brightline (now Virgin Trains USA) high speed rail service being planned between Miami and Orlando, which has been spearheaded by All Aboard Florida (AAF). The proposed route between South Florida and Central Florida sees 500 million vehicle trips annually and is ripe for an alternative form of transportation. This proposed rail service would travel through Brevard County, and as such, this rail station location study was conducted to determine an optimal location for a station in Brevard County along this route. Through a scoring process, nine potential station locations in Palm Bay, Melbourne, and Cocoa were narrowed to a preferred station

location in Cocoa near the junction of US 1 and SR 528. This location was chosen because of its access to regional highways, abundant development land area, proximity to Port Canaveral, and its location at a future passenger rail junction. After consultation with AAF, it was also decided that the former Cocoa passenger rail station site further south should remain in consideration due to its proximity to Cocoa Village.

Central Florida Expressway Authority (CFX) 2040 Master Plan (2018)



The CFX 2040 Master Plan identifies projects that best address the traffic capacity and operational needs of the region based on population, housing and employment growth, financial forecasts, technological developments, and public input. The Central Florida region includes Lake, Orange, Osceola, and Seminole Counties. The purpose of the plan is to define the policies CFX will follow when evaluating projects for future mobility needs, as well as to identify specific near- and long-term projects. The vision is to provide the region with a world-class, integrated mobility network that drives economic prosperity and quality of life through accountability, fiscally sound practices, and a community focus. Improvements to SR 528, one of the major thoroughfares in Brevard County, are included in their plan.

Florida East Coast Railway



The Florida East Coast Railway (FEC) is a Class II regional railroad that owns a 351-mile mainline track from Jacksonville to Miami. It connects to the national railway system in Jacksonville, allowing it to provide rail service in and out of Georgia, Tennessee, South Carolina, North Carolina, and Florida's east coast. Its mission is to provide efficient, safe, and reliable intermodal and carload rail transportation solutions for a variety of commodities. FEC offers carload, intermodal, transload, industrial development, and over-the-road services. Among its Central Florida locations are Titusville, Cocoa, and Port Canaveral.

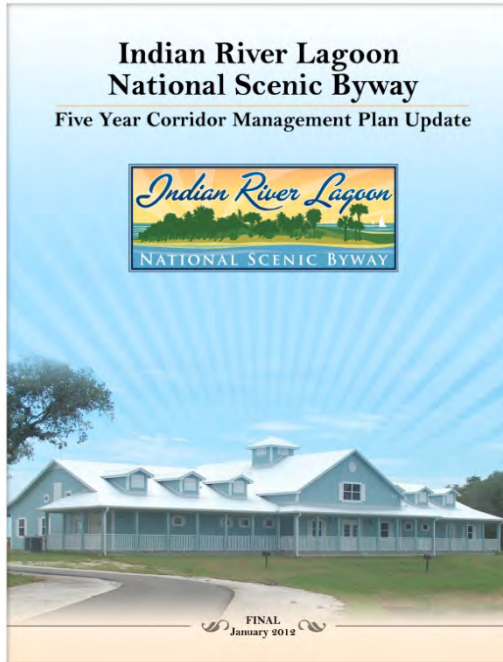
Virgin Trains USA



Virgin Trains USA, formerly Brightline, is a privately owned express inter-city rail system in the United States operating service between Miami and West Palm Beach with an intermediate stop in Fort Lauderdale. The company recently announced that it has secured funding to extend its current Miami to West Palm Beach Route to Orlando with a three-year construction period that began in May 2019 and is scheduled for completion in 2022. The Orlando station is planned to be located at the Orlando International Airport in Orange County. The railway construction will also include 35 miles of new track from the airport to Cocoa, FL along SR 528.

Other Plans

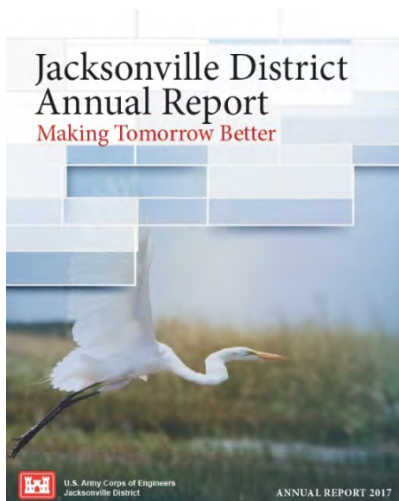
Indian River Lagoon National Scenic Byway Five Year Corridor Management Plan Update (2012)



The Indian River Lagoon Scenic Highway Coalition created a five-year update on the Corridor Management Plan to inform FDOT on the Coalition's organizational evolution and document previous accomplishments, as well as creating a road map for the next five years. The Coalition's vision statement is to promote an environment on the Scenic Byway where travelers are surrounded by a unique and diverse habitat with special places and breathtaking scenery that inspires a sense of calmness and creates unforgettable memories. The mission of the Coalition is to preserve, protect, and enhance the Byway's resources and to promote public access to and enjoyment of these resources. The goals of the plan include the following:

- Protect and enhance the unique resources along the byway;
- Provide a high-quality experience for the byway traveler;
- Leverage byway designation as a tool for economic development;
- Ensure long term success of the Advocacy Group;
- Promote safe, multi-modal access to the byway and its resources; and
- Develop strong grassroots support for the byway.

US Army Corps of Engineers Jacksonville District Annual Report (2017)



The mission of the US Army Corps of Engineers is to deliver value to the nation by anticipating needs and collaboratively engineering solutions that support national security, energize our economy, and increase resiliency. The US Army Corps of Engineers Jacksonville District oversees the following programs, locations, and projects in Florida, Puerto Rico, and the US Virgin Islands:

- Dozens of harbors;
- The South Florida Ecosystem Restoration Program;
- 25 coastal and flood risk management projects;
- Regulation of structures and work in navigable waters;
- Real estate;
- Civil works projects;

- Emergency management preparations; and
- Military/Interagency & International Services.

The US Army Corps of Engineers Jacksonville District is responsible for protecting Brevard County's aquatic resources while authorizing development through fair, flexible, and balanced permit decisions. The US Army Corps of Engineers undertakes emergency permitting during hurricane or other natural disasters, mitigation banking, enforcement/compliance, partnering, and balanced decision-making.

Joint Legislative Agenda (2019)



Brevard County's four Chambers of Commerce jointly identified several 2019 State of Florida Legislative priorities. The Joint Legislative Agenda includes the Cocoa Beach Regional Chamber of Commerce, the Melbourne Regional Chamber, the Palm Bay Chamber, and the Titusville Area Chamber of Commerce. The transportation infrastructure improvements that directly benefit business in Brevard County include:

- Improvements to seaport/airport;
- Improvements/replacement of NASA Causeway;
- Improvements/replacements of drawbridge on SR 401 leading to the north Port area;
- Improvements to the SR A1A corridor from Pineda Causeway to Port Canaveral; and
- Improvements to SR 528, including continuing design of road widening and adding bicycle and recreation features.

V. ENVIRONMENTAL AGENCIES/PLANS

The following environmental plans vary in size and scope, with plans ranging from specific management areas to the entire East Central Florida Regional area. The following plans summarize environmentally endangered lands, water district plans, lagoon district council plans, and other resiliency plans.

Environmentally Endangered Lands (EEL)



The EEL program was established in 1990 to protect the natural habitats of Brevard County by conserving environmentally sensitive lands for recreational and educational uses. The EEL mission statement is to protect and preserve biological diversity through responsible stewardship of Brevard County's natural resources. The goals of the EEL include conserving and managing natural resources, providing opportunities for environmental education, and providing opportunities for passive recreation. **Figure 6** displays the EELs within Brevard County.

Melbourne-Tillman Water Control District (MTWCD)



The MTWCD provides a water management system to prevent damage from flooding, erosion, and excessive damage in southern Brevard County. The MTWCD strive to promote resiliency through planning and proactive measures. This includes portions of unincorporated Brevard County, the City of Palm Bay, and the City of West Melbourne. The MTWCD owns and maintains over 2,300 acres of canal rights-of-way in 163 miles of canal. The MTWCD maintains MS-1, a major water control structure at the eastern end of Canal C-1. **Figure 7** displays the MTWCD boundary and canals.



Figure 6: Brevard County Environmentally Endangered Lands Program Recreational Trails

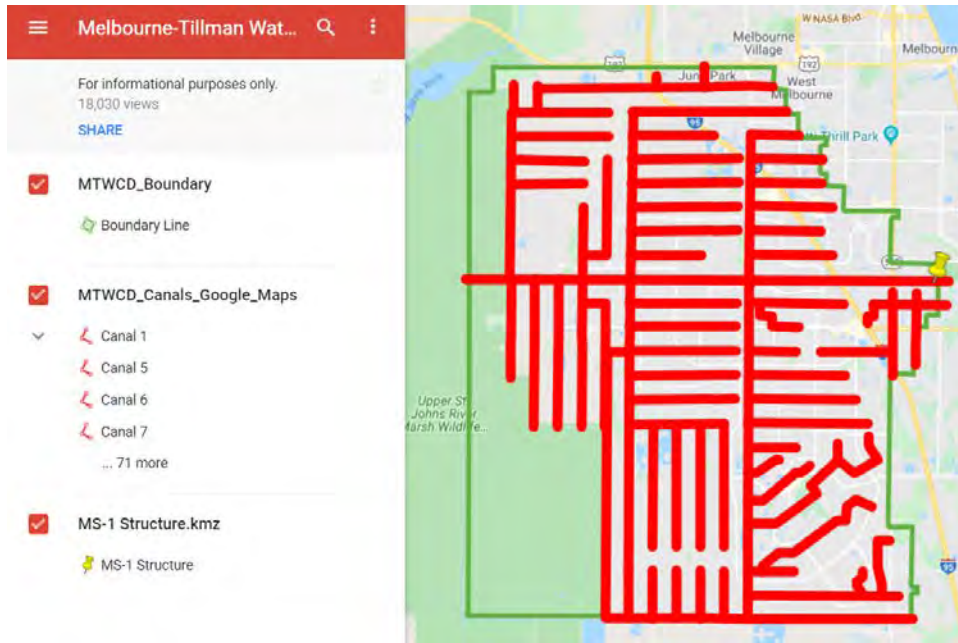


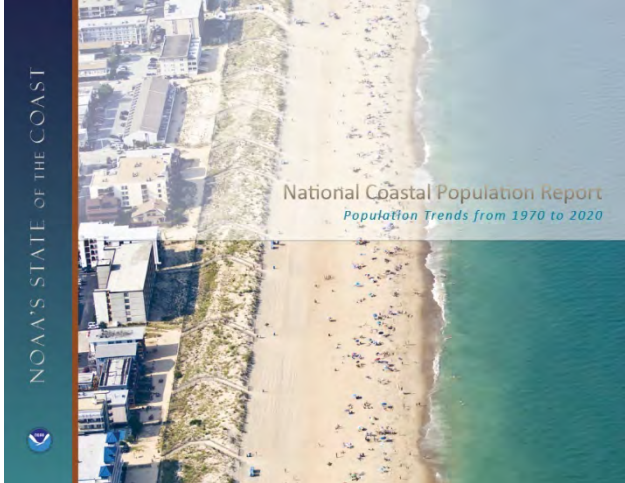
Figure 7: Melbourne-Tillman Water Control District Boundary and Canals

NOAA Southeast Regional Land Cover Change Report, 1996-2010 (2010)



The National Oceanic and Atmospheric Administration (NOAA) Southeast Regional Land Cover Change Report, 1996-2010 summarized the land cover status of the coastal United States in 2010, and documented changes over the past 14 years. Shrub, developed land, and grass land cover increased substantially, while agriculture wetland and forest land cover decreased substantially. From 1996 to 2010, developed area in the region increased by almost 20 percent. Over 70 percent of this new development included low intensity and open space development.

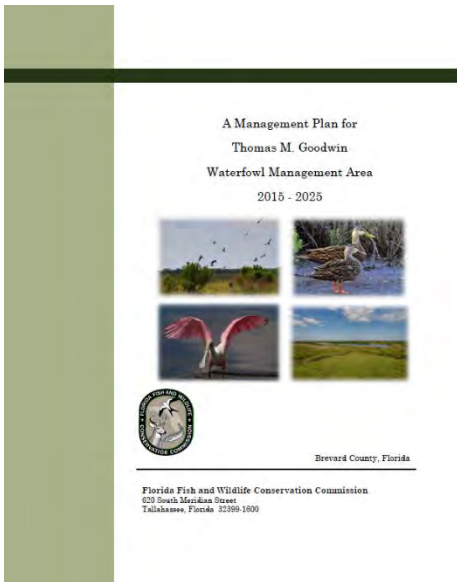
NOAA National Coastal Population Report, Population Trends from 1970 to 2020 (2013)



The National Coastal Population Report was created by NOAA in partnership with the U.S. Census Bureau to present basic demographic status and trend information for Coastal Shoreline or Coastal Watershed Counties. The statistics are most applicable for providing context for land use changes in coastal watersheds and local watershed impacts of human activities to coastal and estuarine water quality. Section 1 in the document provides status and trends for Coastal Shoreline Counties

directly adjacent to the open ocean, major estuaries, and the Great Lakes. Section 2 provides status and trends for Coastal Watershed Counties where a substantial portion of the land area intersect coastal watersheds. Brevard County is both a Coastal Shoreland and Coastal Watershed County.

Salt Lake/Thomas M. Goodwin Waterfowl Management Area Management Plans (2015-2016)



The Salt Lake and Thomas M. Goodwin Waterfowl Management Area Management Plans serve as the basic statements of policy and direction for the management of the respective conservation lands within Brevard County. The plans provide information on past usage, conservation acquisition history, and descriptions of natural and historical resources. The plans also identify the Florida Fish and Wildlife Conservation Commission's future management intent, goals and objectives, and challenges and solutions for the next ten years. The goals include:

- Habitat restoration and improvement;
- Imperiled and focal species habitat maintenance, enhancement, and restoration;
- Other wildlife habitat maintenance, enhancement, restoration;
- Exotic and invasive species maintenance and control;
- Public access and recreational activities;
- Hydrological preservation and restoration;
- Forest resource management;
- Historical resource management;

- Capital facilities and infrastructure;
- Land conservation and stewardship partnerships;
- Cooperative management and special uses;
- Climate change adaptation; and
- Exploration of research opportunities.

Save Our Lagoons Group/Indian River Lagoon Council Plans (2016)

Save Our Lagoon Project Plan for Brevard County, Florida



Prepared by:
Tetra Tech, Inc.
1558 Village Square Blvd, Suite 2
Tallahassee, Florida 32309
Phone: (850) 536-8115



Prepared for:
Brevard County
Natural Resources Management Department
2725 Judge Fran Jamieson Way, Building A
Viera, Florida 32940

Contract: 260070-14-009
Task Order: 14-009-001

CloseWaters LLC
Closewaters, LLC
655 Seville Court
Satellite Beach, Florida, 32937
Phone: (305) 814-2599



July 2016

The Save Our Lagoon Project Plan was prepared for Brevard County in 2016 to outline local projects planned to meet water quality targets and improve the health, productivity, aesthetic appeal, and economic value of the lagoon. The Indian River Lagoon system has 71 percent of its area in Brevard County and has been disturbed by development and pollution. The plan lists project objects aimed at restoring the lagoon's balance, as shown in **Table 9**. The multi-pronged approach includes the following project options:

- Projects to remove/reduce pollutants:
 - Fertilizer management
 - Public outreach and education
 - Septic system removal and upgrades
 - Muck removal
 - Artificial flushing
- Projects to restore the lagoon:
 - Oyster restoration by creating oyster reefs and living shorelines made up of oysters and natural vegetation
 - Use a living shoreline approach to incorporate natural habitats into a shoreline stabilization design

Table 9: Summary of Projects, Estimated Total Nitrogen (TN), Total Phosphorus (TP) Reductions, and Costs

Project	Estimated Total Project Cost	TN Reductions (lbs/yr)	Cost/lb/yr of TN	TP Reductions (lbs/yr)	Cost/lb/yr of TP
Fertilizer Management/Public Education	\$625,000	6,123	\$102	813	\$769
WWTF Upgrades for Reclaimed Water	-	-	-	-	-
City of Titusville Osprey WWTF	\$8,000,000	22,988	\$349	TBD	TBD
City of Palm Bay WRF	\$1,400,000	17,790	\$79	TBD	TBD
Septic System Removal	-	-	-	-	-
Banana River Lagoon Septic System Connections	\$12,260,000	13,736	\$898	N/A	N/A
North IRL Septic System Connections	\$12,820,000	14,029	\$914	N/A	N/A
Central IRL Septic System Connections	\$16,684,000	28,744	\$746	N/A	N/A
Septic System Upgrades	-	-	-	-	-
Banana River Lagoon Septic System Upgrades	\$4,128,000	5,145	\$802	N/A	N/A
North IRL Septic System Upgrades	\$8,240,000	10,270	\$802	N/A	N/A
Central IRL Septic System Upgrades	\$9,824,000	12,244	\$802	N/A	N/A
Stormwater Projects	-	-	-	-	-
Banana River Lagoon Stormwater Projects	\$4,625,000	48,391	\$96	6,896	\$671
North IRL Stormwater Projects	\$4,850,000	52,936	\$92	7,632	\$635
Central IRL Stormwater Projects	\$1,325,000	17,113	\$78	2,497	\$531
Muck Removal	-	-	-	-	-
Mosquito Lagoon Muck Removal	\$16,100,000	35,000	\$460	5,250	\$3,067
Banana River Lagoon Muck Removal	\$71,750,000	165,300	\$434	24,800	\$2,893
North IRL Muck Removal	\$89,250,000	231,500	\$386	34,700	\$2,572
Central IRL Muck Removal	\$21,000,000	59,500	\$353	8,900	\$2,400
Oyster Reef Living Shorelines	\$10,000,000	21,120	\$473	7,181	\$1,393
Projects Monitoring	\$10,000,000	-	-	-	-
Total	\$302,881,000	761,929	\$398 (average)	98,670	\$3,070 (average)

NOAA Indian River Lagoon Aquatic Preserves System Management Plan (2017)



Indian River Lagoon Aquatic Preserves System Management Plan

Including Banana River, Indian River – Molokai to Vero Beach, Indian River – Vero Beach to Ft. Pierce, and Jensen Beach to Jupiter Inlet Aquatic Preserves

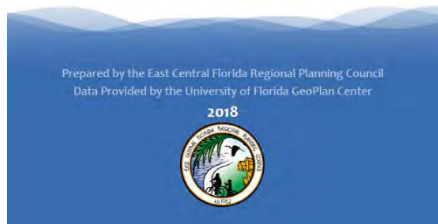


Florida Department of Environmental Protection
Florida Coastal Office
3800 Commonwealth Blvd., 1st Floor, Tallahassee, FL 32309
www.aquaticpreserves.org

The Florida Coastal Office and Florida Department of Environmental Protection produced the Indian River Lagoon Aquatic Preserves System Management Plan for the following counties: Brevard, Indian River, St. Lucie, Martin, and Palm Beach. The mission of the Florida Coastal Office is to conserve and restore Florida’s coastal and aquatic resources for the benefit of people and the environment. The plan describes a basis for management, management programs and issues, and administrative and facilities plans. The goals of the plan include:

- Developing partnerships to maintain water quality;
- Ensuring routine assessment of water quality;
- Improving water quality through hydraulic restoration;
- Conducting muck removal;
- Creating oyster reef habitat;
- Documenting natural resource location and extent;
- Maintaining a safe environment for fish, wildlife, and user groups; and
- Promoting low-impact recreational opportunities.

SCTPO Sea Level Rise Vulnerability Assessment (2018)



The SCTPO Sea Level Rise Vulnerability Assessment aims to identify facilities within the county that are vulnerable to flooding and rising sea levels. The assessment focuses on planning to implement adaptation actions, policies, and practices. The assessment analyzed the following assets for vulnerability to sea level rise inundation: evacuation routes, roadways, railroads, Space Coast Area Transit bus stops/routes, trails, fleet storage facilities, transportation operations facilities, public service facilities, major hospitals, and regional assets.

By the year 2100, the Merritt Island National Wildlife Refuge area is expected to be inundated, an area which includes NASA/Kennedy Space Center, Cape Canaveral, Air Force Station, and developed areas of unincorporated Brevard County. **Figure 8** displays the forecasted major inundation expected to occur between 2045-2060 when water levels are projected to rise 1.5 to 2 feet above current levels. Most of the vulnerable routes are located on the barrier islands or the causeways connecting to the mainland: US 1, SR A1A, and SR 520. Few evacuation routes or bus stops are expected to be affected by flooding, but portions of both the Florida East Coast (FEC) Railway and the US Federal Government Railway are projected to be inundated by the year 2070. Several trails, including the Space Coast Trail and SR A1A Urban Trail are projected to be inundated by 2040 or 2070. Improvements identified through this study will be included in the 2045 LRTP Needs list, which will help define the CFP. Recommendations include:

- Port Canaveral:
 - Fortify existing jetties to curb the impact of infringing sea level rise in the short term
- Cape Canaveral Air Force Station:
 - Raising the facility, with a priority near the launch pads
- Kennedy Space Center:
 - Raise the Area 1 Shuttle Landing Facility and use an adjoining retention area

- Raise the elevation of the parking lot and reinforcing the boundary with a sea wall at Area 11 Visitor's Center
- Central Brevard County Roadways:
 - Examine on and off ramps for the Pineda Causeway and U.S. 1 to assess new configuration that may be necessary to ensure access in the area

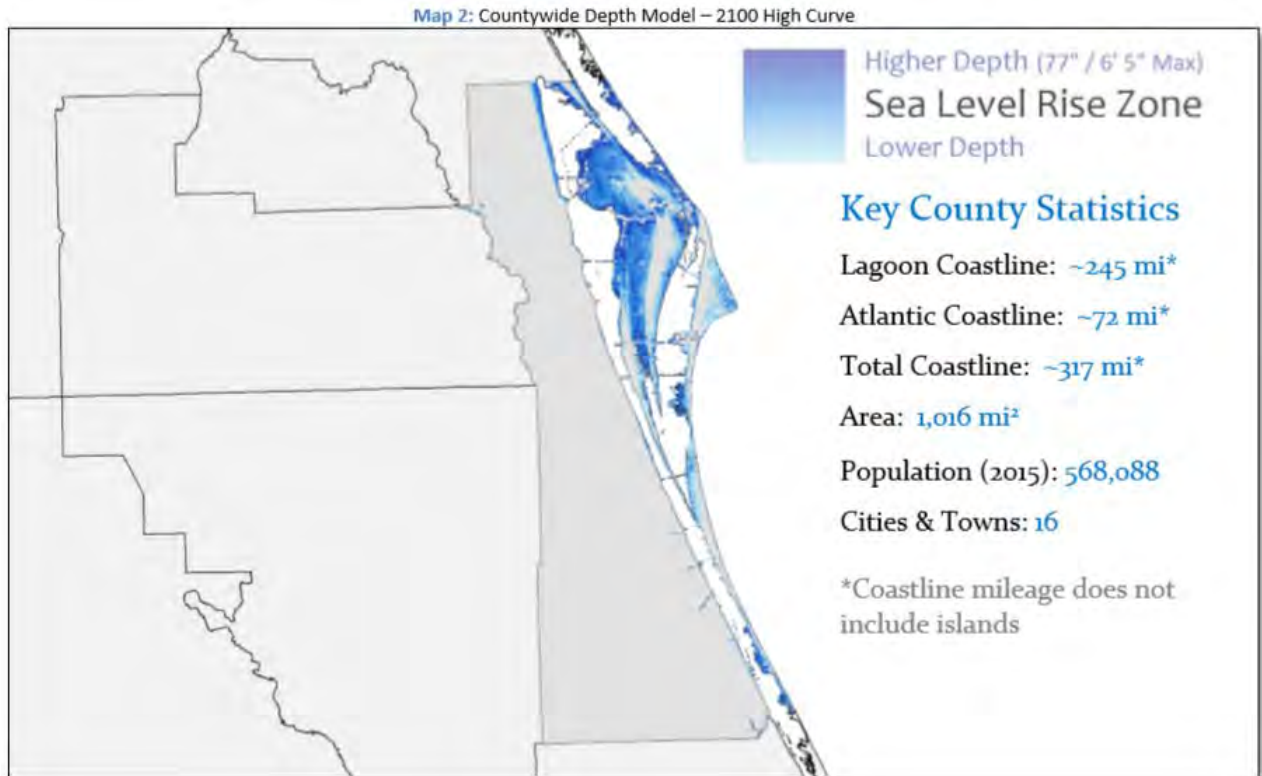
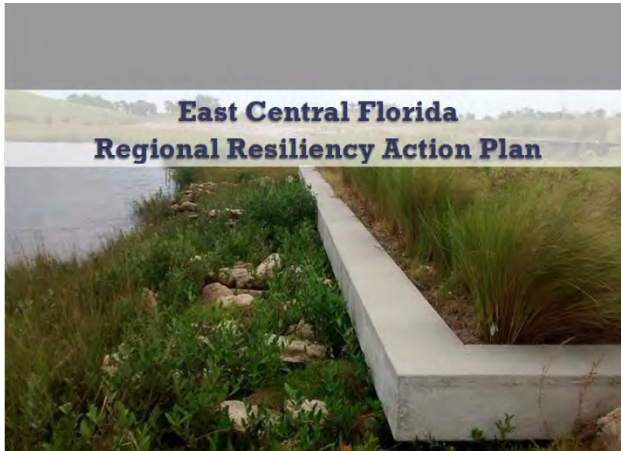


Figure 8: Brevard County Sea Level Rise

East Central Florida Regional Resiliency Action Plan (2018)



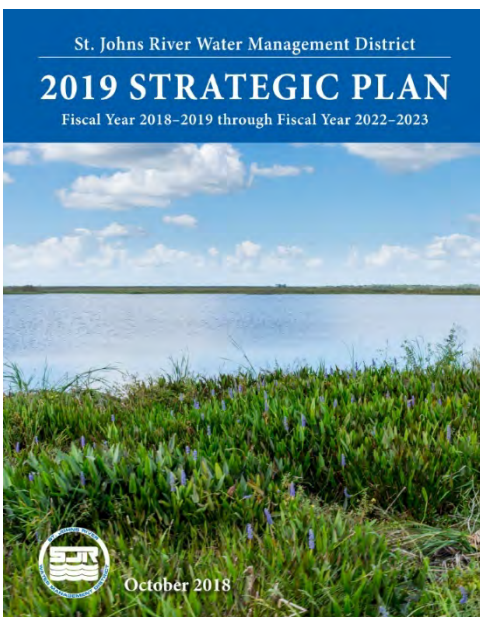
The East Central Florida Regional Resiliency Action Plan was prepared for Brevard and Volusia Counties by the East Central Florida Regional Planning Council. The purpose of the plan is to increase the ability of local and regional stakeholders to implement resiliency and climate adaptation strategies across disciplines. The plan incorporates a five-year planning horizon based on four focus areas: Leadership and Strategy, Economic and Society, Infrastructure and Environment, and Health and Well-being. In addition to outlining actions for different levels of government, the plan

describes actions for partnerships across agencies, non-profits, the business sector, and other stakeholders.

The following tasks were identified for the Brevard County Sustainability Working Group:

- Create a jurisdiction-wide Sustainability/Resiliency Plan through the recommendations of the Sustainability Board, if applicable.
- Include actions to help community businesses implement sustainable practices in a sustainability plan.

St. John's River Water Management District (SJRWMD) Plan (2018)



The SJRWMD manages groundwater and surface water resources in all or part of 18 counties in northeast and east-central Florida. Their mission is to protect the area's natural resources and support Florida's growth by ensuring the sustainable use of Florida's water for the benefit of the people of the SJRWMD and the State. The plan reviewed a five-year planning horizon and focuses on water quality, water supply, natural systems, and flood protection.

VI. GOODS AND SERVICES PLANS

The following section summarizes goods and services plans pertaining to Brevard County. This section identifies key tourism sites and summarizes the impacts tourism has on past, present, and future economic conditions. The economic development review commission is also summarized.

Economic Development Commission of Florida's Space Coast Space Coast Tourism Report (2017)



The Economic Development Commission of Florida's Space Coast prepared the Space Coast Tourism Report to offer insight on Brevard County's tourism economy. The tourism and lodging markets are strong in Brevard and continue to grow. The report provides data on

Brevard County hotel industry indicators, employment, taxable sales, real estate, Florida visitors, and airport and port passenger activity. More information on these metrics can be found in the Economic Development Commission Economic Review discussed below.

Brevard County Tourist Development Council News Article (2018)

The Brevard County Tourist Development Council awarded \$325,865 in grant funding to eight projects for the Tourism and Lagoon Grant Program. Recipients included the Brevard County Natural Resources Management Department, the Brevard Zoo, Keep Brevard Beautiful, Florida Institute of Technology, and the Marine Resources Council. Each of the projects were required to improve the health of the Indian River Lagoon and positively impact Brevard County tourism, as well assist with mitigating litter control, shoreline restoration/protection, habitat restoration, and/or improved waterway access. Projects approved by the organization include the following:

- Brevard Zoo: (1) Brevard Oyster Shell Recycling and (2) Engaging Tourists and the Community with Shoreline Restoration
- Brevard County Natural Resources Management Department: (1) Titusville Causeway Shoreline Stabilization Feasibility Study and (2) Vessel Debris Removal
- Keep Brevard Beautiful: (1) SR 520 Litter Removal Project and (2) SR 528 Causeway Litter Removal
- Marine Resources Council: Lagoon House Shoreline and Restoration Enhancement
- Florida Institute of Technology: Biorock: An Environmental Alternative to Plastic for Oyster Restoration and Living Shorelines in the Indian River Lagoon

Economic Development Commission of Florida’s Space Coast Economic Review (2019)



The Economic Development Commission of Florida’s Space Coast writes the Economic Review as a semi-annual analysis of current economic conditions in Brevard County. The plan covers multiple areas of the economy, from unemployment and home sales to industry-specific metrics. Unemployment reached a 12-year low; construction remains strong; and manufacturing, retail, education, and the health industries continue to grow. Home and condominium values continue to grow. Tourism has mixed results from December 2017 to December 2018, with Orlando-Melbourne International Airport seeing approximately 20 percent increase in passengers but both hotel occupancy and cruise passengers have seen negative growth. **Figure 9** displays the economic review summary for different markets in Brevard County.

INDICATOR	MONTHLY % CHANGE	ANNUAL % CHANGE	INDICATOR	MONTHLY % CHANGE	ANNUAL % CHANGE
LABOR MARKET			REAL ESTATE		
	Nov 2018 to Dec 2018	Dec 2017 to Dec 2018		Nov 2018 to Dec 2018	Dec 2017 to Dec 2018
Labor Force	↑ 0.2%	↑ 3.7%	Homes Sales	↑ 9.7%	↓ -10.1%
Total Employment	↓ -0.1%	↑ 4.1%	Median Sales Price	↑ 1.6%	↑ 0.5%
Total Unemployment	↑ 8.7%	↓ -6.7%		Oct 2018 to Nov 2018	Nov 2017 to Nov 2018
Unemployment Rate*	↑ 0.3%	↓ -0.4%	Housing Units Authorized	↓ -8.1%	↓ -7.0%
INDUSTRY EMPLOYMENT			RETAIL		
	Nov 2018 to Dec 2018	Dec 2017 to Dec 2018		Oct 2018 to Oct 2018	Sep 2017 to Oct 2018
Construction	↑ 0.7%	↑ 8.1%	Taxable Sales	↓ -1.0%	↓ -5.3%
Manufacturing	↑ 1.2%	↑ 3.3%	Index of Retail Activity	↑ 7.2%	↓ -0.3%
Retail	↔ 0.0%	↑ 2.4%	TOURISM		
Education & Health	↑ 1.1%	↑ 8.5%		Nov 2018 to Dec 2018	Dec 2017 to Dec 2018
			Hotel Occupancy Rate*	↑ 0.3%	↓ -6.6%
			Cruise Passengers-Port Canaveral	↑ 10.6%	↓ -2.5%
			Total Passengers-Melbourne International Airport	↑ 1.2%	↑ 19.7%

*Rate changes are expressed in percentage points

Sources: Florida Department of Economic Opportunity, Labor Market Statistics Center; Florida Realtors; Home Builders & Contractors Association of Brevard; Florida Legislature, Office of Economic & Demographic Research; Space Coast Office of Tourism; Canaveral Port Authority; Melbourne Airport Authority

Figure 9: Economic Review Summary of Brevard County

VII. COMPREHENSIVE PLANS

The Space Coast includes seventeen cities/towns within its limits. Florida law requires jurisdictions to provide local comprehensive plans that cover both 5-year and 10-year planning horizons. Comprehensive plans provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements¹. The follow section summarizes the goals and objectives outlined in each city/town comprehensive plan within the Space Coast.

Brevard County Comprehensive Plan (1988, updated 2011)



Space Coast Florida
Nature | Beaches | Space
the official website for Brevard County Government

The Brevard County Comprehensive Plan was most recently updated in 2011. The intent of the plan is to encourage the most appropriate use of land, water, and resources consistent with the public interest. The major goal listed in the Comprehensive Plan is to provide a safe, convenient, and energy efficient transportation system that supports the community and enhances the mobility of people and goods where reducing reliance upon the automobile and minimizing impacts to neighborhoods, cultural resources, and natural habitats. The plan identifies short-range (1-5 years) and long-range plans (6-15 years). Objects that support this goal include:

- Monitoring and Evaluation
- Prioritization of Transportation Improvements
- Multi-modal Transportation
- Airport, Sea Port, and Rail Facilities
- Land Use and Transportation Coordination
- Public Participation
- Intergovernmental Coordination
- Scenic Highways
- Roadway Network
- Complete Streets

¹ Requirements for Florida Comprehensive Plans, Section 3177 of Chapter 163. §163.3177(5)(a), F.S.

City of Cape Canaveral Comprehensive Plan (2018)



The Cape Canaveral Comprehensive Plan adopts a long-term planning horizon of ten years. The overall transportation goal of the Cape Canaveral Comprehensive Plan is to continue to develop and coordinate a comprehensive transportation system that:

- Serves the needs of all segments of its population;
- Supports the Land Use and other elements of the Comprehensive Plan;
- Provides adequate and safe access to adjacent land uses;
- Promotes sound development policies;
- Is an efficient and effective use of public resources; and
- Promotes the efficient utilization of energy resources.

The Comprehensive Plan outlines several goals in alignment with the overarching goal, including:

- Provide for a safe, convenient, and efficient motorized and non-motorized transportation system.
- Coordinate the traffic circulation system with the future land uses shown on the future land use map or map series as development takes place.
- Work with FDOT, Brevard County, the Space Coast TPO, and any other appropriate transportation planning bodies to assure the necessary exchange of information to coordinate the plans and programs of all the agencies involved as they relate to the overall transportation network within the City.
- Protect existing and future rights-of-way from building encroachment.

City of Cocoa Comprehensive Plan (2010)



The City of Cocoa's Comprehensive Plan sets a 10-year planning horizon for 2020. The goal of the Transportation Element in the City of Cocoa's Comprehensive Plan is to provide a safe, efficient, and comprehensive multi-modal transportation system available to all residents of and visitors to the City of Cocoa. When possible, these facilities should be developed to enhance the City's greenways. Objectives that support this goal include:

- Functionality
- Transportation Concurrency
- Mobility Strategies
- Proportionate Fair Share

- Right-of-Way Preservation
- Pedestrian and Bicycle Facilities
- Reduction of Greenhouse Gas Emissions
- Transportation Facilities Improvement Coordination
- Scenic Roadways Program
- Coordination with Future Land Use
- Access
- Public Transit
- Alternate Routes to Intrastate System
- Intermodal Facilities
- Parking

Cocoa Beach Comprehensive Plan (2015)



The Cocoa Beach Comprehensive Plan has a horizon year of 2025. The Mobility Element (previously the Transportation Element) addresses mobility issues in relationship to the size and character of the local government. Cocoa Beach aims to emphasize public transportation systems and create a safe, convenient multimodal transportation system in coordination with the future land use. The Comprehensive Plan does not include a mass transit section. The City of Cocoa Beach is close to being built-out and future development activity will be in the form of redevelopment. Future transportation plans are focused on providing a more balanced transportation system that accommodates pedestrians, bicycles, bus service, and other modal options. A primary transportation goal stated in the Comprehensive Plan is, “to provide the City of Cocoa Beach with a functional transportation network that ensures safe, convenient, and sustainable accessibility and mobility to all users through a variety of transportation modes”. Policies that support this goal include:

- Multi-Modal Approach
- Roads
- Pedestrians
- Bicycles
- Transit Service
- Safety
- Other Initiatives
- Florida Department of Transportation
- Space Coast Transportation Planning Organization
- Brevard County
- Local Communities

Grant-Valkaria Comprehensive Plan (2011)



The transportation goal of the Grant-Valkaria Comprehensive Plan is to create a safe, convenient, and energy efficient transportation system that supports the community. Additionally, the comprehensive plan aims to enhance the mobility of people and goods while minimizing impacts to neighborhoods, cultural resources, and natural habitats. The Comprehensive Plan lists a horizon year of 2025. The Comprehensive Plan lists the following seven objectives in support of the Town's goal:

1. Routinely monitor and participate in the evaluation of the performance of town, county, and state roadways and other modes as appropriate.
2. Continue to encourage multi-modal transportation alternatives that accommodate existing and proposed major trip generators and attractors.
3. Coordinate with Brevard County and other applicable agencies as to the siting of new or expansion of existing ports, airports and other related facilities with the Future Land Use, Coastal and Conservation Elements.
4. Recognize the inter-relationship of land use patterns and transportation needs and continue to implement methods to address land use/transportation interactions.
5. Encourage public involvement in the transportation planning process by coordinating efforts with FDOT and SCTPO.
6. Promote methods of intergovernmental coordination to address transportation system improvements by participating on the SCTPO and attending periodic County-wide planning and transportation meetings.
7. Continue to take actions necessary to establish and maintain a roadway network that enhances the social and natural environment while minimizing any potential negative impacts.

The purpose of the Transportation Element in the Comprehensive Plan is to provide long range policy framework for the provision of facilities to serve traffic circulation needs. The Transportation Element discusses the character of the existing circulation patterns in the Town, provides goals, objectives, and policies relating to transportation programs, identifies specific local improvement needs, and addresses coordinating mechanisms with area wide programs.

Town of Indialantic Comprehensive Plan (2009)



The Transportation Element of the Town of Indialantic's Comprehensive Plan is to support a coordinated, well-integrated, cost effective, and environmentally sound transportation system which will adequately serve current and future needs of the Town. Objectives that support this goal include:

- Protecting existing and future rights-of-way from building encroachment;
- Coordinating plans with the Space Coast TPO and FDOT annually;
- Providing a safe, convenient, and efficient transportation system that meets needs and achieves desired Levels of Service;
- Utilizing Future Land Use Plan to determine future impact;
- Coordinating with the responsible government agency when roadway Level of Service falls below acceptable levels; and
- Revising the Level of Service standards when needed.

The Comprehensive Plan proposes future transit routes along Fifth Avenue and North Miramar Avenue. The Town has several existing sidewalk and bicycle trails, predominately along Miramar Avenue, Fifth Avenue, and North Riverside Drive. The Comprehensive Plan has limited plans for future sidewalk and bicycle improvements.

City of Indian Harbour Beach Comprehensive Plan (1998, amended 2019)



The 1988 Comprehensive Plan identifies the City's transportation goal as, "How to move the greatest number of people in the shortest amount of time". This goal has been amended to include energy efficiency to the overarching transportation goal. The 2019 amendment expands on the goal and states the City's transportation goal as follows:

- The City shall strive to develop and coordinate a comprehensive transportation system that protects and enhances the public health, safety, and welfare by:
 - Serving the needs of all segments of its population;
 - Supporting the Land Use and other elements of the Comprehensive Plan;
 - Providing adequate and safe access to adjacent land uses;
 - Promoting sound development policies;
 - Maintaining an efficient and effective use of public resources; and
 - Promoting the efficient utilization of energy resources.

The 1988 Comprehensive Plan focuses on traffic circulation, as it is the mode by which most travel on a daily basis. Limited transit service is provided within the City by the Space Coast Area Transit network.

Town of Malabar Comprehensive Plan (2010)



Malabar has a population of about 3,000 residents and a land area of 6,372 acres, with just over 3,000 acres of undeveloped land. The Town is predominately rural with low housing density and commercial areas along major arterials. The transportation element of Malabar's Comprehensive Plan was developed in coordination with Brevard County's Transportation Element, the SCTPO's LRTP, and FDOT. The Comprehensive Plan assesses future needs for a 2025 horizon year. The Transportation element of the Comprehensive Plan has an overarching goal to plan for a safe, convenient and efficient motorized and non-motorized transportation system which shall be available for existing and anticipated future users of the system. Policies that support this goal include:

- Adopting Level of Service standards;
- Preparing and adopting a master plan for road paving;
- Developing criteria for evaluating proposed roadway improvements;
- Reviewing proposed developments;
- Continuing assessments in new developments;
- Continuing to implement adequate facilities;
- Requiring new developments to provide safe and convenient on-site traffic flow;
- Conducting access management;
- Monitoring intersections with high crash rates;
- Incorporating ITS;
- Providing adequate signage and traffic controls;
- Coordinating expanded bus service within the Town of Malabar;
- Developing transportation demand management techniques;
- Conducting public involvement; and
- Establishing a passenger rail line.

The Comprehensive Plan inventories existing conditions, growth trends and travel patterns, assesses planned capital improvements, projects Level of Service, and assesses future needs. The existing transportation network in the Town of Malabar consists of a roadway system, pedestrian network, sidewalks, transit system, waterways, and a FEC railroad corridor. There are no new roadways identified in the capital improvement projects within the Town of Malabar. The town has a greater need for pedestrian, bicycle, and greenway projects even though there are no cost feasible pedestrian or bicycle projects planned within the Town. Several trail projects will be

funded through the SCTPO. The Comprehensive Plan recommends that the Town of Malabar should continue to work with Brevard County and FDOT to install new bicycle and pedestrian facilities. The Town has a low degree of transit demand and has no transit supportive areas within the Town. The Comprehensive Plan recommends coordinating with Space Coast Area Transit to include bus service through the Town.

City of Melbourne Comprehensive Plan (2010)



The City of Melbourne's Comprehensive Plan establishes goals, objectives, policies, and general standards for future land use, transportation, housing, infrastructure, coastal management, conservation, recreation and open space, intergovernmental coordination, public

school facilities, and capital improvements. The Comprehensive Plan sets a 2040 horizon year. One goal of the transportation element of the Comprehensive Plan is to provide a safe, efficient, and convenient transportation system for motorized and non-motorized users of the Melbourne transportation network. Objectives that support this goal include:

- Level of Service
- Roadway Network
- Future Land Use, Housing and Population
- Energy Conservation
- Intergovernmental Coordination
- Multi-modal System
- Aviation Facilities
- Wayfinding

Another goal stated in the Melbourne Comprehensive Plan is to develop a financially feasible transportation system that meets the accessibility needs of the City residents. Objectives for this goal include:

- Capital Improvement program
- Financing Mechanisms
- Mobility Districts

Melbourne Beach Comprehensive Plan (2010)



Community Character is the overall goal of the Melbourne Beach Comprehensive Plan. The plan has five-year and ten-year planning horizons. Since 1980, Melbourne Beach has seen a relatively slow population growth as compared to Brevard County and the state of Florida. Melbourne Beach is nearly built-out, with a current population of approximately 3,100 residents. The Comprehensive Plan's transportation element is focused on planning for a multimodal transportation system that emphasizes ecologically friendly transportation alternatives. Existing Levels of Service are not projected to grow as a result of new development. Given limited necessity for capacity improvements on arterial and collector roadways, efforts will focus on reducing the impacts of existing development. The Comprehensive Plan identifies ways to reduce traffic congestion and greenhouse gases, including:

- Enhancing pedestrian and bicycle facilities;
- Obtaining transit service from Space Coast Area Transit; and
- Encouraging use of transit service.

The goal of the transportation element is to provide a safe, convenient, and energy efficient transportation system that supports the community defined by this Comprehensive Plan, and enhances mobility, reduces reliance on the automobile, and minimizes adverse impacts on neighborhoods and cultural and natural resources.

Town of Melbourne Village Comprehensive Plan (1988)



Melbourne village is six miles from the Atlantic coast and consists of 0.60 square miles of land between the cities of Melbourne and West Melbourne. Melbourne Village was founded in 1946 and is predominately residential, with a small commercial area along U.S. 192. As of 2008, the town is mostly built-out, with less than 20 vacant residential lots. Most of the town's development concerns relate to redevelopment of single-family housing. The Town's most recent Comprehensive Plan was completed in 1988. A Comprehensive Plan Evaluation and Appraisal Report (EAR) was completed in 2008 and provides updates to the Comprehensive Plan. The EAR report established a horizon year of 2012. The Town has repaved all roadways from 1999-2003. Regular roadway maintenance is planned on an annual basis. Cut-through traffic has been a

reported problem from residents; however, traffic volumes do not exceed established Levels of Service. The Town of Melbourne Village is currently updating their Comprehensive Plan. The plan is estimated to be completed in Summer or Fall of 2020.

Palm Bay Comprehensive Plan (2001-2011, amended 2018)



Palm Bay is the largest and fastest growing city in the County. The Comprehensive Plan provides a framework plan for meeting the diverse needs of the growing city by addressing existing and future needs, constraints, and opportunities. The City establishes a five-year short-term planning horizon from 2016-2021 and a ten-year long-term planning horizon from 2021-2031. The comprehensive plan outlines goals, objectives, and policies for nine elements, including:

- Land use
- Capital improvements
- Coastal management
- Conservation
- Housing
- Sanitary
- Intergovernmental coordination
- Recreation
- Transportation

The transportation element is consistent with the plans and program of the Space Coast Transportation Planning Organization. The comprehensive plan establishes several transportation objectives, including:

- Increasing ridership of mass transit;
- Improving the safety of the transportation system;
- Providing bicycle/pedestrian facilities on all reconstructed or expanded arterial and collector roadways;
- Promoting multimodal transportation options; and
- Adopting a mobility plan.

Town of Palm Shores Comprehensive Plan (2011, 2019 EAR Amendments)



The Town of Palm Shores is an unincorporated community containing approximately 300 acres of land area and a population of approximately 1,160 (2017). Palm Shores is bordered by the Indian River Lagoon to the east, the City of Melbourne to the south, the Florida East Coast Railroad to the west, and Pineda Causeway to the north. Palm Shores relies on Brevard County for sewer distribution, fire services, and police protection.

The Comprehensive Plan includes a transportation element that aims to plan for future motorized and non-motorized traffic circulation systems. Palm Shores set a goal to provide a safe, convenient, and efficient motorized and non-motorized transportation system for all residents and visitors. In addition to the transportation element, the Comprehensive Plan outlines the future land use, conservation, infrastructure, coastal management, housing, recreation, capital improvements, and intergovernmental coordination elements.

City of Rockledge Comprehensive Plan (2011)



The City of Rockledge is just over 10 square miles and is bordered by the City of Cocoa to the north, the Indian River to the east, unincorporated Brevard County to the west, and the Viera DRI to the south. The City has no seaports, airports, active railroad terminals, or other intermodal facilities, except for sidewalk and bicycle paths.

The transportation element of the Comprehensive Plan will guide the City in developing a safe and efficient multi-modal transportation system by providing a mixture of public and private transportation facilities. The plan aims to provide policy direction for the City in managing its growth and development over a ten-year horizon period. This element is coordinated with other local government plans, including the SCTPO LRTP. The Comprehensive Plan highlights several principles for designing the transportation system, including:

- Providing many alternative travel paths, while keeping traffic conflicts to a minimum;
- Maintaining system continuity, providing smooth and logical traffic flow patterns;
- Reflecting land use access requirements;
- Considering mass transit service, bicycle travel, and pedestrian safety;
- Paying special attention to freeway and interchanges;
- Considering one-way street designs;
- Providing for traffic signal coordination;
- Providing for future modification and expansion (right of way protection);

- Ensuring environmental compatibility; and
- Reflecting desires of local community regarding quality and type of service.

Transportation-related goals stated in the Comprehensive Plan include:

- Provisions for pedestrian and bicycle improvements will be incorporated into any new development.
- Adequate access for sanitation, police, fire, and rescue vehicles will be provided by all new development.
- Establishing a long-range program to remove all on-street parking from the area. No new development will be permitted without adequate off-street parking.
- Promoting walkability and connectivity by establishing provisions for bicycle and pedestrian improvements required by new developments.
- Limiting direct ingress and egress by new development onto the major thoroughfares within the district.

City of Satellite Beach Comprehensive Plan (1988, amended 2017)



The Comprehensive Plan states goals, objectives, and policies that establish the long-term transportation vision for the City of Satellite Beach. The over-arching goal stated in the comprehensive plan is to provide a multi-modal transportation system with varied transportation alternatives and improved connectivity. Objectives that support this goal include:

- Coordinating with Brevard County and FDOT.
- Issuing development permits that shall be subject to thoroughfare right-of-way protection from building encroachment.
- Establishing a means of coordination on transportation-related issues, including addressing the needs of the transportation disadvantaged.
- Investigating user-based financing strategies to fund new transportation improvements and programs.
- Establishing formal mechanisms to monitor the coordination of the transportation system with the Future Land Use Map.
- Providing safe and adequate evacuation capabilities by cooperating and coordinating with county, regional, and state agencies to facilitate movement over SR A1A, SR 513/S. Patrick Drive, and SR 404/Pineda Causeway.

Titusville Comprehensive Plan (2018)



Titusville’s 2040 Comprehensive Plan is based on the Titusville Tomorrow Vision Plan. The major visions outlined in the Vision Plan and Comprehensive Plan include three major themes: Downtown, the Waterfront, and the Gateways. The Comprehensive Plan additionally identifies Neighborhoods and Employment Opportunities as core elements. The plan sets a 2040 horizon year. The Comprehensive Plan is organized by seven elements, followed by the corresponding transportation objectives:

1. City-Wide
 - a. Coordinate with other agencies to meet the objectives of this plan, including Brevard County, Space Coast TPO, FDOT District 5, St. Johns River Water Management District, East Central Regional Planning Council, Brevard County School District, and various granting and funding agencies.
2. Downtown
 - a. Prioritize pedestrian and bicycle circulation to support a high level of activity in the downtown area.
3. Waterfront District
 - a. Create an integrated transportation system that ensures waterfront amenities are accessible to Titusville residents and visitors.
4. Neighborhoods
 - a. Prioritize safety and local mobility within neighborhoods.
5. Gateways
 - a. Provide long distance motor vehicle movement along major roads while providing safe, multimodal access to uses and activity centers.
6. Employment Opportunities
 - a. Planning for employment areas should consider the need for multimodal access to employment opportunities and the necessity for truck or rail access for employment uses that rely on freight.
7. Supporting Elements

West Melbourne Comprehensive Plan (2010)



The Comprehensive Plan for the City of West Melbourne provides the policy framework for growth management for the horizon year 2030. The Comprehensive Plan is based on six core issues, including:

- Community identity and image;

- Community core, neighborhood centers, and gathering spaces;
- Integrated development patterns;
- Community connectivity and transportation systems;
- Public service standards and infrastructure systems; and
- Land development practices and design standards.

The Comprehensive Plan lists plan projects and deliverables in several areas, including future land use, housing and neighborhood development, transportation, and environment and public spaces. The list addresses several transportation improvement areas, including:

- Transportation Service Standards – The goal is to provide for the mobility needs of the city’s residents, businesses, and visitors by supporting a safe, accessible, and efficient transportation system. Major objectives include:
 - Establishing transportation concurrency area standards, map designation, and criteria in coordination with FDOT and TPO;
 - Establishing alternative road links to relieve arterial and collective roadway capacity; and
 - Coordinating roadway improvements and funding strategies with the PTO plan to meet 2035 standards.
- Multi-Modal – The goal is to establish a multi-modal transportation system to provide the city and the varied transportation alternatives, improved connectivity, and enhanced quality of life envisioned by the community planning vision. Major objectives include:
 - Amending land development regulations to require bicycle parking facilities in accordance with this policy; and
 - Amending land development regulations to require automobile parking facilities in accordance with this policy.

Comprehensive Plan Transportation Elements

The local jurisdiction comprehensive plans reviewed in this section are summarized in **Table 10** based on whether they address specific transportation elements, such as complete streets and transit. This summary will help inform local jurisdictions where their comprehensive plan could be improved to align with the LRTP and the overall vision for Brevard County.

Capital Improvement Plan Projects

The Capital Improvement Plans (CIPs) for each local jurisdiction were reviewed to identify potential projects within the LRTP roadway network. **Appendix A Capital Improvement Plan Projects** outlines the projects from each CIP, the agency implementing the project, and the funding for the project (if available).

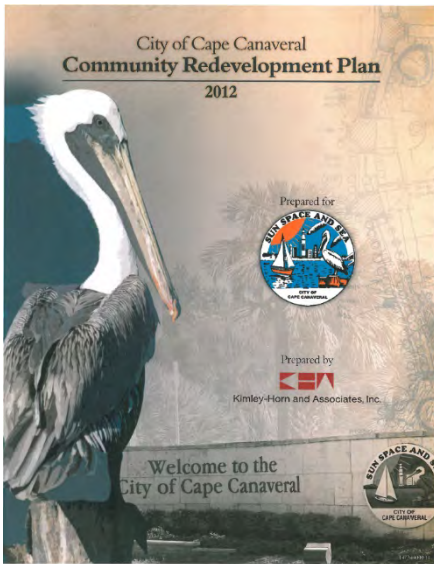
Table 10: Summary of Comprehensive Plan Transportation Elements

Plan	Air/Sea/Rail	Multi-Modal	Complete Streets	Roads	Parking	Transit	Safety	Greenways	Mobility
Brevard County	✓	✓	✓	✓	✓	✓	✓		✓
Cape Canaveral	✓			✓	✓	✓	✓		
Cocoa	✓	✓		✓	✓	✓	✓	✓	✓
Cocoa Beach	✓	✓	✓	✓	✓	✓	✓		✓
Grant-Valkaria	✓	✓	✓	✓	✓	✓	✓	✓	
Indialantic	✓			✓	✓	✓	✓		
Indian Harbor Beach	✓	✓		✓	✓	✓	✓		✓
Malabar	✓	✓		✓	✓	✓	✓	✓	✓
Melbourne	✓	✓	✓	✓	✓	✓	✓	✓	✓
Melbourne Beach	✓	✓		✓	✓	✓	✓		✓
Melbourne Village	✓	✓		✓	✓	✓	✓		✓
Palm Bay	✓	✓	✓	✓	✓	✓	✓	✓	✓
Palm Shores	✓	✓		✓	✓	✓	✓	✓	
Rockledge	✓	✓		✓	✓	✓	✓	✓	✓
Satellite Beach	✓	✓	✓	✓	✓	✓	✓	✓	
Titusville	✓	✓		✓	✓	✓	✓	✓	✓
West Melbourne	✓	✓	✓	✓	✓	✓	✓		✓

VIII. COMMUNITY REDEVELOPMENT AGENCIES (CRAS)

CRAs are established to encourage new investment and job creation in urban areas. Florida law allows local governments to designate CRAs under the following conditions: presence of substandard or inadequate structures, shortage of affordable housing, inadequate infrastructure, insufficient roadways, and inadequate parking. The following section summarizes the plans, goals, and objectives of several CRAs in Brevard County.

Cape Canaveral Community Redevelopment Plan (2012)



Community visioning took place in 2009 to set the basis for the Cape Canaveral Community Redevelopment Plan. One of the City's transportation-related vision statements is to envision SR A1A as a complete street with native-landscaping, a tree-lined median, and traffic calming elements. The SR A1A Economic Opportunity Overlay District includes commercial and industrial properties along SR A1A from the Port in the north to the Canaveral River Area in the south. The Overlay District establishes architectural design standards, increases building heights, allows for additional uses, and provides a process for approving planned developments. The vision for the SR A1A Multimodal Planning and Engineering Analysis is to have a corridor that functions as a safe and efficient multimodal

corridor that connects and supports the economic viability of several communities. **Figure 10** displays the CRA boundary.

The plan outlines several transportation-related improvements, including:

- Streetscape improvements;
- Roadway improvements;
- Wayfinding signage; and
- Pedestrian and bicycle mobility.

CITY OF CAPE CANAVERAL FINDING OF NECESSITY
FIGURE 1: CRA BOUNDARY

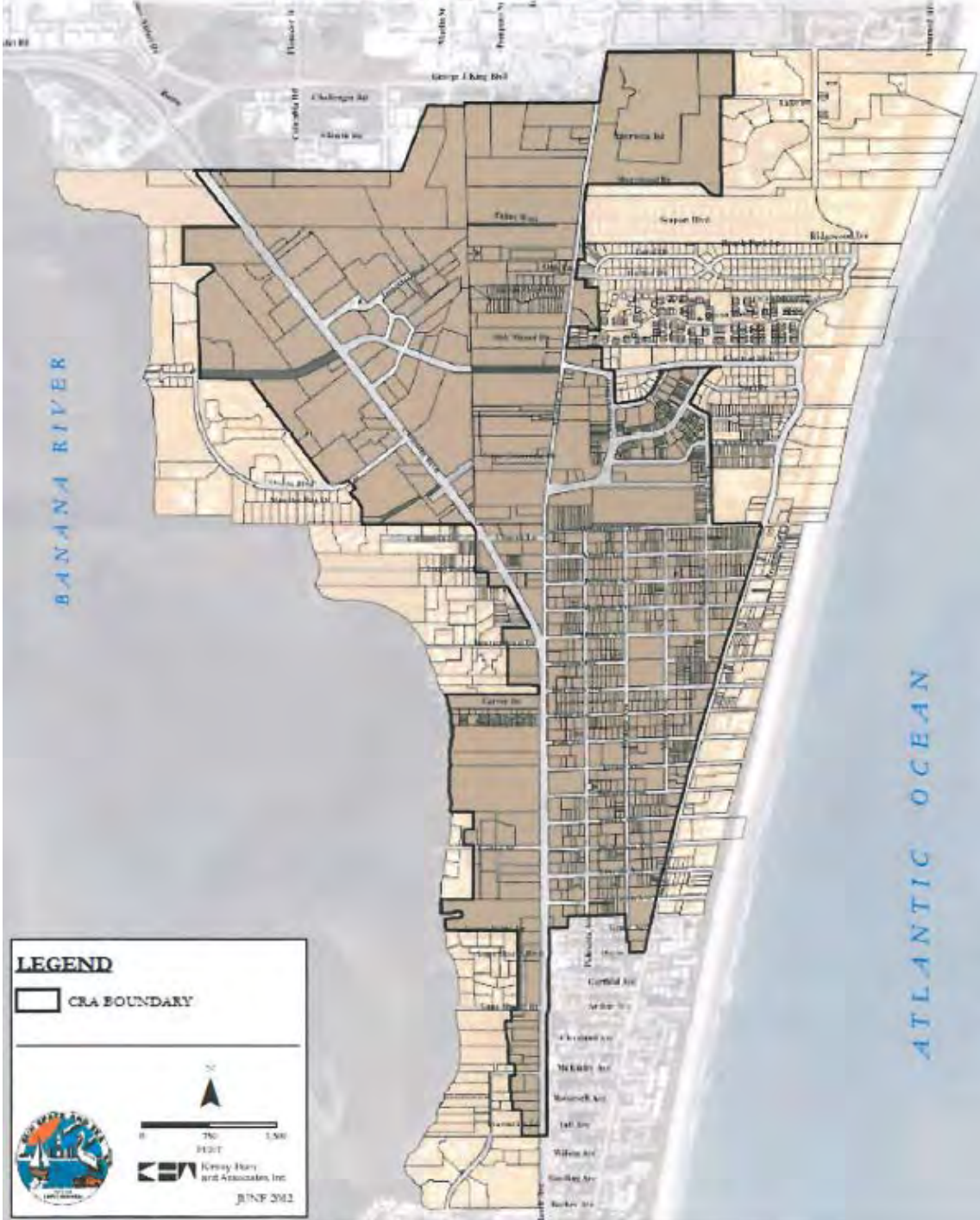


Figure 10: Cape Canaveral Community Redevelopment Area Boundary

Cocoa Community Redevelopment Plan (2018 Update)



The City's CRA was originally completed and adopted in 1981 and has been updated since in 1997 and 2018. The Cocoa CRA is .45 square miles and consists of 2 percent of the total area within the city limits. The Cocoa CRA consists of nine sub-districts, including Cocoa Village, Heart of Cocoa, South of the Village, South End, King Street and Willard Street Corridor, North of the Village, Uptown Neighborhood, US 1 Regional Corridor, and the Waterfront. The CRA identifies high, medium, and low priority projects, including:

- High priority:
 - Municipal parking / shared parking facilities / additional on street parking
 - Street Tree Program
 - Streetscape Reconstruction
- Medium Priority:
 - Rosa L. Jones Boulevard Traffic Circle
 - Two-Way Street Conversion
 - Loading Zones in Village
- Low Priority:
 - State Road 520 Corridor
 - King Street and Willard Street Improvements Option B
 - Two Way Access to Riveredge Drive/SR 520

The CRA Plan identifies two transportation-related goals to create a safe and efficient traffic circulation system. The Plan sets goals and policies to provide sufficient access by all modes of transportation between activity centers within the CRA and to support the development of parking strategies to support the transportation goals. The Plan identifies long-range planning goals and objectives, which include:

- Gateways and Signage
- Street Improvements
 - Two-Way Street Conversion
 - Traffic Circle
 - Two-Way access to River Edge Boulevard / SR 520
 - Streetscape Reconstruction
 - Street Tree Program
 - Loading Zones in the Village

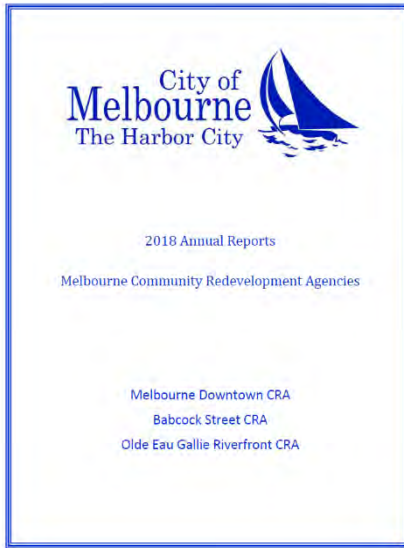
Figure 11 displays the Cocoa Community Redevelopment Agency boundary.



Figure 11: City of Cocoa Community Redevelopment Agency Boundaries

City of Melbourne Community Redevelopment Agency

Community Redevelopment Agency 2018 Annual Report



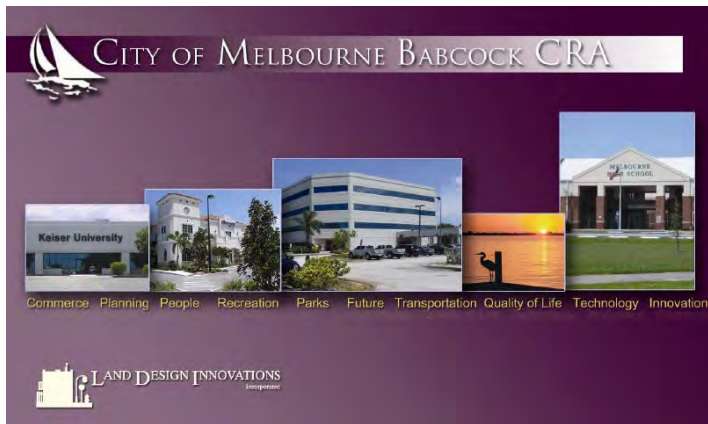
The Downtown CRA capital transportation improvement projects, programs, and initiatives in 2018 consisted of the following:

- Phase 1 South Expansion Streetscape Project, which included U.S. 1, Prospect Avenue, and Stone Street; and
- West Crane Creek Pedestrian Bridge Project.

The 2018 Annual Report lists goals and objectives for 2019, including:

- Completing FDOT permitting for the Phase 1 South Expansion Streetscape Project and commence construction.
- Commencing engineering and permitting for the Crane Creek Pedestrian Bridge.
- Begin working on design and engineering of the second phase of streetscape on South U.S. Highway 1 (Jackson Street to University).
- Continuing parking management discussions at the stakeholder level with some recommendations for the CRA/Council to consider.

Babcock Street CRA



The Babcock Street CRA was established in 1997 and is approximately 540 acres. The current 2018-2019 revenue of \$950,161 supports its operating budget, programs, and projects. Projects include:

- Babcock CRA NASA Landscape Medians Project
- Hickory Street Complete Streets Project
- Babcock Street Reconstruction Project
- Phase III Medians Project

Figure 12 displays the Babcock Street CRA boundary.



Figure 12: Babcock Street CRA Boundary

Olde Eau Gallie Riverfront CRA

**Olde Eau Gallie Riverfront
Urban Infill
and
Community Redevelopment Plan**



Prepared for:
The City of Melbourne

By:
Brad Smith Associates, Inc.
in association with:
Hunter Ingrassia, Inc.
Lawandice Planning Affiliates

The Olde Eau Gallie Riverfront CRA was established in 2000 and contains approximately 297 acres. The current 2018-2019 revenue of \$466,734 supports the operating budget, programs, and capital projects of the agency. Projects include:

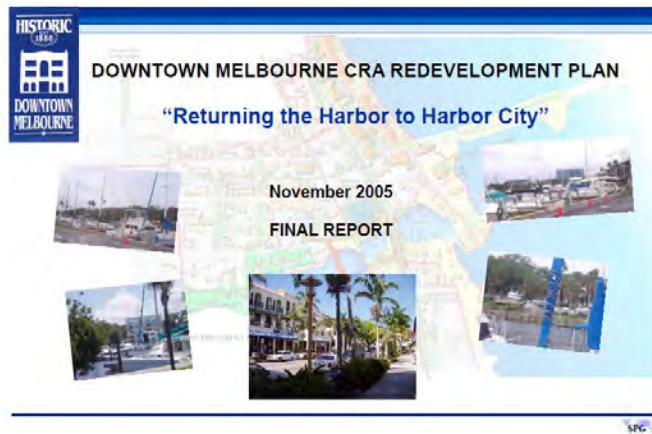
- Eau Gallie Boulevard FDOT Streetscape Enhancements
- District Street Lighting Project

Figure 13 displays the Olde Eau Gallie CRA Boundary.



Figure 13: Olde Eau Gallie CRA Boundary

Downtown Melbourne CRA Redevelopment Plan (2005)



The vision of the CRA is to expand the Downtown's use of its Indian River and Crane Creek waterfront by interconnecting the resources around the existing marina/harbor to establish an identity as a regional retail, entertainment, and boating center. The RDA has seven sub-areas, including the Historic Downtown Melbourne, Expanded Harbour/Marina, West New Haven, North Riverview, Riverview Park,

Tar Heel, and South Melbourne. The CRA outlines a concept plan, which includes using bump outs or curb extensions to improve pedestrian accessibility and reduce speeds in pedestrian-oriented areas. The CRA Capital plan outlines other projects, including:

- Gateway treatments
- Roadway pavement
- Parking construction
- Roundabout studies
- Pedestrian bridge

Figure 14 displays the Downtown Melbourne CRA boundary.

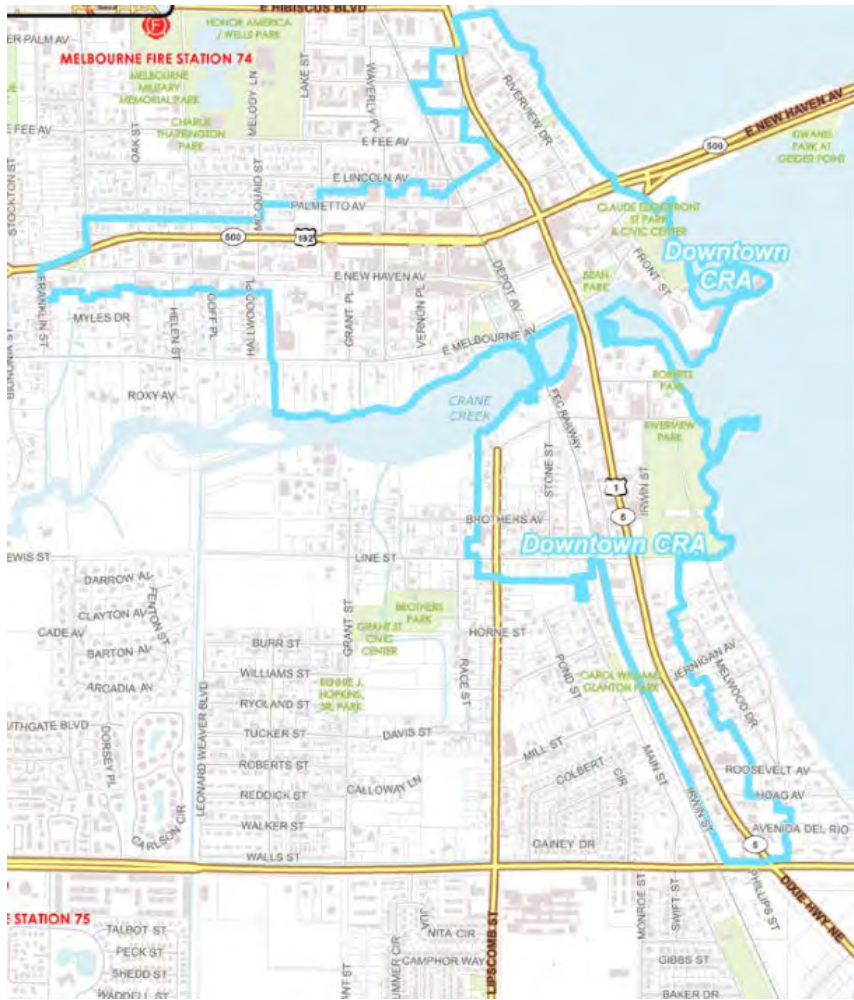
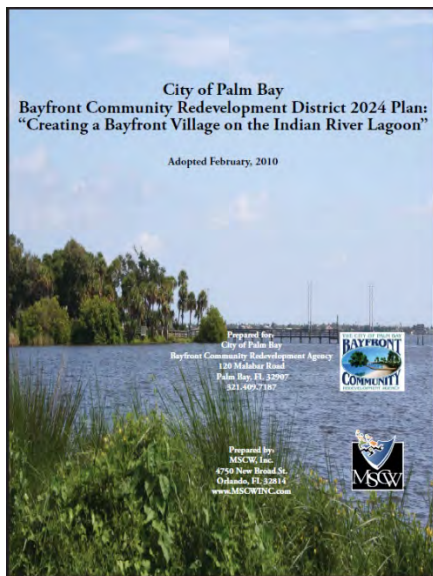


Figure 14: Downtown Melbourne CRA Boundary

Palm Bay – Bayfront Community Redevelopment District (BCRD) 2040 Plan (2010)



This revised redevelopment plan identifies eight redevelopment programs and seven project areas, financing and implementation strategies, and administration and management opportunities to carry out the plan of “Creating a Bayfront Village on the Indian River Lagoon” within the year 2024. The Redevelopment District Area is approximately 1,070 acres and consists of residential, office, commercial, industrial, and publicly owned land uses. One of the most essential projects included in the plan is to adopt a Bayfront Village Master Plan that aims to solve the circulation, traffic, and stormwater issues, through infrastructure improvements shown in **Figure 15**. Additionally, the BCRD Plan aims to promote land uses that support an urban framework, including

encouraging mixed-use land uses and improving the pedestrian and bicycle environments along the US 1 corridor and in the Bayfront Village. Funding sources for plan implementation include a \$6 million revenue bond, potential future bonds, estimated annual Tax Increment Financing (TIF) revenue of \$1.2 million, and other funding partnerships. The total long-range budget is estimated at \$29 million. The Bayfront Community Redevelopment District Plan is shown in **Figure 15**.

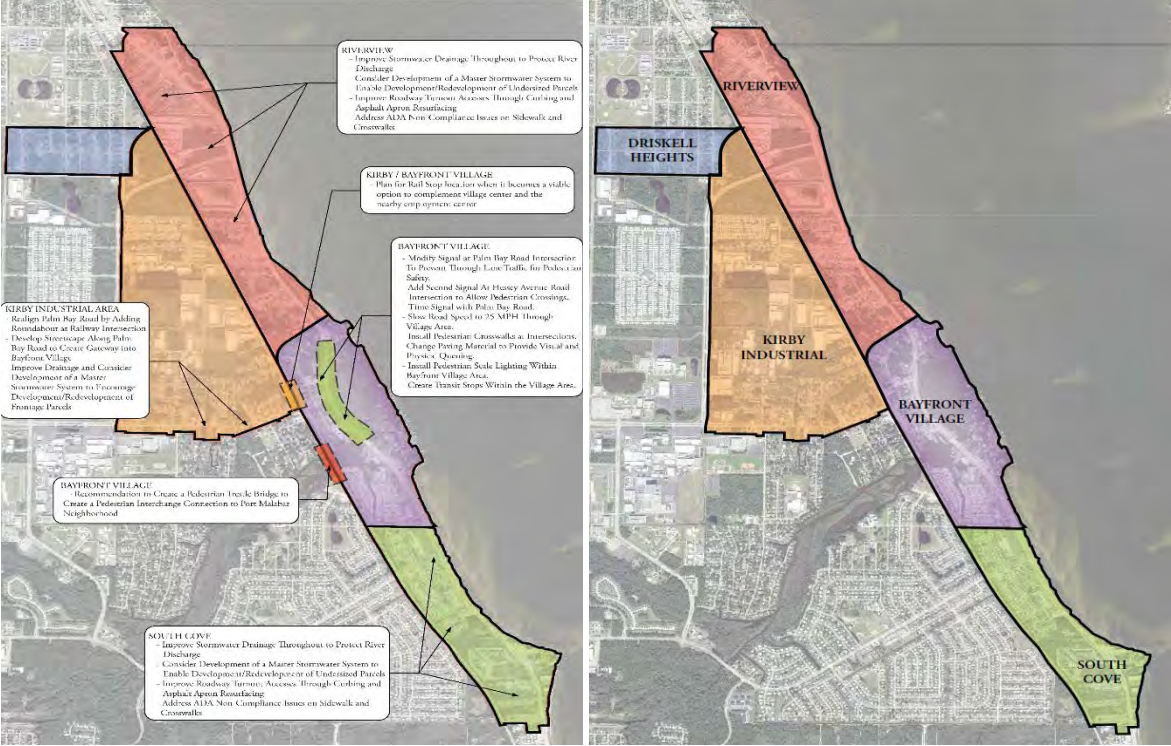
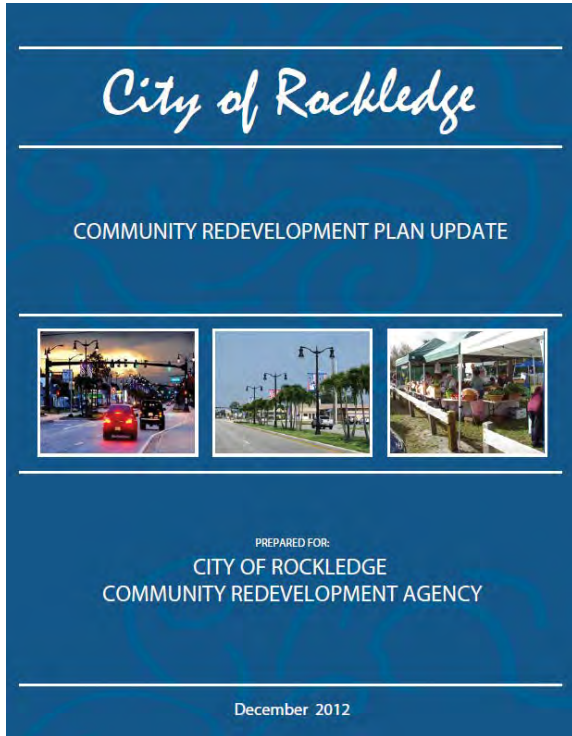


Figure 15: Infrastructure Improvements Plan (Left) and Community Redevelopment District Plan (Right)

City of Rockledge Community Redevelopment Plan (2002, updated 2012)



The City of Rockledge CRA identifies four sub-areas and the following issues and opportunities, including:

- Florida Avenue
 - Issues: Negative investment image, lack of identity, FEC railway, poor traffic circulation, school maintenance yard, and poor pedestrian environment.
 - Opportunities: Vacant land, connection to Cocoa village, Morris park, quality refurbishment, and road widening project, potential commuter rail stop.
- Barton Boulevard
 - Issues: Aging structures, poor architectural quality, economic decline, signage, property devaluation, conflicting land uses, need for alternative economic stimulus, poor pedestrian environment, and highly visible public uses.
 - Opportunities: vacant land, proposed town center, traditional commercial corridor, regional stormwater facility, and strength in surrounding residential areas.
- US 1
 - Issues: Limited developmental potential, low market demand, poor lot configuration, FEC Railway impacts, and deteriorating structural conditions.
 - Opportunities: Federal Scenic Highway designation, future road widening project, and extensive aesthetic improvements.
- Barnes Boulevard
 - Issues: Traffic circulation, roadway capacity, access management, maintaining rural character, poor pedestrian environment, and drainage issues.
 - Opportunities: vacant land, strong market demand, rural character, and potential revenues.

The City's CRA states their one major transportation-related goal is to create a safe and efficient traffic circulation system that provides sufficient access by all modes of transportation between activity centers within the redevelopment area and the balance of the community. The CRA lists capital projects, public/private projects, and government programs. The following transportation-related projects are listed in the City's CRA:

- Capital Projects
 - Major road improvements on each of the primary corridors in the district.
 - Creating gateways to distinguish Rockledge from surrounding areas, involving city signage, monumentation, and landscaping.

- Implement an overall streetscape improvement program along primary and secondary roadways to improve area aesthetics and develop an enhanced pedestrian environment.
- Florida Avenue
 - US 1 Road Widening: 4 lanes to 6 lanes
 - Northern Gateway at the US 1 northern city limits
 - Northern Florida Avenue Gateway
 - Florida Avenue and Bougainvillea Drive Gateway
 - Rockledge High School Gateway
 - US 1/Florida Avenue Intersection Realignment
 - US 1 Streetscape
 - Florida Avenue Streetscape
 - Carnival Mall Redevelopment
- Barton Boulevard
 - US 1 Road Improvements
 - Barton Boulevard New Road Configuration
 - US 1 Streetscape
 - Barton Boulevard Streetscape
 - Town Center Grid
 - US 1/Barton Boulevard Gateway
 - Fiske Boulevard/Barton Boulevard Gateway
 - Eyster Entrance Gateway
 - Town Square Gateway
- US 1
 - US 1 Major Road Improvements
 - US 1 Streetscape
 - US 1/Eyster Gateway
 - US 1/Gus Hipp Gateway
 - US 1/Barnes Gateway
- Barnes Boulevard
 - Barnes Boulevard Road Improvements
 - Barnes Boulevard Streetscape
 - Barnes Boulevard/Fiske Boulevard Gateway
 - Barnes Boulevard/Murrell Road Gateway
 - Access Road from Turtle Creek to Murrell Road

Figure 16 displays the Rockledge CRA boundary.



Figure 16: City of Rockledge CRA Boundary

City of Satellite Beach Community Redevelopment Agency (2017)



The City’s CRA plan was adopted in 2002 and was updated in 2017. Since 2002, the CRA completed several redevelopment projects, including:

- Designing and constructing a gateway sign at the City’s entrance on South Patrick Drive at the City’s northern boundary.
- Improving beach access by enhancing signage, parking, landscaping, bike racks, and picnic and ocean-viewing areas.

Completing the Shell Street project, which included installing a sewer line to replace septic tanks on four properties, placing utilities underground, installing stormwater exfiltration, improving beach access with parking, signage, and bike racks.

Figure 17 displays the Satellite Beach Redevelopment District Boundary.

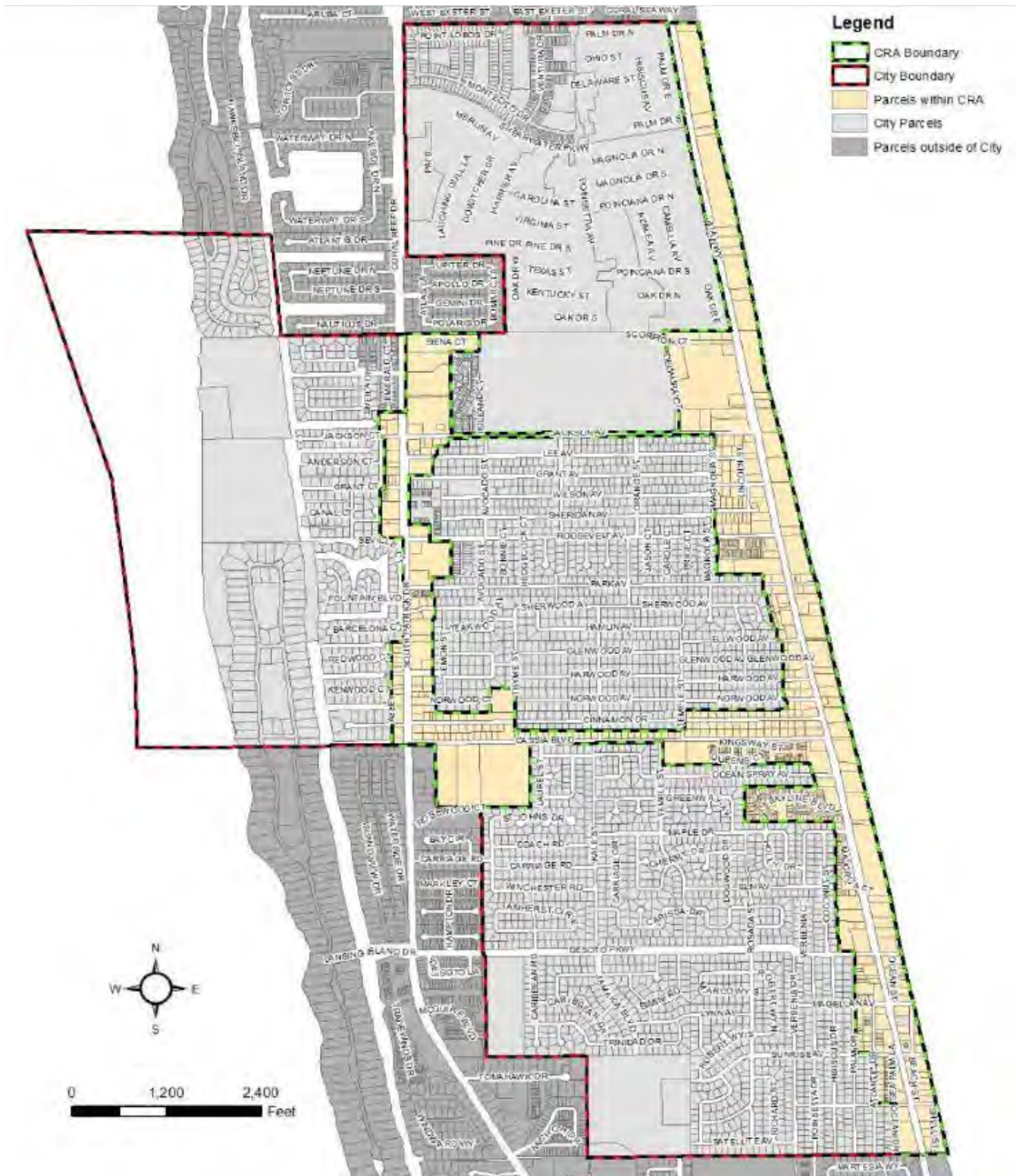


Figure 17: Satellite Beach Redevelopment District Boundary

Titusville Community Redevelopment Agency

Downtown Titusville CRA Plan Update – A Strategic Vision for Quality Redevelopment

DOWNTOWN TITUSVILLE
COMMUNITY REDEVELOPMENT AREA PLAN
UPDATE
A STRATEGIC VISION FOR
QUALITY REDEVELOPMENT
City of Titusville, FL



The Titusville CRA is comprised of six sub-areas, including the Waterfront District, the Sandpoint District, Town Center, Civic Center, Titusville Village, and the Southern Gateway Corporate Plaza. The CRA plan identifies several transportation-related goals, including:

- Making the streets safe and welcoming for various types of pedestrian activity.
- Maximizing the potential for enhancing local conditions along and adjacent to the Washington/Hopkins one-way pair street system.
- Creating “gateway” and “arrival-like” conditions at the various points of entry into the downtown area.

The CRA’s existing street network is defined by the US 1 (Washington Avenue-Hopkins Avenue) “one-way pair” corridor. The area’s long-range development plan identifies right-of-way improvements along Washington Avenue and Hopkins Avenue, including the recently added on-street parking and streetscape improvements. The long-range plan also proposed street extensions in the northern and southern portions of the CRA area. A new street is proposed that will provide access from the Sand Point Plaza area to the marina, ball field complex, and upper waterfront. Road extensions are envisioned to provide direct access points to the downtown area from neighborhoods west of the FEC railroad.

Parking is another major component of the CRA Plan. The CRA lists parking improvements, including new surface parking lots and on-street parking spaces. The plan identifies over 260 parking spaces added by surface lots, over 226 additional on-street parking spaces, and over 744 added structured parking spaces.

Figure 18 displays the Downtown Titusville CRA Boundary.



Figure 18: Downtown Titusville CRA Boundary

Miracle City Mall Redevelopment Plan (2007)



The Miracle City Mall site is situated along US 1, south of Downtown Titusville. The US 1 Corridor Master Plan called for creating a new mixed-use activity center on the existing Miracle City Mall site. **Figure 19** displays the Titusville CRA boundaries. The US 1 Corridor Plan identifies the Miracle City Mall site as a key redevelopment

opportunity that is envisioned to serve as a catalyst for promoting high quality development and improving local economic conditions. The US 1 plan recommends action strategies directly related to the Miracle City Mall, including:

- Creating gateways at primary intersections to define the Study Area's character and identity.
- Capitalizing on redevelopment activities to connect neighborhoods through the extension of the street grid through the site.

The Miracle City Mall plan also lays out planning principles. Principles related to transportation include:

- Identifying multiple vehicular and pedestrian circulation routes and access points to avoid traffic congestion on major streets and promote pedestrian use of the site.
- Developing a unified system of streetscape improvements that enhances the visual character of existing roadways and promotes a pedestrian-friendly environment with increased visibility to the waterfront.
- Providing physical and visual connectivity to adjacent neighborhoods and development by using a combination of strategies such as forming connections to the existing sidewalk network, waterfront parks and trails system, and placing well-defined public access points along public streets.

Specific goals and measures stated in the plan to address transportation-related goals, include:

- Designing streets to accommodate minimum required pavement;
- Separate sidewalks from the curb with a planting strip;
- Designing sidewalks to accommodate handicap accessibility;
- Placing all utility lines underground;
- Separating pedestrian and vehicular traffic;
- Providing on-street parking; and
- Locating wayfinding signs.

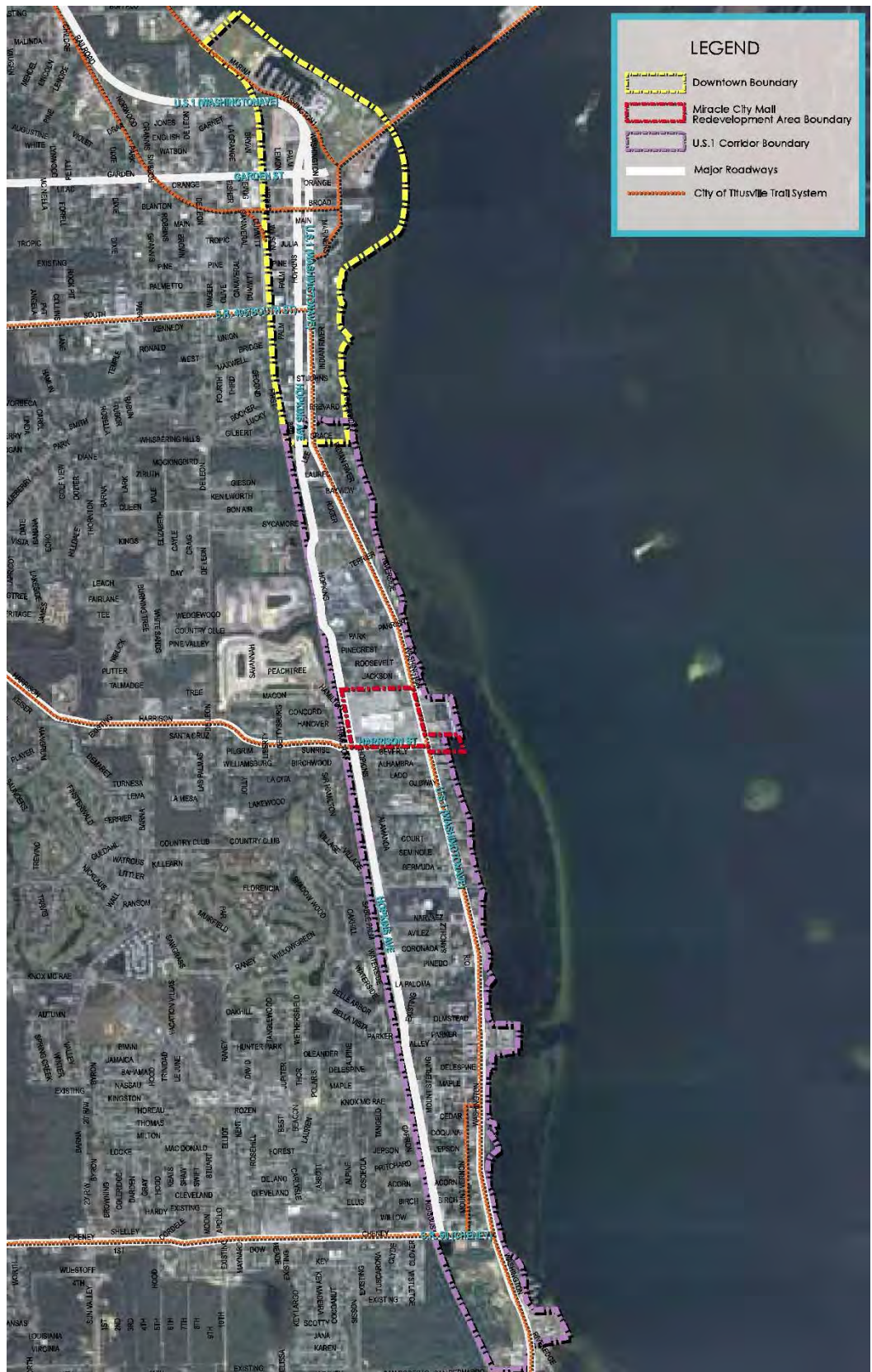


Figure 19: Titusville CRA Boundaries

City of West Melbourne-Brevard County Joint Community Redevelopment Master Plan (2013)



The West Melbourne-Brevard County Joint Community Redevelopment Area is a commercial and employment center for the surrounding area of West Melbourne and Brevard County. The CRA Master Plan contains three corridors, including the Ellis Industrial District, Wickham Road District, and the New Haven Commercial District. The plan provides guidance to the CRA towards overall implementation and prioritization of goals.

The City of West Melbourne is committed to creating a vision focused on community values and quality of life, land use and development, transportation, infrastructure, public services, parks, and the natural environment. The plan functions to:

- Identify primary redevelopment opportunity areas;
- Identify private investment opportunities; and
- Provide recommendations for governmental actions.

The plan lists several multimodal transportation improvements, including:

- Vehicular Improvements:
 - Enhance traffic control devices from the ramps of I-95 to east of Wickham Road along US 192.
 - Lighting along US 192 from I-95 to Dairy Road.
 - Intersection improvements to Wickham Road and Hollywood Boulevard intersections on US 192, including landscaping, lighting signage, signalization, utility improvements, and pedestrian safety features.
 - Landscape improvements, cohesive signage, and consolidated parking lot and driveway access on US 192.
 - North-south connection improvements.
- Connectivity Improvements:
 - Pedestrian enhancements at improved intersections, such as US 192/Hollywood Boulevard and US 192/Wickham Road.
 - Enhanced crosswalks at other signalized intersections of arterials and collectors.
 - Strengthen pedestrian paths from the parking areas to the destinations.
 - Reduced driveway cuts and access management controls.
 - Fill in sidewalk gaps
- Transit Improvements:

- Coordinate with Space Coast Area Transit for additional stops.
- Investigate public-private partnerships to improve transit stops with shelters, benches, art, and other features.

Community Redevelopment Agency Projects

The CRAs reviewed for each local jurisdiction identified potential projects within the CRA area.

Appendix B Community Redevelopment Agency Projects outlines the projects from each CRA, the agency implementing the project, and the funding for the project (if available).

IX. PLANS, PROJECTS, AND POLICIES SYNTHESIS

An overarching theme across all the documents summarized in this report is the importance of coordination and collaboration between the FDOT, SCTPO, and all local jurisdictions, including Brevard County municipalities, Community Redevelopment Agencies, the Spaceport, the Seaport, and the Airport. The plans reviewed in this report have many common goals, objectives, and policies that emphasize the importance of creating and maintaining a safe and efficient transportation system that accommodates all users. The following sections synthesize the plans, projects, and policies that outline the future of transportation for the Space Coast, including syntheses of general plans, environmental plans, modal plans, goods and services plans, comprehensive plans, and community redevelopment agency plans.

General

The general plans reviewed focus on the broader transportation impacts as they relate specifically to schools, communities, environment, economic vitality, the seaport, spaceport, intermodal system, and Brevard County as a whole. These plans are predominately long range and serve as a type of check and balance that aim to secure the long term viability of the Space Coast's transportation network. The plans have overarching themes that focus on balancing and accommodating a wide variety of modes within the Space Coast. Given the area's diversifying economy, growing urban centers, and emerging technologies, the reviewed plans aim to set goals and policies that are proactive and viable in the long-term.

Modal

The modal plans discuss transportation related to pedestrian, bicycle, transit, spaceport, seaport, airport, and freight/rail. These plans focus on optimizing the transportation of both people and goods. Each plan emphasizes the importance of efficient and economically viable transportation systems. Whether discussing pedestrian, bicycle, transit, space, sea, air, or rail transportation, all modes contribute to the economic vitality of the Space Coast. Each transportation mode must accommodate increased demand in the long term. Opportunities for modal transportation include promoting positive economic benefits throughout the state by improving and expanding transportation infrastructure to allow private sector markets to flourish.

Environmental

A reoccurring theme in the environmental plans is the importance of resiliency and climate adaptation strategies. Additionally, the environmental plans emphasize the importance of conservation and preservation of the Space Coast's natural resources. The plans specify environmentally sensitive areas within the Space Coast and outline processes to mitigate environmental degradation. All plans realize the importance of transportation planning with environmental preservation in mind. As transportation trends evolve and technology advances, it

is imperative to consider environmental impacts. Several reoccurring themes include habitat restoration, wildlife rehabilitation, land conservation, water quality control, flooding, and erosion.

Goods and Services

Florida's tourism industry continues to grow and the reviewed plan addresses methods of accommodating growth in tourism and residents. The plan identifies key tourism sites and impacts tourism has on past, present, and future economic conditions. The plan highlights projects that were required to improve the health of the Indian River Lagoon and positively impact Brevard County tourism.

Comprehensive Plans

The comprehensive plans of sixteen cities and towns within the Space Coast were summarized. The plans include elements pertaining to transportation, land use, housing, recreation, open space, historic preservation, conservation, capital improvement programs, and coastal management. Each plan identifies goals, objectives, and policies relating to each element. The transportation element for all comprehensive plans focuses on creating safe and efficient transportation systems that accommodate all users. The projected growth and capacity of each city and town varies, but the overarching transportation goals remains consistent. The transportation elements in some plans focus more on multimodal transportation, including pedestrians, bicycles, and transit. Other plans that have not been recently updated focus more on vehicular and roadway operations.

Community Redevelopment Agencies

The Community Redevelopment Agency (CRA) plans outline the most specific and short-term projects. The CRAs vary in size and location, but all focus on improving the transportation network of each area. The plans outline projects including complete streets, landscape improvements, streetscape improvements, urban design, placemaking, pedestrian and bicycle mobility, and parking. The CRA plans focus on more than transportation by outlining placemaking efforts through signage and wayfinding. The plans outline programs and initiatives that align with larger plans established in the general, environmental, modal, and comprehensive plans.

Conclusion

The Space Coast contains a wealth of intertwined transportation networks and a mix of agencies and stakeholders. The plans summarized in this report work together to outline and plan for the future of the Space Coast. The collaboration and coordination between agencies will be quintessential in securing a safe, efficient, and accessible transportation network for all users. The plans reviewed in this report work together to outline the clear vision set for the Space Coast. The information synthesized in this report will provide direction to identify how future transportation improvements can best support the goals, objectives, and policies of state and local agencies.

Appendix A Capital Improvement Plan Projects

Table A-1: Brevard County CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Aviation	DOT Federal Aviation Administration Rehab Runway 14/32			Brevard County CIP	2018	\$3,473,681; funded federally
Roadways	FHWA St Johns Heritage Parkway			Brevard County CIP	2018	\$4,013,512; funded federally
Roadways	FHWA St Johns Heritage Parkway and Ellis 4 Lanes			Brevard County CIP	2018	\$493,232; funded federally
Sidewalks	FHWA Valkaria Road Sidewalk			Brevard County CIP	2018	\$592,109; funded federally
Sidewalks	FHWA Brevard Zoo Trail			Brevard County CIP	2018	\$1,988,341; funded federally
ITS	FHWA Countywide Intelligent Transportation System			Brevard County CIP	2018	\$131,899; funded federally
Transit	DOT Transit Corridor Bus Service SR 520			Brevard County CIP	2018	\$397,065; funded by DOT
Transit	DOT Fixed Route Bus Service SR A1A			Brevard County CIP	2018	\$397,065; funded by DOT
Transit	Merritt Island Redevelopment Agency Bus Shelters			Brevard County CIP	2018-2019	\$120,000; Merritt Island Redevelopment Agency
Roadways	Cone Road Infrastructure Improvements			Brevard County CIP	2018-2019	\$845,000; Merritt Island Redevelopment Agency
Roadways	Sykes Creek Complete Streets			Brevard County CIP	2018-2020	\$360,000; Merritt Island Redevelopment Agency
Roadways	Five Year Road Resurfacing Plan			Brevard County CIP	2018-2023	\$49,791,547
Sidewalks	Aurora Road Corridor Sidewalk			Brevard County CIP	2003-2019	\$1,173,210
Roadways	Barnes Boulevard Widening Project			Brevard County CIP	1999-2018	\$33,614,026
Sidewalk	Carpenter Road Sidewalk			Brevard County CIP	2013-2019	\$813,169

Table A-1 Cont.: Brevard County CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Roadways	Cone Road Infrastructure Improvements			Brevard County CIP	2015-2019	\$4,173,384
Roadways/Intersection	Grissom Road and Fay Boulevard Intersection Improvements			Brevard County CIP	2009-2019	\$633,266
Roadways	Hollywood Boulevard Widening Project			Brevard County CIP	2007 - TBD	\$4,399,313
Sidewalks	N Banana River Drive Boardwalk			Brevard County CIP	2016-2019	\$1,005,353
Roadways	Pineda Overpass Project			Brevard County CIP	2012-2020	\$26,160,000
Roadways	Pineda Ext. ITS Project			Brevard County CIP	2013-2019	\$105,100
Sidewalks	Riverside Drive Sidewalk			Brevard County CIP	2006-2019	\$646,071
Roadways	Babcock Street Improvements			Brevard County CIP	2018-2019	\$1,500,000
Roadways	South Wickham Road Widening Project			Brevard County CIP	1992-2019	\$11,292,407
Roadways	Wickham Road and Interlachen Drive Intersection Improvements			Brevard County CIP	2014-2018	\$1,226,355
Intersection	SR 520 & Sykes Creek Parkway Intersection Improvements			Brevard County CIP	2013-2019	\$600,000
Roadways	St Johns Heritage Parkway			Brevard County CIP	2007-2020	\$52,192,511
Roadways	St Johns Heritage Parkway and Ellis Road 4-Lane Project			Brevard County CIP	2014-2020	\$2,686,098
Intersection	Valkaria Road and Wyoming Road Intersection Improvements			Brevard County CIP	2014-2019	\$2,817,285
Parking	Pave Stabilized Parking at County Service Complex Palm Bay			Brevard County CIP	2017-2019	\$260,000
Parking	CSC-Mi Repave Heidi Lane and Parking Lot			Brevard County CIP	2018-2019	\$110,000
Transit	Bus Shelters			Brevard County CIP	2018-2019	\$771,508
Transit	Melbourne Terminal Bus Lift			Brevard County CIP	2018-2019	\$289,422

Table A-2: Cape Canaveral CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Misc	Beach Crossover Improvements			Cape Canaveral CIP	2018-2020	\$33,000
Roadways	Paving Fund			Cape Canaveral CIP	2018-2023	\$25,000
Planning	Mobility Plan			Cape Canaveral CIP	2018-2023	\$75,000
Roadways	Central Boulevard Improvements			Cape Canaveral CIP	2020-2022	\$300,000
Roadways	Thurm Boulevard Improvements			Cape Canaveral CIP	2021-2022	\$250,000

Table A-3: Cocoa CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Gateway	6 Forest Avenue Gateway Entry Feature			Cocoa CIP	2018	\$260,000
Streetscape	Brevard Avenue Streetscape Project			Cocoa CIP	2020-2021	\$4,000,000
Signage	Cocoa Village Wayfinding and Signage Program			Cocoa CIP	2022	\$433,000
Parking	Downtown Parking Garage			Cocoa CIP	2019	\$5,500,000
Streetscape	Harrison Street Streetscaping and Stormwater Drainage Improvements			Cocoa CIP	2019	\$396,994
Striping	Lee Wenner Park Paving and Striping			Cocoa CIP	2020	\$125,000
Intersection	Southern Gateway Traffic Circle			Cocoa CIP	2022	\$1,685,721
Sidewalk	Annual Sidewalk Maintenance/Replacement Program			Cocoa CIP	2018-2022	\$250,000
Roadways	Annual Street Paving Program			Cocoa CIP	2018-2022	\$1,500,000
Lighting	Broadview Manor Street Lighting			Cocoa CIP	2019	\$120,000

Table A-3 Cont.: Cocoa CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Roadways	Fiske Boulevard Complete Streets Roadway and Sidewalk Improvements Phase 3			Cocoa CIP	2018	\$1,750,000
Roadways	Pineda Street Roadway and Sidewalk Reconstruction			Cocoa CIP	2019	\$675,000
Safety	SR 520 Interim Safety Improvements			Cocoa CIP	2018	\$100,000
Streetscape	Stone Street Corridor Streetscaping			Cocoa CIP	2018-2019	\$641,104

Table A-4: Cocoa Beach CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Sidewalks/Bikeways	Sidewalks / Bike Paths			Cocoa Beach CIP	2019-2023	\$\$63, 434
Roadways	Roadway Replacement (two streets to be identified)			Cocoa Beach CIP	2021-2023	\$750,000
Roadways	Watts Way Roadway Replacement			Cocoa Beach CIP	2020	\$148,680
Roadways	Naish Avenue Roadway Replacement			Cocoa Beach CIP	2020	\$185,500
Parking	Parking Garage (241 spaces)			Cocoa Beach CIP	2019	\$725,000

Table A-5: Indialantic CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Roadways	Street Improvements			Indialantic CIP	2017-2018	\$45,291
Sidewalks	Sidewalks			Indialantic CIP	2017-2018	\$39,500
Roadways	Causeway Maintenance			Indialantic CIP	2017-2018	\$5,700

Table A-6: Town of Malabar CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Roadways	Road Repair and Maintenance			Malabar CIP	2018/2019	\$115,017
Misc	Transportation Impact Fee TIFT Projects			Malabar CIP	2017-2018	\$100,000 / year

Table A-7: Melbourne CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Roadways	Annual Resurfacing Program	NA	NA	Melbourne CIP	2023	
Roadways	Pirate Lane Widening	Babcock	Lipscomb	Melbourne CIP	2020	TIF Funding
Roadways	Florida Avenue Curbing			Melbourne CIP	2019	\$50,000
Roadways	Commodore Boulevard			Melbourne CIP	2020	
Roadways	Unpaved Roads within the City			Melbourne CIP	2023	
Roadways	Kingsmill Subdivision Road Resurfacing and Reconstruction			Melbourne CIP	2021	\$1,500,000
Roadways	Melbourne Avenue Roadway and Bike Path Reconstruction			Melbourne CIP	2022	\$1,675,000
Roadways	Tradewind Homes Subdivision Road Reconstruction			Melbourne CIP	2022	\$2,100,000
Roadways	East-West Corridor Expansion	Range Road	Sun Lake Road	Melbourne CIP	2023	\$5,900,000
Roadways	Wickham Road Corridor Intersection Improvements			Melbourne CIP	2021	\$500,000
Signals	Annual Conversion of Hanging Signals to Mast Arms	NASA Boulevard	Evans Road	Melbourne CIP	2019	\$450,000
		Florida Avenue	Lipscomb Street	Melbourne CIP	2020	\$450,000
		Hibiscus Blvd.	Apollo Blvd.	Melbourne CIP	2021	\$470,000
		Lake Washington Road	Croton Road	Melbourne CIP	2022	\$470,000
Signals	Timing Studies (Babcock/Hibiscus/Airport/192/US1)			Melbourne CIP	2022	\$280,000

Table A-7 Cont.: Melbourne CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Signals	Traffic Signal Retiming - North US1			Melbourne CIP	2022	\$160,000
Signals/Pedestrian	Babcock Street Apollo Boulevard Mast Arms and Ped Access Improvements			Melbourne CIP	2019	\$450,000
Signals/Pedestrian	Turtle Mound Road - Eau Gallie Blvd. Mast Arms and Ped Access Improvements			Melbourne CIP	2019	\$450,000
Signals/Pedestrian	Traffic Control Cabinet Replacements			Melbourne CIP	2020	\$170,000
Signals/Pedestrian	Broadband Drive - NASA Blvd. Mast Arms and Ped Access Improvements			Melbourne CIP	2020	\$450,000
Roadways	South Expansion Streetscape Phase 1 - US 1	Crane Creek Bridge	Jackson Street	Melbourne CIP	2020	\$875,000 - Melbourne Downtown Redevelopment CRA Funds
Pedestrian	West Crane Creek Pedestrian Bridge			Melbourne CIP	2021	\$1,400,000 - Melbourne Downtown Redevelopment CRA Funds
Roadways	South Expansion Streetscape Phase 2			Melbourne CIP	2020	\$85,000 - Melbourne Downtown Redevelopment CRA Funds
Sidewalks/Bikeways	Country Club Sidewalk Safety Project			Melbourne CIP	2019	\$615,000
Sidewalks/Bikeways	Front Street Complete Street	New Haven Ave		Melbourne CIP	2020	\$730,000
Sidewalks/Bikeways	Pineapple Avenue Complete Street Project	Aurora Blvd.		Melbourne CIP	2019	\$1,100,000

Table A-7 Cont.: Melbourne CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Sidewalks/Bikeways	Sidewalk Gap Program / ADA Transition			Melbourne CIP	2023	\$100,000 annually
Sidewalks/Bikeways	Annual Bikepath Restoration Project			Melbourne CIP	2023	\$50,000 annually
Sidewalks/Bikeways	Hibiscus Boulevard Sidewalk Connections			Melbourne CIP	2020	\$250,000
Sidewalks/Bikeways	Aurora Road Corridor Sidewalk			Melbourne CIP	2022	\$300,000
Sidewalks/Bikeways	Sarno Road Bicycle Improvements	Eau Gallie	US1	Melbourne CIP	2023	\$400,000
Gateway	Gateway treatment at US1 / Prospect			Downtown Melbourne CRA Plan	2007-2008	\$30,000 TIF, FDOT
Gateway	Gateway treatment at US1 / Strawbridge			Downtown Melbourne CRA Plan	2007-2009	\$30,000 TIF, FDOT
Parking/Pedestrian	Construct new parking and widen sidewalk in the Historic Retail Hub			Downtown Melbourne CRA Plan	2008-2010	TIF, FDOT
Streetscape	Upgrade the New Haven Streetscape Design			Downtown Melbourne CRA Plan	2007-2011	TIF, FDOT, Federal
Traffic	Melbourne Avenue Traffic Calming Preliminary Design study			Downtown Melbourne CRA Plan	2006	\$25,000 TIF, FDOT
Multi-use	Construct new Melbourne Multi-use corridor			Downtown Melbourne CRA Plan	2007-2008	TIF, FDOT
Streetscape	West New Haven Streetscape/Gateway construction			Downtown Melbourne CRA Plan	2004-2006	\$1,990,000 TIF, FDOT
Intersection	Roundabout study at New Haven / Strawbridge			Downtown Melbourne CRA Plan	2007-2008	\$50,000 TIF, FDOT, Federal
Pedestrian	Design / Construct Pedestrian Bridge Design in South Melbourne			Downtown Melbourne CRA Plan	2007-2009	
Roadways	US 1 Corridor Streetscape Plan and Implementation			Downtown Melbourne CRA Plan	2008-2009	TIF, FDOT
Roadways	Pave roads within Tar Heel			Downtown Melbourne CRA Plan	2007-2009	City, TIF, FDOT
Lighting	District Lighting Project			Eau Gallie CRA	2019	\$300,000
Roadways	Eau Gallie Boulevard FDOT Streetscape Enhancements			Eau Gallie CRA	2016 - Present	\$40,000

Table A-8: Melbourne Beach CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Roadways	Annual Paving			Melbourne Beach CIP	2019-2023	\$52,000
Sidewalk	Residential curb and sidewalk replacement			Melbourne Beach CIP	2020-2023	\$10,000 annually
Parking	Ocean Park parking lot repaving			Melbourne Beach CIP	2020	\$30,000
Roadways	Andrews Drive Repairs			Melbourne Beach CIP	2020-2021	\$450,000
Roadways	Oak/Cherry Repairs			Melbourne Beach CIP	2020-2022	\$85,240
Roadways	Rosewood Repairs			Melbourne Beach CIP	2020-2023	\$109,106
Roadways	Riverside and A Repairs			Melbourne Beach CIP	2020-2024	\$25,000
Roadways	Riverside Outfall Repairs			Melbourne Beach CIP	2020-2025	\$111,111
Roadways	2nd Avenue Repairs			Melbourne Beach CIP	2020-2026	\$50,000
Roadways	Poinsettias Repairs			Melbourne Beach CIP	2020-2027	\$30,000

Table A-9: Palm Bay CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Signals	SJHP Traffic Signal at Malabar			Palm Bay CIP	2019	\$298,289
Roadways	Culver Street			Palm Bay CIP	2019	\$147,413
Transit	Bus Shelter Installation			Palm Bay CIP	2019	\$146,086
School Routes	Safe Routes to Schools			Palm Bay CIP	2019	\$132,100
Roadways	South I-95 Interchange/Parkway			Palm Bay CIP	2019	\$755,710
Roadways	Krassner Drive Repaving			Palm Bay CIP	2019	\$61,172
Roadways	Garvey Road Repaving			Palm Bay CIP	2019	\$17,383
Signals	Malabar at PB Road Left Turn reconfiguration			Palm Bay CIP	2019	\$65,000
Roadways	Malabar Road Widening			Palm Bay CIP	2019	\$12,450
Signage	Dynamic speed feedback signs			Palm Bay CIP	2019	\$6,477
Roadways	San Filippo at C-9-R Crossing			Palm Bay CIP	2019	\$99,142

Table A-10: Palm Shores CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Roadways	Road/Street Facilities Operating Expenses			Palm Shores Annual Budget	2018-2019	\$56,300

Table A-11: Satellite Beach CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Roadways	A1A Streetscape project			Satellite Beach CIP	2018-2019	\$350,000
Roadways	Annual Street Resurfacing			Satellite Beach CIP	2018-2023	\$600,000
Roadways	Park Avenue Improvements			Satellite Beach CIP	2019-2020	\$150,000

Table A-12: Titusville CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Trails	Trail Town Amenities			Titusville CIP	2019-2023	
Roadways	Concrete Street Repairs			Titusville CIP	2019-2022	
Sidewalk	CRA Sidewalk Infill			Titusville CIP	2019-2023	
Roadways	Palm Avenue Resurfacing			Titusville CIP	2019	

Table A-13: West Melbourne CIP Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Roadways	Right Turn Lane	Fell Westbound	Northbound Hollywood	West Melbourne CIP	2014	\$124,481
Roadways	Doherty Extension to Heritage Oaks Blvd.			West Melbourne CIP	2014	\$2,305
Intersection	Henry and Doherty Intersection Improvements			West Melbourne CIP	2015-2016	\$240,000
Roadways	Norfolk Parkway Widening east of Minton Road			West Melbourne CIP	2014	\$304,847

Appendix B Community Redevelopment Agency Projects

Table B-1: Babcock CRA Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Streetscape	Phase III Medians Project			Babcock CRA	2018 - Present	\$2.1 mil
Streetscape	Babcock CRA NASA Landscape Medians Project			Babcock CRA	2018 - Present	
Roadways	Hickory Street Complete Streets Project			Babcock CRA	2019	\$150,000
Roadways	Babcock Street Reconstruction Project	Hibiscus Street	FEC Railroad	Babcock CRA	2017 - Present	
Roadways	Airport Boulevard Southbound Right Turn			Babcock CRA	2021	\$1,280,000
Pedestrian	Apollo Sidewalk Connections	Hibiscus Street	NASA and Bulldog	Babcock CRA	2021	\$655,000
Transit	NASA Blvd. Bus Turn Out and Shelters			Babcock CRA	2022	\$35,000
Parking	Eau Gallie CRA On Street Parking			Babcock CRA	2021	\$300,000

Table B-2: Cape Canaveral CRA Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Transit/Bike	Covered bus shelters and themed bike racks			Cape Canaveral CRA Annual Report	2017-2018	Funded by Space Coast Area Transit and General Fund
Parking	Electric Vehicle Charging stations			Cape Canaveral CRA Annual Report	2017-2018	Funded by the General Fund
Streetscape	Streetscape Projects			Cape Canaveral CRA Annual Report		Funded by FDOT/SCAT and the Federal Stimulus Fund

Table B-3: Cocoa CRA Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Roadways	US Highway One Corridor - Evaluate Site Design Standards			Cocoa CRA		High Priority; 1-2 Years
Roadways	Uptown District Street and Sidewalk Improvement Program			Cocoa CRA		
Roadways	Uptown District Landscape Standards			Cocoa CRA		
Roadways	Uptown District Signage Regulations			Cocoa CRA		
Roadways	King Street and Willard Street Improvements Option A			Cocoa CRA		
Roadways	King Street and Willard Street Improvements Option B			Cocoa CRA		
Roadways	Improve Intersections at King/Brevard and Willard/Brevard Streets			Cocoa CRA		
Roadways	Promote Vehicular Cross Access from King or Willard Streets			Cocoa CRA		

Table B-4: Downtown Melbourne CRA Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to LRTP
Gateway	Gateway treatment at US1 / Prospect			Downtown Melbourne CRA Plan	2007-2008	\$30,000 TIF, FDOT
Gateway	Gateway treatment at US1 / Strawbridge			Downtown Melbourne CRA Plan	2007-2009	\$30,000 TIF, FDOT
Parking/Pedestrian	Construct new parking and widen sidewalk in the Historic Retail Hub			Downtown Melbourne CRA Plan	2008-2010	TIF, FDOT
Streetscape	Upgrade the New Haven Streetscape Design			Downtown Melbourne CRA Plan	2007-2011	TIF, FDOT, Federal
Traffic	Melbourne Avenue Traffic Calming Preliminary Design study			Downtown Melbourne CRA Plan	2006	\$25,000 TIF, FDOT
Multi-use	Construct new Melbourne Multi-use corridor			Downtown Melbourne CRA Plan	2007-2008	TIF, FDOT
Streetscape	West New Haven Streetscape/Gateway construction			Downtown Melbourne CRA Plan	2004-2006	\$1,990,000 TIF, FDOT
Intersection	Roundabout study at New Haven / Strawbridge			Downtown Melbourne CRA Plan	2007-2008	\$50,000 TIF, FDOT, Federal
Pedestrian	Design / Construct Pedestrian Bridge Design in South Melbourne			Downtown Melbourne CRA Plan	2007-2009	
Roadways	US 1 Corridor Streetscape Plan and Implementation			Downtown Melbourne CRA Plan	2008-2009	TIF, FDOT
Roadways	Pave roads within Tar Heel			Downtown Melbourne CRA Plan	2007-2009	City, TIF, FDOT

Table B-5: Eau Gallie CRA Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Lighting	District Lighting Project			Eau Gallie CRA	2019	\$300,000
Roadways	Eau Gallie Boulevard FDOT Streetscape Enhancements			Eau Gallie CRA	2016 - Present	\$40,000

Table B-6: Rockledge CRA Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Roadways	Florida Avenue - U.S. 1 Realignment	Florida Avenue		Rockledge CRA	Currently budgeted	\$300,000
Roadways	Barton Boulevard Road Configuration			Rockledge CRA		Short-Term Projects 1-5 years
Gateway	Fiske/Barton Gateway			Rockledge CRA		Short-Term Projects 1-5 years
Gateway	Florida Avenue Gateway			Rockledge CRA		Short-Term Projects 1-5 years
Gateway	U.S. 1 South Gateway			Rockledge CRA		Short-Term Projects 1-5 years
Roadways	Barnes Boulevard Road Project			Rockledge CRA		Short-Term Projects 1-5 years
Streetscape	U.S. 1 Streetscape (Greenways)			Rockledge CRA		Mid-Term Projects 6-10 Years
Roadways	Florida Avenue Improvements			Rockledge CRA		Long-Term Projects >10 Years
Gateway	U.S. 1 / Gus Hipp Gateway			Rockledge CRA		Long-Term Projects >10 Years

Table B-7: Satellite Beach CRA Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Streetscape	A1A Streetscape project			Satellite Beach CRA Plan	2014-2017	Capital Redevelopment Projects
Signage	Beach Access Signage Project			Satellite Beach CRA Plan	2015-2017	Capital Redevelopment Projects
Streetscape	Jackson Avenue Streetscape Project			Satellite Beach CRA Plan	2018-2018	Capital Redevelopment Projects

Table B-8: Titusville CRA Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Roadways	Implement a priority streetscape enhancement program throughout the CRA area and at major entry points			Titusville CRA		Phase I: 5-8 Years and Phase II: 7-15 Years
Roadways	Implement proposed DOT Improvements along Washington Avenue and Hopkins Avenue			Titusville CRA		
Roadways	Main Street Streetscape / Coast to Coast Trail Downtown Connector Trail			Titusville CRA		

Table B-9: West Melbourne-Brevard County Joint CRA Projects

Project Type	Project Description	From	To	Source	Funding through FY	Notes/Info relevant to L RTP
Lighting	US 192 Lighting Coastal Lane to Pearl Street			West Melbourne CRA Trust Fund	2020	2020 Proposed Budget \$100,000



Appendix K Needs List Prioritization

SCTPO Project Priorities Criteria, Definitions, Scoring and Related Requirement(s)

A - Safety	Criteria	Definition	Scoring	Requirement(s)
	A1. Provides new vulnerable road user facility	Project would establish a new designated bicycle lane, sidewalk or trail utilizing the most current FDM standards.	Yes = 4 No = 0	Federal Planning Factor (B, D, F) 2045 LRTP Goal (A, B, C) SCTPO Board Strategic Plan Federal Performance Measure (PM1) Nat'l Goal 23 US Code 150(b)
	A2. Provides improved safety measure on higher speed corridor	Project would provide safety improvements on corridor with a speed limit of 35 mph or greater, such as separated/buffered bicycle lane; min 8 foot sidewalk/multi-use trail; HAWK's; RRFB's; mid-block crossings; installation of medians; improved travel time reliability, etc. (Off road trail projects default to 20 mph)	Yes = 2 No = 0	Federal Planning Factor (B, D, F) 2045 LRTP Goal (A, B, C) SCTPO Board Strategic Plan Federal Performance Measure (PM1)
	A3. Existing facility does not meet current design standards	The project would bring an existing facility up to current design standards. Such as widening a 3-4 foot sidewalk to at least 5 feet or taking a paved shoulder and widening to at least 6 feet and designate as bicycle lane.	Yes = 2 No = 0	Federal Planning Factor (B, D, F) 2045 LRTP Goal (A, C) SCTPO Board Strategic Plan
	A4. Is the project on a 4 or 5 lane, undivided roadway with no median?	This type of facility has been documented to have the higher number of crashes, especially for vulnerable road users.	Yes = 6 No = 0	Federal Planning Factor (B, D, F) 2045 LRTP Goal (A, C) SCTPO Board Strategic Plan
	A5. In SOS top 25 list for vehicular, bicycle or pedestrian frequency or crash severity?	Project corridor/intersection is listed in latest SOS report within top 25 for either vehicular, bicycle or pedestrian frequency or crash severity.	Yes = 6 No = 0	Federal Planning Factor (B, D, F) 2045 LRTP Goal (A, B, C) SCTPO Board Strategic Plan Federal Performance Measure (PM1)
Total score for Safety Element			20	

SCTPO Project Priorities Criteria, Definitions, Scoring and Related Requirement(s)

B - Transportation and Land Use	Criteria	Definition	Scoring	Requirement(s)
	B1. Is project nearing, at or over capacity (V/C)?	Addresses monitoring of congestion on system. Corridors are considered congested with v/c is .85 or above. Those over 1.0 are over capacity. V/C scores provided in SOS.	V/C > 1.0 = 3 V/C > .85 = 2 V/C > .75 = 1 V/C < .75 = 0	Federal Planning Factor (A, C, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
	B2. Does project improve capacity? Vehicular Only	Project includes intersection or corridor improvement such as widening; new or additional turn lane; additional queue length. Project may also be a new roadway offering alternative route with better reliability alleviating congestion on another corridor.	Yes = 4 No = 0	Federal Planning Factor (A, C, D, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
	B3. Economic Impact Within or connects to an Existing Activity Center	Activity centers typically will include attractors that provide employment opportunities. Projects that improve access to or increase mobility options to get to these centers have a direct economic impact. Data source will utilize the Existing Activity Centers and Major Destinations figure included in the most recently adopted SCTPO Bicycle and Pedestrian Master Plan. Projects directly connecting or improving access to airports, seaport or spaceports.	Ports = 4 Downtown = 4 Suburban = 3 Rural = 2 None = 0	Federal Planning Factor (A, C, D, E, F, G, J) 2045 LRTP Goal (B, C) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	B4. Community Connections	Project improves direct access to a community asset. Parks; Education Facility; Community Centers; Library	High (3+) = 6 Medium (2) = 3 Low (1 or less) = 0	Federal Planning Factor (D, E, F) 2045 LRTP Goal (A, B, C) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	B5. Enhances access to tourism areas	Project would improve/enhance access to one or more of the following high tourism areas/facilities: Beaches; Port Canaveral; KSC; Brevard Zoo; MINWR/Canaveral Nat'l Seashore	Yes = 3 No = 0	Federal Planning Factor (A, D, E, F, J) 2045 LRTP Goal (B, C) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
Total score for Transportation and Land Use			20	

SCTPO Project Priorities Criteria, Definitions, Scoring and Related Requirement(s)

C - Sustainability & Resiliency	Criteria	Definition	Scoring	Requirement(s)
	C1. Improves evacuation routes	Corridor either is an evacuation route or directly connects to one - mapped corridors are in SOS	Yes = 2 No = 0	Federal Planning Factor (C, G, H) 2045 LRTP Goal (A, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	C2. Drainage/ Stormwater Improves water quality/Considers Sea Level Rise impacts (Addresses erosion; sedimentation)	Improves = Removes direct runoff into any water body; treats stormwater; increases circulation/water quality; reduces erosion Maintenance = Repairs/updates existing stormwater/retention areas None = Project will not improve or maintain any water body or treatment system	Improves = 7 Maintenance = 4 None = 0	Federal Planning Factor (D, E, G, H, I) 2045 LRTP Goal (C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	C3. Improves pavement condition	Project is either part of a FDOT resurfacing project or will include repaving. New roadways do not qualify	Yes = 2 No = 0	Federal Planning Factor (B, D, E, G, H) 2045 LRTP Goal (A, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM3) Nat'l Goal 23 US Code 150(b)
	C4. Mitigation needs environmental impact	High = Project requires PD&E, direct impact to wetlands;rivers;lakes;endangered species Medium = Does not require PD&E but possible mitigation for water treatment or ponds Low = No impact	High = 0 Medium = 4 Low = 7	Federal Planning Factor (E, H, I) 2045 LRTP Goal (D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	C5. Improves bridge condition	Project includes rehabilitation to an existing bridge or is replacing one - new bridges do not qualify and does not apply to any causeway or shoreline restoration, must be a bridge	Yes = 2 No = 0	Federal Planning Factor (B, D, E, F, G, H, I) 2045 LRTP Goal (C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM3) Nat'l Goal 23 US Code 150(b)
Total score for Sustainability and Resiliency			20	

SCTPO Project Priorities Criteria, Definitions, Scoring and Related Requirement(s)

D - Innovation	Criteria	Definition	Scoring	Requirement(s)
	D1. Is project in ITS Master Plan? Utilizes advanced technologies?	Project must be included in most recent adopted ITS Master Plan	Yes = 3 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
	D2. Will project improve freight reliability?	Project will address signal timing/efficiency of movement of goods. Project is on a SIS, or Arterial Roadway. See functional classification for eligibility.	Yes = 3 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
	D3. Project includes unique strategy solution (Roundabouts; Road Diet, etc.)	Planning Projects: Will utilize ICE, context classification, road diet, roundabout or other unique solution during evaluation. Design/CST Phases: Project is including design of innovative solution: diverging diamond interchanges; roundabouts; HAWKS; RRFB's; road diet; etc.	Yes = 7 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	D4. Does project improve travel time reliability?	Project must include new or upgraded signal timing technology or other use of technology that would result in improved reliability of travel time, such as installation of message boards.	Yes = 7 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
Total score for Innovation			20	

SCTPO Project Priorities Criteria, Definitions, Scoring and Related Requirement(s)

E - Multi-Modal	Criteria	Definition	Scoring	Requirement(s)
	E1. Is the project included in the priority list of the SCTPO Bicycle, Pedestrian Master Plan?	Project must be in BPMP, Table 14, Final List of Priority Corridors OR Table 15, On-going or Recently Completed Studies. If not on priority list, not eligible for points.	Yes = 5 No = 0	Federal Planning Factor (B, C, D, E, F, J) 2045 LRTP Goal (A, B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	E2. Part of Regional or Showcase Trail network or provides direct connection to	Trail = Project/corridor is on OGT or SCTPO showcase trail network Connector = Project provides direct connection to a trail	Trail = 3 Connector = 1 None = 0	Federal Planning Factor (B, C, D, E, F, J) 2045 LRTP Goal (A, B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	E3. Improves Bicycle, Pedestrian, Trail facility?	Project would establish a bicycle lane, sidewalk or both. A trail or a complete street project would be considered both. OR Project updates existing facility to current design standards.	Bicycle = 2 Pedestrian = 2 Both/Trail/CS = 5 Neither = 0	Federal Planning Factor (B, C, D, E, F, H, J) 2045 LRTP Goal (A, B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
	E4. New or improved multi-modal station, transit facility, bus	Project includes construction of new modal/transit facility (transfer station, maintenance, admin facility) or new ADA bus stop(s) would be established as part of project. Project could also include updated existing bus stops to be ADA compliant	Yes = 7 No = 0	Federal Planning Factor (A, B, C, D, E, F, G, J) 2045 LRTP Goal (B, C, D) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
Total score for Multi-Modal			20	

L RTP Goals/Objectives vs Project Priorities Screening Criteria

Goals/Objectives	Evaluation Criteria	Project Priorities Criteria
Goal 1: Improve safety and security for all users		
Objective 1.1 - Improve safety of infrastructure for motorized and non-motorized users	Vehicular Crash frequency and severity	A3 A4 A5
	Vulnerable road user crash frequency and severity	
Objective 1.2 - Support the Highway Safety Improvement Program	Addresses a goal or objective of the Highway Safety Improvement Program	A1 A2 A3 A4 A5
Objective 1.3 - Provide a system of bikeways, sidewalks, and shared use paths, connecting residential areas, job centers, schools, and other destinations	Provides bicycle and pedestrian facilities to community assets (schools, parks, civic centers, etc.) (direct, indirect, none)	B3 B4 B5 E1 E2
Goal 2: Improve Economic Development with a Connected Multi-Modal System		
Objective 2.1 - Promote economic development through the improved performance of multi-modal facilities providing connections to intermodal hubs and commerce centers	Level of connection to intermodal hub (direct, indirect, none)	B3 B5 E4
	Level of connection to commerce centers (direct, indirect, none)	B3
Objective 2.2 - Improve connectivity between major activity centers	Corridor connects major activity centers (direct, indirect, none)	B3 B5
Objective 2.3 - Promote intergovernmental coordination to redevelop historic communities and concentrate development within multimodal hubs	Project supports redevelopment/infill	*1
	Project improves accessibility or connectivity to existing development	A3 B3 E3
	Project supports future land use plans	*1
Goal 3: Enhance mobility and reliability of the transportation system for communities, tourism, and commerce		
Objective 3.1 - Improve mobility of people and freight by increasing the use of emerging technologies (ITS).	Existing volume/maximum acceptable volume ratio to represent levels of congestion (high ratio ranks higher)	B1 B2
	ITS applications included	D1 D4
Objective 3.2 - Enhance access to tourist destinations	Corridor connects to a tourist destination(s) (direct, indirect, none)	B5
Objective 3.3 - Improve the reliability of the transportation system through operational and incident management strategies	Includes Transportation Systems Management and Operations (TSMO) strategies that improve reliability (high, medium, low)	D2 D3 D4
Objective 3.4 - Enhance access to travel options in transportation disadvantaged areas	Improves access to transit facilities	A3 E4 E3
	provides improved bicycle and/or pedestrian facilities for a transportation disadvantaged area (direct, indirect, none)	*2
Goal 4: Preserve and provide a resilient, secure transportation system through balancing social and environmental resources		
Objective 4.1 Improve security through improvements to the capacity and efficiency of the County's evacuation routes	Improvement to evacuation routes (direct, indirect, none)	C1
Objective 4.2 - Improve air quality by lowering mobile source emissions with energy efficient vehicles and reduced vehicle miles traveled	Supports connected or electric vehicles	D1
	Encourages carpooling, transit, or other ride-sharing options	E4
Objective 4.3 - Improve the resiliency of the transportation system through mitigation and adaptation strategies to address sea level rise and other shocks and stressors	Improves treatment of storm water	C2
	Includes adaptation strategies concerning sea level rise, flooding, and extreme weather events	C2 C4
Objective 4.4 - Integrate a "fix-it-first" mentality to keep existing infrastructure (roads, bridges, transit assets, etc.) in a state of good repair	Supports maintenance of system	C3 C5

*1 - Criteria cannot be quantified, but will be reviewed with local jurisdictions during project development process.

*2 - Additional analysis will be completed to consider the equitable distribution of projects.

Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Total Score	Safety	Transp. & Land Use	Sustainability & Resiliency	Innovation	Multi-modal	Qualitative Score
1	SR A1A at N Atlantic Ave./International Dr.	Intersection	Intersection Realignment/New 2 Lane Road	FDOT	Cape Canaveral		Operations	Safety	78	18	12	15	13	20	0
2	SR A1A	N Atlantic Ave. to George King Blvd.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Brevard County (D2)	Cape Canaveral	Capacity	System Performance	73	18	14	15	6	20	0
3	Wickham Rd. at Lake Washington Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	65	18	10	10	10	17	0
4	Palm Bay Rd./Minton Rd./Emerson Dr.	Intersection	Operational Analysis	Brevard County (D3/DS)	Palm Bay	West Melbourne	Operations	System Performance	65	6	10	12	20	17	0
5	Wickham Rd. at Aurora Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	63	16	10	10	10	17	0
6	SR 514 (Malabar Rd.)	SR 507 (Babcock St.) to US 1	Widen to 4 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	62	12	9	11	10	20	0
7	SR 518 (Eau Gallie Blvd.) at SR A1A	Intersection	Operational Improvements	FDOT	Brevard County (D4/DS)	Melbourne	Operations	Safety	60	12	6	12	10	20	0
8	I-95/SR 524 Interchange	Interchange	Operational Improvements	FDOT			Capacity	Safety	60	12	4	17	17	10	0
9	SR 524	S Friday Rd. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1/D2)	Cocoa	Capacity	System Performance	59	12	8	11	17	11	0
10	Wickham Rd. at Post Rd.	Intersection	Operational Improvements	Melbourne			Capacity	Safety	56	10	12	10	10	14	0
11	Wickham Rd. at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	Melbourne	FDOT		Capacity	System Performance	56	8	10	11	10	17	0
12	US 192	Dairy Rd. to SR 507 (Babcock St.)	Widen to 6 Lanes	FDOT	Melbourne		Capacity	Safety	56	12	8	11	13	12	0
13	SR 5054 (Sarno Rd.) at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	FDOT	Mebourne	Brevard County	Operations	System Performance	55	6	6	12	17	14	0
14	US 192	Wickham Rd. to Dairy Rd.	Widen to 6 Lanes	FDOT	Melbourne	West Melbourne	Capacity	Safety	55	12	10	11	10	12	0
15	SR 507 (Babcock St.)	SR 514 (Malabar Rd.) to Palm Bay Rd.	Widen to 6 Lanes	FDOT	Palm Bay		Capacity	System Performance	55	8	9	8	13	17	0
16	Babcock St.	Foundation Park Blvd. to Unknown Road S of Canvoa St.	Widen to 4 Lanes	Malabar	Palm Bay		Capacity	System Performance	55	12	7	13	17	6	0
17	SR 507 (Babcock St.) at SR 514 (Malabar Rd.)	Unknown Road S of Canvoa Street to Biddle Street	Operational Improvements	FDOT	Brevard County	Palm Bay	Capacity	System Performance	54	14	4	11	20	5	0
18	Hollywood Blvd.	Palm Bay Rd. to US 192	Widen to 4 Lanes	Brevard County	Melbourne	West Melbourne	Capacity	System Performance	54	12	9	10	13	10	0
19	US 1	SR 514 (Malabar Rd.) to RI Conlan Blvd.	Widen to 6 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	54	12	4	11	10	17	0
20	SR 405 (South St.)	SR 50 to Rock Pit Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1)	Titusville	Capacity	System Performance	54	6	9	9	13	17	0
21	SR 406 (Garden St.) at Singleton Ave.	Intersection	Operational Analysis	FDOT	Titusville		Operations	System Performance	53	6	7	12	10	18	0
22	SR 528	E. of SR 3 to Port Canaveral Interchange (SR 401)	Widen to 6 Lanes	FDOT			Capacity	System Performance	53	6	11	13	10	13	0
23	Babcock St.	Grant Rd. to Foundation Park Blvd.	Widen to 4 Lanes	Grant-Valkaria	Malabar		Capacity	System Performance	53	12	7	11	17	6	0
24	Malabar Rd.	St. Johns Heritage Pkwy. to Minton Rd.	Widen to 4 Lanes	Brevard County (DS)	Palm Bay		Capacity	Safety	53	6	7	7	20	13	0
25	SR A1A	N 2nd St. to Sunflower St.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Cocoa Beach		Capacity	Safety	51	6	7	15	6	17	0
26	Ellis Rd.	John Rhodes Blvd. to W of Wickham Rd.	Widen to 4 Lanes	Brevard County (DS)	Melbourne	West Melbourne	Capacity	System Performance	51	4	11	13	13	10	0

Safety -20																			
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Provides new vulnerable road user facility		Provides improved safety measure on higher speed corridor		Existing facility does not meet current design standards		Is the project on a 4 or 5 lane, undivided roadway with no median?		In SOS top 25 list for fatalities, crash severity or bike/ped?		Total Safety Score
									Y or N	Score	Speed	Score	Y or N	Score	Y or N	Score	Y or N	Score	
									Yes	No	>35	<35	Yes	No	Yes	No	Yes	No	
1	SR A1A at N Atlantic Ave./International Dr.	Intersection	Intersection Realignment/New 2 Lane Road	FDOT	Cape Canaveral		Operations	Safety	Yes	4	40	2	No	0	Yes	6	Yes	6	18
2	SR A1A	N Atlantic Ave. to George King Blvd.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Brevard County (D2)	Cape Canaveral	Capacity	System Performance	Yes	4	40	2	No	0	Yes	6	Yes	6	18
3	Wickham Rd. at Lake Washington Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	Yes	4	40	2	No	0	Yes	6	Yes	6	18
4	Palm Bay Rd./Minton Rd./Emerson Dr.	Intersection	Operational Analysis	Brevard County (D3/D5)	Palm Bay	West Melbourne	Operations	System Performance	No	0	35	0	No	0	No	0	Yes	6	6
5	Wickham Rd. at Aurora Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	Yes	4	35	0	No	0	Yes	6	Yes	6	16
6	SR 514 (Malabar Rd.)	SR 507 (Babcock St.) to US 1	Widen to 4 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	Yes	4	55	2	No	0	No	0	Yes	6	12
7	SR 518 (Eau Gallie Blvd.) at SR A1A	Intersection	Operational Improvements	FDOT	Brevard County (D4/D5)	Melbourne	Operations	Safety	Yes	4	45	2	No	0	No	0	Yes	6	12
8	I-95/SR 524 Interchange	Interchange	Operational Improvements	FDOT			Capacity	Safety	Yes	4	45	2	No	0	No	0	Yes	6	12
9	SR 524	S Friday Rd. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1/D2)	Cocoa	Capacity	System Performance	Yes	4	55	2	No	0	No	0	Yes	6	12
10	Wickham Rd. at Post Rd.	Intersection	Operational Improvements	Melbourne			Capacity	Safety	No	0	45	2	Yes	2	No	0	Yes	6	10
11	Wickham Rd. at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	Melbourne	FDOT		Capacity	System Performance	No	0	45	2	No	0	No	0	Yes	6	8
12	US 192	Dairy Rd. to SR 507 (Babcock St.)	Widen to 6 Lanes	FDOT	Melbourne		Capacity	Safety	Yes	4	45	2	No	0	No	0	Yes	6	12
13	SR 5054 (Sarno Rd.) at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	FDOT	Melbourne	Brevard County	Operations	System Performance	Yes	4	50	2	No	0	No	0	No	0	6
14	US 192	Wickham Rd. to Dairy Rd.	Widen to 6 Lanes	FDOT	Melbourne	West Melbourne	Capacity	Safety	Yes	4	45	2	No	0	No	0	Yes	6	12
15	SR 507 (Babcock St.)	SR 514 (Malabar Rd.) to Palm Bay Rd.	Widen to 6 Lanes	FDOT	Palm Bay		Capacity	System Performance	No	0	45	2	No	0	No	0	Yes	6	8
16	Babcock St.	Foundation Park Blvd. to Unknown Road S of Canvoa St.	Widen to 4 Lanes	Malabar	Palm Bay		Capacity	System Performance	Yes	4	45	2	No	0	No	0	Yes	6	12
17	SR 507 (Babcock St.) at SR 514 (Malabar Rd.)	Unknown Road S of Canvoa Street to Biddle Street	Operational Improvements	FDOT	Brevard County	Palm Bay	Capacity	System Performance	Yes	4	45	2	Yes	2	No	0	Yes	6	14
18	Hollywood Blvd.	Palm Bay Rd. to US 192	Widen to 4 Lanes	Brevard County	Melbourne	West Melbourne	Capacity	System Performance	Yes	4	45	2	No	0	No	0	Yes	6	12
19	US 1	SR 514 (Malabar Rd.) to RJ Conlan Blvd.	Widen to 6 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	Yes	4	50	2	No	0	No	0	Yes	6	12
20	SR 405 (South St.)	SR 50 to Rock Pit Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1)	Titusville	Capacity	System Performance	Yes	4	55	2	No	0	No	0	No	0	6
21	SR 406 (Garden St.) at Singleton Ave.	Intersection	Operational Analysis	FDOT	Titusville		Operations	System Performance	Yes	4	40	2	No	0	No	0	No	0	6
22	SR 528	E. of SR 3 to Port Canaveral Interchange (SR 401)	Widen to 6 Lanes	FDOT			Capacity	System Performance	Yes	4	60	2	No	0	No	0	No	0	6
23	Babcock St.	Grant Rd. to Foundation Park Blvd.	Widen to 4 Lanes	Grant-Valkaria	Malabar		Capacity	System Performance	Yes	4	45	2	No	0	No	0	Yes	6	12
24	Malabar Rd.	St. Johns Heritage Pkwy. to Minton Rd.	Widen to 4 Lanes	Brevard County (D5)	Palm Bay		Capacity	Safety	Yes	4	45	2	No	0	No	0	No	0	6
25	SR A1A	N 2nd St. to Sunflower St.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Cocoa Beach		Capacity	Safety	No	0	35	0	No	0	No	0	Yes	6	6
26	Ellis Rd.	John Rhodes Blvd. to W of Wickham Rd.	Widen to 4 Lanes	Brevard County (D5)	Melbourne	West Melbourne	Capacity	System Performance	Yes	4	35	0	No	0	No	0	No	0	4

Transportation and Land Use - 20																			
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Is project nearing, at or over capacity (V/C)?		Does project improve capacity?		Economic Impact Access to Activity Centers		Community Connections		Enhances access to major tourism areas		Trans. & Land Use total score
									V/C	Score	Y or N	Score	Score	H,M,L	Score	Y or N	Score		
1	SR A1A at N Atlantic Ave./International Dr.	Intersection	Intersection Realignment/New 2 Lane Road	FDOT	Cape Canaveral		Operations	Safety	V/C < .75	0	No	0	Suburban	3	High	6	Yes	3	12
2	SR A1A	N Atlantic Ave. to George King Blvd.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Brevard County (D2)	Cape Canaveral	Capacity	System Performance	V/C > .75	1	No	0	Ports	4	High	6	Yes	3	14
3	Wickham Rd. at Lake Washington Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	V/C > 1.0	3	Yes	4	Suburban	3	Low	0	No	0	10
4	Palm Bay Rd./Minton Rd./Emerson Dr.	Intersection	Operational Analysis	Brevard County (D3/DS)	Palm Bay	West Melbourne	Operations	System Performance	V/C > 1.0	3	Yes	4	Suburban	3	Low	0	No	0	10
5	Wickham Rd. at Aurora Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	V/C > 1.0	3	Yes	4	Suburban	3	Low	0	No	0	10
6	SR 514 (Malabar Rd.)	SR 507 (Babcock St.) to US 1	Widen to 4 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	V/C > .85	2	Yes	4	None	0	Medium	3	No	0	9
7	SR 518 (Eau Gallie Blvd.) at SR A1A	Intersection	Operational Improvements	FDOT	Brevard County (D4/DS)	Melbourne	Operations	Safety	V/C < .75	0	No	0	Suburban	3	Low	0	Yes	3	6
8	I-95/SR 524 Interchange	Interchange	Operational Improvements	FDOT			Capacity	Safety	V/C < .75	0	Yes	4	None	0	Low	0	No	0	4
9	SR 524	S Friday Rd. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1/D2)	Cocoa	Capacity	System Performance	V/C > .75	1	Yes	4	Suburban	3	Low	0	No	0	8
10	Wickham Rd. at Post Rd.	Intersection	Operational Improvements	Melbourne			Capacity	Safety	V/C > .85	2	Yes	4	Suburban	3	Medium	3	No	0	12
11	Wickham Rd. at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	Melbourne	FDOT		Capacity	System Performance	V/C > 1.0	3	Yes	4	Suburban	3	Low	0	No	0	10
12	US 192	Dairy Rd. to SR 507 (Babcock St.)	Widen to 6 Lanes	FDOT	Melbourne		Capacity	Safety	V/C > .75	1	Yes	4	Suburban	3	Low	0	No	0	8
13	SR 5054 (Sarno Rd.) at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	FDOT	Melbourne	Brevard County	Operations	System Performance	V/C > .85	2	Yes	4	None	0	Low	0	No	0	6
14	US 192	Wickham Rd. to Dairy Rd.	Widen to 6 Lanes	FDOT	Melbourne	West Melbourne	Capacity	Safety	V/C > 1.0	3	Yes	4	Suburban	3	Low	0	No	0	10
15	SR 507 (Babcock St.)	SR 514 (Malabar Rd.) to Palm Bay Rd.	Widen to 6 Lanes	FDOT	Palm Bay		Capacity	System Performance	V/C > .85	2	Yes	4	Suburban	3	Low	0	No	0	9
16	Babcock St.	Foundation Park Blvd. to Unknown Road S of Canova St.	Widen to 4 Lanes	Malabar	Palm Bay		Capacity	System Performance	V/C > 1.0	3	Yes	4	None	0	Low	0	No	0	7
17	SR 507 (Babcock St.) at SR 514 (Malabar Rd.)	Unknown Road S of Canova Street to Biddle Street	Operational Improvements	FDOT	Brevard County	Palm Bay	Capacity	System Performance	V/C < .75	0	Yes	4	None	0	Low	0	No	0	4
18	Hollywood Blvd.	Palm Bay Rd. to US 192	Widen to 4 Lanes	Brevard County	Melbourne	West Melbourne	Capacity	System Performance	V/C > .85	2	Yes	4	Suburban	3	Low	0	No	0	9
19	US 1	SR 514 (Malabar Rd.) to RJ Conlan Blvd.	Widen to 6 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	V/C < .75	0	Yes	4	None	0	Low	0	No	0	4
20	SR 405 (South St.)	SR 50 to Rock Pit Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1)	Titusville	Capacity	System Performance	V/C > 1.0	3	Yes	4	Rural	2	Low	0	No	0	9
21	SR 406 (Garden St.) at Singleton Ave.	Intersection	Operational Analysis	FDOT	Titusville		Operations	System Performance	V/C < .75	0	Yes	4	Suburban	3	Low	0	No	0	7
22	SR 528	E. of SR 3 to Port Canaveral Interchange (SR 401)	Widen to 6 Lanes	FDOT			Capacity	System Performance	V/C < .75	0	Yes	4	Ports	4	Low	0	Yes	3	11
23	Babcock St.	Grant Rd. to Foundation Park Blvd.	Widen to 4 Lanes	Grant-Valkaria	Malabar		Capacity	System Performance	V/C > 1.0	3	Yes	4	None	0	Low	0	No	0	7
24	Malabar Rd.	St. Johns Heritage Pkwy. to Minton Rd.	Widen to 4 Lanes	Brevard County (D5)	Palm Bay		Capacity	Safety	V/C > 1.0	3	Yes	4	None	0	Low	0	No	0	7
25	SR A1A	N 2nd St. to Sunflower St.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Cocoa Beach		Capacity	Safety	V/C < .75	0	No	0	Downtown	4	Low	0	Yes	3	7
26	Ellis Rd.	John Rhodes Blvd. to W of Wickham Rd.	Widen to 4 Lanes	Brevard County (D5)	Melbourne	West Melbourne	Capacity	System Performance	V/C > 1.0	3	Yes	4	Ports	4	Low	0	No	0	11

									Sustainability & Resiliency -20										
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Improves evacuation routes?		Drainage/Stormwater Improves water quality/Considers Sea Level Rise Impacts (Addresses erosion, sedimentation)		Improve pavement condition?		Mitigation needs- environmental impact		Improves bridge condition		Total Sustainability & Resiliency Score
									Y or N	Score	I, M, N	Score	Y or N	Score	H, M, L	Score	Y or N	Score	
									On evacuation or direct connection	Improves = 7 pts Maintenance = 4 pts None = 0	Resurfacing: new roadway	Low 7 Medium 4 High 0	Replaces or improves existing bridge						
									Yes 2 No 0		Yes 2 No 0								
1	SR A1A at N Atlantic Ave./International Dr.	Intersection	Intersection Realignment/New 2 Lane Road	FDOT	Cape Canaveral		Operations	Safety	Yes	2	Improves	7	Yes	2	Medium	4	No	0	15
2	SR A1A	N Atlantic Ave. to George King Blvd.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Brevard County (D2)	Cape Canaveral	Capacity	System Performance	Yes	2	Improves	7	Yes	2	Medium	4	No	0	15
3	Wickham Rd. at Lake Washington Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	No	0	Maint.	4	Yes	2	Medium	4	No	0	10
4	Palm Bay Rd./Minton Rd./Emerson Dr.	Intersection	Operational Analysis	Brevard County (D3/D5)	Palm Bay	West Melbourne	Operations	System Performance	Yes	2	Maint.	4	Yes	2	Medium	4	No	0	12
5	Wickham Rd. at Aurora Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	No	0	Maint.	4	Yes	2	Medium	4	No	0	10
6	SR 514 (Malabar Rd.)	SR 507 (Babcock St.) to US 1	Widen to 4 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	No	0	11
7	SR 518 (Eau Gallie Blvd.) at SR A1A	Intersection	Operational Improvements	FDOT	Brevard County (D4/D5)	Melbourne	Operations	Safety	Yes	2	Maint.	4	Yes	2	Medium	4	No	0	12
8	I-95/SR 524 Interchange	Interchange	Operational Improvements	FDOT			Capacity	Safety	Yes	2	Improves	7	Yes	2	Medium	4	Yes	2	17
9	SR 524	S Friday Rd. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1/D2)	Cocoa	Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	No	0	11
10	Wickham Rd. at Post Rd.	Intersection	Operational Improvements	Melbourne			Capacity	Safety	No	0	Maint.	4	Yes	2	Medium	4	No	0	10
11	Wickham Rd. at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	Melbourne	FDOT		Capacity	System Performance	Yes	2	None	0	Yes	2	Low	7	No	0	11
12	US 192	Dairy Rd. to SR 507 (Babcock St.)	Widen to 6 Lanes	FDOT	Melbourne		Capacity	Safety	Yes	2	Improves	7	Yes	2	High	0	No	0	11
13	SR 5054 (Sarno Rd.) at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	FDOT	Melbourne	Brevard County	Operations	System Performance	Yes	2	Maint.	4	Yes	2	Medium	4	No	0	12
14	US 192	Wickham Rd. to Dairy Rd.	Widen to 6 Lanes	FDOT	Melbourne	West Melbourne	Capacity	Safety	Yes	2	Improves	7	Yes	2	High	0	No	0	11
15	SR 507 (Babcock St.)	SR 514 (Malabar Rd.) to Palm Bay Rd.	Widen to 6 Lanes	FDOT	Palm Bay		Capacity	System Performance	Yes	2	Maint.	4	Yes	2	High	0	No	0	8
16	Babcock St.	Foundation Park Blvd. to Unknown Road S of Canova St.	Widen to 4 Lanes	Malabar	Palm Bay		Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	Yes	2	13
17	SR 507 (Babcock St.) at SR 514 (Malabar Rd.)	Unknown Road S of Canova Street to Biddle Street	Operational Improvements	FDOT	Brevard County	Palm Bay	Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	No	0	11
18	Hollywood Blvd.	Palm Bay Rd. to US 192	Widen to 4 Lanes	Brevard County	Melbourne	West Melbourne	Capacity	System Performance	No	0	Maint.	4	Yes	2	Medium	4	No	0	10
19	US 1	SR 514 (Malabar Rd.) to RJ Conlan Blvd.	Widen to 6 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	No	0	11
20	SR 405 (South St.)	SR 50 to Rock Pit Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1)	Titusville	Capacity	System Performance	No	0	Improves	7	Yes	2	High	0	No	0	9
21	SR 406 (Garden St.) at Singleton Ave.	Intersection	Operational Analysis	FDOT	Titusville		Operations	System Performance	Yes	2	Maint.	4	Yes	2	Medium	4	No	0	12
22	SR 528	E. of SR 3 to Port Canaveral Interchange (SR 401)	Widen to 6 Lanes	FDOT			Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	Yes	2	13
23	Babcock St.	Grant Rd. to Foundation Park Blvd.	Widen to 4 Lanes	Grant-Valkaria	Malabar		Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	No	0	11
24	Malabar Rd.	St. Johns Heritage Pkwy. to Minton Rd.	Widen to 4 Lanes	Brevard County (D5)	Palm Bay		Capacity	Safety	No	0	Improves	7	No	0	High	0	No	0	7
25	SR A1A	N 2nd St. to Sunflower St.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Cocoa Beach		Capacity	Safety	Yes	2	Improves	7	Yes	2	Medium	4	No	0	15
26	Ellis Rd.	John Rhodes Blvd. to W of Wickham Rd.	Widen to 4 Lanes	Brevard County (D5)	Melbourne	West Melbourne	Capacity	System Performance	No	0	Maint.	4	Yes	2	Low	7	No	0	13

										Innovation - 20								Total Innovation Score
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Is project in ITS Master Plan? Utilizes advanced technologies?		Will project improve freight reliability?		Project includes unique strategy solution (Roundabouts, Road Diet, etc.)		Does project improve travel time reliability?			
									Yes	3	Yes	3	Yes	7	Yes	7		
								Increase Reliability		Using technology to reduce congestion								
								Y or N	Score	Y or N	Score	Y or N	Score	Y or N	Score			
1	SR A1A at N Atlantic Ave./International Dr.	Intersection	Intersection Realignment/New 2 Lane Road	FDOT	Cape Canaveral		Operations	Safety	Yes	3	Yes	3	Yes	7	No	0	13	
2	SR A1A	N Atlantic Ave. to George King Blvd.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Brevard County (D2)	Cape Canaveral	Capacity	System Performance	Yes	3	Yes	3	No	0	No	0	6	
3	Wickham Rd. at Lake Washington Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	No	0	Yes	3	No	0	Yes	7	10	
4	Palm Bay Rd./Minton Rd./Emerson Dr.	Intersection	Operational Analysis	Brevard County (D3/D5)	Palm Bay	West Melbourne	Operations	System Performance	Yes	3	Yes	3	Yes	7	Yes	7	20	
5	Wickham Rd. at Aurora Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	No	0	Yes	3	No	0	Yes	7	10	
6	SR 514 (Malabar Rd.)	SR 507 (Babcock St.) to US 1	Widen to 4 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	No	0	Yes	3	Yes	7	No	0	10	
7	SR 518 (Eau Gallie Blvd.) at SR A1A	Intersection	Operational Improvements	FDOT	Brevard County (D4/D5)	Melbourne	Operations	Safety	No	0	Yes	3	No	0	Yes	7	10	
8	I-95/SR 524 Interchange	Interchange	Operational Improvements	FDOT			Capacity	Safety	No	0	Yes	3	Yes	7	Yes	7	17	
9	SR 524	S Friday Rd. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1/D2)	Cocoa	Capacity	System Performance	No	0	Yes	3	Yes	7	Yes	7	17	
10	Wickham Rd. at Post Rd.	Intersection	Operational Improvements	Melbourne			Capacity	Safety	No	0	Yes	3	No	0	Yes	7	10	
11	Wickham Rd. at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	Melbourne	FDOT		Capacity	System Performance	No	0	Yes	3	No	0	Yes	7	10	
12	US 192	Dairy Rd. to SR 507 (Babcock St.)	Widen to 6 Lanes	FDOT	Melbourne		Capacity	Safety	Yes	3	Yes	3	No	0	Yes	7	13	
13	SR 5054 (Sarno Rd.) at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	FDOT	Mebourne	Brevard County	Operations	System Performance	No	0	Yes	3	Yes	7	Yes	7	17	
14	US 192	Wickham Rd. to Dairy Rd.	Widen to 6 Lanes	FDOT	Melbourne	West Melbourne	Capacity	Safety	No	0	Yes	3	No	0	Yes	7	10	
15	SR 507 (Babcock St.)	SR 514 (Malabar Rd.) to Palm Bay Rd.	Widen to 6 Lanes	FDOT	Palm Bay		Capacity	System Performance	Yes	3	Yes	3	No	0	Yes	7	13	
16	Babcock St.	Foundation Park Blvd. to Unknown Road S of Canvoa St.	Widen to 4 Lanes	Malabar	Palm Bay		Capacity	System Performance	No	0	Yes	3	Yes	7	Yes	7	17	
17	SR 507 (Babcock St.) at SR 514 (Malabar Rd.)	Unknown Road S of Canvoa Street to Biddle Street	Operational Improvements	FDOT	Brevard County	Palm Bay	Capacity	System Performance	Yes	3	Yes	3	Yes	7	Yes	7	20	
18	Hollywood Blvd.	Palm Bay Rd. to US 192	Widen to 4 Lanes	Brevard County	Melbourne	West Melbourne	Capacity	System Performance	Yes	3	Yes	3	No	0	Yes	7	13	
19	US 1	SR 514 (Malabar Rd.) to RJ Conlan Blvd.	Widen to 6 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	No	0	Yes	3	No	0	Yes	7	10	
20	SR 405 (South St.)	SR 50 to Rock Pit Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1)	Titusville	Capacity	System Performance	Yes	3	Yes	3	No	0	Yes	7	13	
21	SR 406 (Garden St.) at Singleton Ave.	Intersection	Operational Analysis	FDOT	Titusville		Operations	System Performance	No	0	Yes	3	No	0	Yes	7	10	
22	SR 528	E. of SR 3 to Port Canaveral Interchange (SR 401)	Widen to 6 Lanes	FDOT			Capacity	System Performance	No	0	Yes	3	No	0	Yes	7	10	
23	Babcock St.	Grant Rd. to Foundation Park Blvd.	Widen to 4 Lanes	Grant-Valkaria	Malabar		Capacity	System Performance	No	0	Yes	3	Yes	7	Yes	7	17	
24	Malabar Rd.	St. Johns Heritage Pkwy. to Minton Rd.	Widen to 4 Lanes	Brevard County (D5)	Palm Bay		Capacity	Safety	Yes	3	Yes	3	Yes	7	Yes	7	20	
25	SR A1A	N 2nd St. to Sunflower St.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Cocoa Beach		Capacity	Safety	Yes	3	Yes	3	No	0	No	0	6	
26	Ellis Rd.	John Rhodes Blvd. to W of Wickham Rd.	Widen to 4 Lanes	Brevard County (D5)	Melbourne	West Melbourne	Capacity	System Performance	Yes	3	Yes	3	No	0	Yes	7	13	

Multi-Modal - 20																	
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Is the project included in the priority list of the SCTPO Bicycle, Pedestrian Master Plan?		Part of Regional or Showcase Trail network or provides direct connection to		Improves Bicycle, Pedestrian, Trail facility or is a Complete Street project		New or improved multi-modal station, transit facility, bus stop or shelter		Total Multi-Modal Score
									Yes	No	Trail Connector	Score	Bicycle Pedestrian Both/Trail/CS Vehicle Only	Score	Yes	No	
1	SR A1A at N Atlantic Ave./International Dr.	Intersection	Intersection Realignment/New 2 Lane Road	FDOT	Cape Canaveral		Operations	Safety	Yes	5	Trail	3	Both/Trail/CS	5	Yes	7	20
2	SR A1A	N Atlantic Ave. to George King Blvd.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Brevard County (D2)	Cape Canaveral	Capacity	System Performance	Yes	5	Trail	3	Both/Trail/CS	5	Yes	7	20
3	Wickham Rd. at Lake Washington Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	Yes	5	None	0	Both/Trail/CS	5	Yes	7	17
4	Palm Bay Rd./Minton Rd./Emerson Dr.	Intersection	Operational Analysis	Brevard County (D3/D5)	Palm Bay	West Melbourne	Operations	System Performance	Yes	5	None	0	Both/Trail/CS	5	Yes	7	17
5	Wickham Rd. at Aurora Rd.	Intersection	Operational Improvements	Melbourne			Operations	Safety	Yes	5	None	0	Both/Trail/CS	5	Yes	7	17
6	SR 514 (Malabar Rd.)	SR 507 (Babcock St.) to US 1	Widen to 4 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	Yes	5	Trail	3	Both/Trail/CS	5	Yes	7	20
7	SR 518 (Eau Gallie Blvd.) at SR A1A	Intersection	Operational Improvements	FDOT	Brevard County (D4/D5)	Melbourne	Operations	Safety	Yes	5	Trail	3	Both/Trail/CS	5	Yes	7	20
8	I-95/SR 524 Interchange	Interchange	Operational Improvements	FDOT			Capacity	Safety	Yes	5	None	0	Both/Trail/CS	5	No	0	10
9	SR 524	S Friday Rd. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1/D2)	Cocoa	Capacity	System Performance	Yes	5	Connector	1	Both/Trail/CS	5	No	0	11
10	Wickham Rd. at Post Rd.	Intersection	Operational Improvements	Melbourne			Capacity	Safety	Yes	5	None	0	Pedestrian	2	Yes	7	14
11	Wickham Rd. at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	Melbourne	FDOT		Capacity	System Performance	Yes	5	None	0	Both/Trail/CS	5	Yes	7	17
12	US 192	Dairy Rd. to SR 507 (Babcock St.)	Widen to 6 Lanes	FDOT	Melbourne		Capacity	Safety	No	0	None	0	Both/Trail/CS	5	Yes	7	12
13	SR 5054 (Sarno Rd.) at SR 518 (Eau Gallie Blvd.)	Intersection	Operational Improvements	FDOT	Melbourne	Brevard County	Operations	System Performance	Yes	5	None	0	Bicycle	2	Yes	7	14
14	US 192	Wickham Rd. to Dairy Rd.	Widen to 6 Lanes	FDOT	Melbourne	West Melbourne	Capacity	Safety	No	0	None	0	Both/Trail/CS	5	Yes	7	12
15	SR 507 (Babcock St.)	SR 514 (Malabar Rd.) to Palm Bay Rd.	Widen to 6 Lanes	FDOT	Palm Bay		Capacity	System Performance	Yes	5	None	0	Both/Trail/CS	5	Yes	7	17
16	Babcock St.	Foundation Park Blvd. to Unknown Road S of Canvoa St.	Widen to 4 Lanes	Malabar	Palm Bay		Capacity	System Performance	No	0	Connector	1	Both/Trail/CS	5	No	0	6
17	SR 507 (Babcock St.) at SR 514 (Malabar Rd.)	Unknown Road S of Canvoa Street to Biddle Street	Operational Improvements	FDOT	Brevard County	Palm Bay	Capacity	System Performance	No	0	None	0	Both/Trail/CS	5	No	0	5
18	Hollywood Blvd.	Palm Bay Rd. to US 192	Widen to 4 Lanes	Brevard County	Melbourne	West Melbourne	Capacity	System Performance	Yes	5	None	0	Both/Trail/CS	5	No	0	10
19	US 1	SR 514 (Malabar Rd.) to RJ Conlan Blvd.	Widen to 6 Lanes	FDOT	Malabar	Palm Bay	Capacity	System Performance	Yes	5	None	0	Both/Trail/CS	5	Yes	7	17
20	SR 405 (South St.)	SR 50 to Rock Pit Rd.	Widen to 4 Lanes	FDOT	Brevard County (D1)	Titusville	Capacity	System Performance	Yes	5	None	0	Both/Trail/CS	5	Yes	7	17
21	SR 406 (Garden St.) at Singleton Ave.	Intersection	Operational Analysis	FDOT	Titusville		Operations	System Performance	Yes	5	Connector	1	Both/Trail/CS	5	Yes	7	18
22	SR 528	E. of SR 3 to Port Canaveral Interchange (SR 401)	Widen to 6 Lanes	FDOT			Capacity	System Performance	Yes	5	Trail	3	Both/Trail/CS	5	No	0	13
23	Babcock St.	Grant Rd. to Foundation Park Blvd.	Widen to 4 Lanes	Grant-Valkaria	Malabar		Capacity	System Performance	No	0	Connector	1	Both/Trail/CS	5	No	0	6
24	Malabar Rd.	St. Johns Heritage Pkwy. to Minton Rd.	Widen to 4 Lanes	Brevard County (D5)	Palm Bay		Capacity	Safety	No	0	Connector	1	Both/Trail/CS	5	Yes	7	13
25	SR A1A	N 2nd St. to Sunflower St.	Roadway Improvements (Adding Curb/Gutter)	FDOT	Cocoa Beach		Capacity	Safety	Yes	5	Trail	3	Pedestrian	2	Yes	7	17
26	Ellis Rd.	John Rhodes Blvd. to W of Wickham Rd.	Widen to 4 Lanes	Brevard County (D5)	Melbourne	West Melbourne	Capacity	System Performance	Yes	5	None	0	Both/Trail/CS	5	No	0	10

Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Total Score	Safety	Transp. & Land Use	Sustainability & Resiliency	Innovation	Multi-modal	Qualitative Score
27	Nasa Causeway Bridge	Bridge	Bridge Replacement	Brevard County (D1)			Capacity	System Performance	51	4	7	20	20	0	
28	Lake Andrew Dr.	SR 404 (Pineda Cswy.) to Ivanhoe Dr.	Widen to 4 Lanes	Developer			Capacity	System Performance	50	14	7	9	0	20	0
29	SR 528	E. of Industry Rd. to E. of SR 3	Widen to 6 Lanes	FDOT			Capacity	System Performance	49	2	11	13	10	13	0
30	SR 501 (Clearlake Rd.)	Michigan Ave. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D2)	Cocoa	Capacity	System Performance	49	6	7	10	6	20	0
31	Spyglass Rd. Extension	End of Napolo Dr. to Begin of Spyglass Hill Rd.	New 2 Lane Road and I-95 Flyover	Developer			Capacity	System Performance	47	18	0	16	0	13	0
32	US 192	Coastal Ln. to Wickham Rd.	Widen to 6 Lanes	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	46	6	6	11	10	13	0
33	US 192	St. Johns Heritage Pkwy. to Coastal Ln.	Widen to 6 Lanes/ Interchange Improvements	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	46	6	6	11	10	13	0
34	Babcock St.	Micco Rd./Deer Run Rd. to Grant Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Grant-Valkaria		Capacity	System Performance	46	6	4	11	17	8	0
35	Babcock St.	Indian River County Line to Micco Rd./Deer Run Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Palm Bay		Capacity	System Performance	46	6	4	11	17	8	0
36	Williamson Blvd.	I-95 to Brevard-Farnton Mixed Use	New 2 Lane Road	Developer			Capacity	System Performance	45	12	9	11	0	13	0
37	Micco Rd.	St. Johns Heritage Pkwy. to US 1	Widen to 4 Lanes	Brevard County (D3)	Palm Bay		Capacity	System Performance	45	6	4	8	17	10	0
38	St. Johns Heritage Pkwy. Washingtonia Ext.	Ellis Rd. to SR 404 (Pineda Cswy.)	New 2 Lane Road	Brevard County (D4/D5)	Melbourne		Capacity	System Performance	42	6	4	7	17	8	0
39	St. Johns Heritage Pkwy	I-95 to Micco Rd.	New 4 Lane Road	Developer			Capacity	System Performance	37	8	4	7	13	5	0
40	SR 401	Bridge	Bridge Replacement	FDOT	Brevard County (D2)		Capacity	System Performance	37	2	7	11	17	0	0
41	Eastern Norfolk Pkwy. Extension	Norfolk Pkwy. to Imagine Way	New 2 Lane Road and I-95 Flyover	Brevard County (D3/D5)	West Melbourne		Capacity	System Performance	35	6	7	0	17	5	0
42	Fellsmere Connector	Degroodt Rd. to Indian River County Line	New 4 Lane Road	Developer			Capacity	System Performance	34	8	0	7	13	6	0
43	Stadium Pkwy.	SR 404 (Pineda Cswy.) to Judge Fran Jamieson Wy.	Widen to 4 Lanes	Developer			Capacity	System Performance	33	4	8	13	3	5	0
44	SR 528	SR 520 to E. of Industry Rd.	Interim Widen to 6 Lanes, Ultimate Widen to 8 Lanes	FDOT			Capacity	System Performance	31	2	6	13	10	0	0
45	Williamson Blvd.	Brevard-Farnton Mixed Use to Volusia County Line	New 2 Lane Road	Developer			Capacity	System Performance	30	4	6	7	0	13	0
46	St. Johns Heritage Pkwy.	SR 507 (Babcock St.) to Malabar Rd.	New 2 Lane Road	Developer			Capacity	System Performance	30	8	0	9	13	0	0
47	I-95	SR 518 (Eau Gallie Blvd.) to Wickham Rd.	Widen to 8 Lanes	FDOT			Capacity	System Performance	30	2	5	13	10	0	0
48	Dairy Rd.	US 192 to Hibiscus Blvd.	Widen to 4 Lanes	Melbourne	West Melbourne		Capacity	System Performance	30	4	8	10	3	5	0
49	Pineda Cswy. Extension	Wickham Road to I-95	New 4 Lane Road	Developer			Capacity	System Performance	30	6	6	2	10	6	0
50	Western Norfolk Pkwy. Extension	St. Johns Heritage Pkwy. To Current End of Norfolk Pkwy. W of Minton Rd.	New 2 Lane Road	Brevard County (D5)	Melbourne		Capacity	System Performance	26	6	7	4	7	2	0
51	Space Commerce Wy.	NASA Pkwy. W to Kennedy Pkwy. N	Widen to 4 Lanes	Brevard County (D2)	KSC		Capacity	System Performance	24	2	11	8	3	0	0
52	Dixie Way	Hammock Rd. to Ditch Rd./County Line Rd.	Pave New Asphalt Road	Brevard County (D1)			Capacity	System Performance	16	2	0	7	7	0	0

Safety -20																			
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Provides new vulnerable road user facility		Provides improved safety measure on higher speed corridor		Existing facility does not meet current design standards		Is the project on a 4 or 5 lane, undivided roadway with no median?		In SOS top 25 list for fatalities, crash severity or bike/peo?		Total Safety Score
									Y or N	Score	Speed	Score	Y or N	Score	Y or N	Score	Y or N	Score	
27	Nasa Causeway Bridge	Bridge	Bridge Replacement	Brevard County (D1)			Capacity	System Performance	No	0	45	2	Yes	2	No	0	No	0	4
28	Lake Andrew Dr.	SR 404 (Pineda Cswy.) to Ivanhoe Dr.	Widen to 4 Lanes	Developer			Capacity	System Performance	Yes	4	45	2	Yes	2	No	0	Yes	6	14
29	SR 528	E. of Industry Rd. to E. of SR 3	Widen to 6 Lanes	FDOT			Capacity	System Performance	No	0	55	2	No	0	No	0	No	0	2
30	SR 501 (Clearlake Rd.)	Michigan Ave. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D2)	Cocoa	Capacity	System Performance	Yes	4	45	2	No	0	No	0	No	0	6
31	Spyglass Rd. Extension	End of Napoli Dr. to Begin of Spyglass Hill Rd.	New 2 Lane Road and I-95 Flyover	Developer			Capacity	System Performance	Yes	4	45	2	No	0	Yes	6	Yes	6	18
32	US 192	Coastal Ln. to Wickham Rd.	Widen to 6 Lanes	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	Yes	4	45	2	No	0	No	0	No	0	6
33	US 192	St. Johns Heritage Pkwy. to Coastal Ln.	Widen to 6 Lanes/ Interchange Improvements	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	Yes	4	55	2	No	0	No	0	No	0	6
34	Babcock St.	Micco Rd./Deer Run Rd. to Grant Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Grant-Valkaria		Capacity	System Performance	Yes	4	50	2	No	0	No	0	No	0	6
35	Babcock St.	Indian River County Line to Micco Rd./Deer Run Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Palm Bay		Capacity	System Performance	Yes	4	50	2	No	0	No	0	No	0	6
36	Williamson Blvd.	I-95 to Brevard-Farnton Mixed Use	New 2 Lane Road	Developer			Capacity	System Performance	Yes	4	45	2	No	0	No	0	Yes	6	12
37	Micco Rd.	St. Johns Heritage Pkwy. to US 1	Widen to 4 Lanes	Brevard County (D3)	Palm Bay		Capacity	System Performance	Yes	4	45	2	No	0	No	0	No	0	6
38	St. Johns Heritage Pkwy. Washingtonia Ext.	Ellis Rd. to SR 404 (Pineda Cswy.)	New 2 Lane Road	Brevard County (D4/D5)	Melbourne		Capacity	System Performance	Yes	4	40	2	No	0	No	0	No	0	6
39	St. Johns Heritage Pkwy	I-95 to Micco Rd.	New 4 Lane Road	Developer			Capacity	System Performance	No	0	45	2	No	0	Yes	6	No	0	8
40	SR 401	Bridge	Bridge Replacement	FDOT	Brevard County (D2)		Capacity	System Performance	No	0	50	2	No	0	No	0	No	0	2
41	Eastern Norfolk Pkwy. Extension	Norfolk Pkwy. to Imagine Way	New 2 Lane Road and I-95 Flyover	Brevard County (D3/D5)	West Melbourne		Capacity	System Performance	Yes	4	45	2	No	0	No	0	No	0	6
42	Fellsmere Connector	Degroodt Rd. to Indian River County Line	New 4 Lane Road	Developer			Capacity	System Performance	No	0	40	2	No	0	No	0	Yes	6	8
43	Stadium Pkwy.	SR 404 (Pineda Cswy.) to Judge Fran Jamieson Wy.	Widen to 4 Lanes	Developer			Capacity	System Performance	Yes	4	30	0	No	0	No	0	No	0	4
44	SR 528	SR 520 to E. of Industry Rd.	Interim Widen to 6 Lanes, Ultimate Widen to 8 Lanes	FDOT			Capacity	System Performance	No	0	70	2	No	0	No	0	No	0	2
45	Williamson Blvd.	Brevard-Farnton Mixed Use to Volusia County Line	New 2 Lane Road	Developer			Capacity	System Performance	Yes	4	20	0	No	0	No	0	No	0	4
46	St. Johns Heritage Pkwy.	SR 507 (Babcock St.) to Malabar Rd.	New 2 Lane Road	Developer			Capacity	System Performance	No	0	50	2	No	0	No	0	Yes	6	8
47	I-95	SR 518 (Eau Gallie Blvd.) to Wickham Rd.	Widen to 8 Lanes	FDOT			Capacity	System Performance	No	0	70	2	No	0	No	0	No	0	2
48	Dairy Rd.	US 192 to Hibiscus Blvd.	Widen to 4 Lanes	Melbourne	West Melbourne		Capacity	System Performance	Yes	4	30	0	No	0	No	0	No	0	4
49	Pineda Cswy. Extension	Wickham Road to I-95	New 4 Lane Road	Developer			Capacity	System Performance	Yes	4	55	2	No	0	No	0	No	0	6
50	Western Norfolk Pkwy. Extension	St. Johns Heritage Pkwy. To Current End of Norfolk Pkwy. W of Minton Rd.	New 2 Lane Road	Brevard County (D5)	Melbourne		Capacity	System Performance	Yes	4	40	2	No	0	No	0	No	0	6
51	Space Commerce Wy.	NASA Pkwy. W to Kennedy Pkwy. N	Widen to 4 Lanes	Brevard County (D2)	KSC		Capacity	System Performance	No	0	45	2	No	0	No	0	No	0	2
52	Dixie Way	Hammock Rd. to Ditch Rd./County Line Rd.	Pave New Asphalt Road	Brevard County (D1)			Capacity	System Performance	No	0	25	0	Yes	2	No	0	No	0	2

Transportation and Land Use - 20																			
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Is project nearing, at or over capacity (V/C)?		Does project improve capacity?		Economic Impact Access to Activity Centers		Community Connections		Enhances access to major tourism areas		Trans. & Land Use total score
									V/C	Score	Y or N	Score	Score	H,M,L	Score	Y or N	Score		
									V/C > 1.0	3			Downtown/Ports	4	High 3+	6	Explain for each project if Yes		
									V/C > .85	2			Suburban	3	Med 2	3	Yes		
									V/C > .75	1	Yes	4	Rural	2	Low 1<	0	Yes		3
									V/C < .75	0	No	0	None	0			No		0
27	Nasa Causeway Bridge	Bridge	Bridge Replacement	Brevard County (D1)			Capacity	System Performance	V/C < .75	0	No	0	Ports	4	Low	0	Yes	3	7
28	Lake Andrew Dr.	SR 404 (Pineda Cswy.) to Ivanhoe Dr.	Widen to 4 Lanes	Developer			Capacity	System Performance	V/C < .75	0	No	0	Downtown	4	Medium	3	No	0	7
29	SR 528	E. of Industry Rd. to E. of SR 3	Widen to 6 Lanes	FDOT			Capacity	System Performance	V/C < .75	0	Yes	4	Ports	4	Low	0	Yes	3	11
30	SR 501 (Clearlake Rd.)	Michigan Ave. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D2)	Cocoa	Capacity	System Performance	V/C < .75	0	Yes	4	Suburban	3	Low	0	No	0	7
31	Spyglass Rd. Extension	End of Napoli Dr. to Begin of Spyglass Hill Rd.	New 2 Lane Road and I-95 Flyover	Developer			Capacity	System Performance	V/C < .75	0	No	0	None	0	Low	0	No	0	0
32	US 192	Coastal Ln. to Wickham Rd.	Widen to 6 Lanes	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	V/C > .85	2	Yes	4	None	0	Low	0	No	0	6
33	US 192	St. Johns Heritage Pkwy. to Coastal Ln.	Widen to 6 Lanes/ Interchange Improvements	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	V/C > .85	2	Yes	4	None	0	Low	0	No	0	6
34	Babcock St.	Micco Rd./Deer Run Rd. to Grant Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Grant-Valkaria		Capacity	System Performance	V/C < .75	0	Yes	4	None	0	Low	0	No	0	4
35	Babcock St.	Indian River County Line to Micco Rd./Deer Run Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Palm Bay		Capacity	System Performance	V/C < .75	0	Yes	4	None	0	Low	0	No	0	4
36	Williamson Blvd.	I-95 to Brevard-Farnton Mixed Use	New 2 Lane Road	Developer			Capacity	System Performance	V/C < .75	0	No	0	Suburban	3	Medium	3	Yes	3	9
37	Micco Rd.	St. Johns Heritage Pkwy. to US 1	Widen to 4 Lanes	Brevard County (D3)	Palm Bay		Capacity	System Performance	V/C < .75	0	Yes	4	None	0	Low	0	No	0	4
38	St. Johns Heritage Pkwy. Washingtonia Ext.	Ellis Rd. to SR 404 (Pineda Cswy.)	New 2 Lane Road	Brevard County (D4/D5)	Melbourne		Capacity	System Performance	V/C < .75	0	Yes	4	None	0	Low	0	No	0	4
39	St. Johns Heritage Pkwy	I-95 to Micco Rd.	New 4 Lane Road	Developer			Capacity	System Performance	V/C < .75	0	No	0	Ports	4	Low	0	No	0	4
40	SR 401	Bridge	Bridge Replacement	FDOT	Brevard County (D2)		Capacity	System Performance	V/C < .75	0	No	0	Ports	4	Low	0	Yes	3	7
41	Eastern Norfolk Pkwy. Extension	Norfolk Pkwy. to Imagine Way	New 2 Lane Road and I-95 Flyover	Brevard County (D3/D5)	West Melbourne		Capacity	System Performance	V/C < .75	0	Yes	4	Suburban	3	Low	0	No	0	7
42	Fellsmere Connector	Degroodt Rd. to Indian River County Line	New 4 Lane Road	Developer			Capacity	System Performance	V/C < .75	0	No	0	None	0	Low	0	No	0	0
43	Stadium Pkwy.	SR 404 (Pineda Cswy.) to Judge Fran Jamieson Wy.	Widen to 4 Lanes	Developer			Capacity	System Performance	V/C < .75	0	Yes	4	Ports	4	Low	0	No	0	8
44	SR 528	SR 520 to E. of Industry Rd.	Interim Widen to 6 Lanes, Ultimate Widen to 8 Lanes	FDOT			Capacity	System Performance	V/C > .85	2	Yes	4	None	0	Low	0	No	0	6
45	Williamson Blvd.	Brevard-Farnton Mixed Use to Volusia County Line	New 2 Lane Road	Developer			Capacity	System Performance	V/C < .75	0	No	0	None	0	Medium	3	Yes	3	6
46	St. Johns Heritage Pkwy.	SR 507 (Babcock St.) to Malabar Rd.	New 2 Lane Road	Developer			Capacity	System Performance	V/C < .75	0	No	0	None	0	Low	0	No	0	0
47	I-95	SR 518 (Eau Gallie Blvd.) to Wickham Rd.	Widen to 8 Lanes	FDOT			Capacity	System Performance	V/C > .75	1	Yes	4	None	0	Low	0	No	0	5
48	Dairy Rd.	US 192 to Hibiscus Blvd.	Widen to 4 Lanes	Melbourne	West Melbourne		Capacity	System Performance	V/C < .75	0	Yes	4	Downtown	4	Low	0	No	0	8
49	Pineda Cswy. Extension	Wickham Road to I-95	New 4 Lane Road	Developer			Capacity	System Performance	V/C < .75	0	Yes	4	Rural	2	Low	0	No	0	6
50	Western Norfolk Pkwy. Extension	St. Johns Heritage Pkwy. To Current End of Norfolk Pkwy. W of Minton Rd.	New 2 Lane Road	Brevard County (D5)	Melbourne		Capacity	System Performance	V/C < .75	0	Yes	4	Suburban	3	Low	0	No	0	7
51	Space Commerce Wy.	NASA Pkwy. W to Kennedy Pkwy. N	Widen to 4 Lanes	Brevard County (D2)	KSC		Capacity	System Performance	V/C < .75	0	Yes	4	Ports	4	Low	0	Yes	3	11
52	Dixie Way	Hammock Rd. to Ditch Rd./County Line Rd.	Pave New Asphalt Road	Brevard County (D1)			Capacity	System Performance	V/C < .75	0	No	0	None	0	Low	0	No	0	0

														Sustainability & Resiliency -20									
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Improve evacuation routes?		Drainage/Stormwater Improves water quality/Considers Sea Level Rise impacts (Addresses erosion, sedimentation)		Improve pavement condition?		Mitigation needs- environmental impact		Improves bridge condition		Total Sustainability & Resiliency Score				
									Y or N	Score	I, M, N	Score	Y or N	Score	H, M, L	Score	Y or N	Score					
27	Nasa Causeway Bridge	Bridge	Bridge Replacement	Brevard County (D1)			Capacity	System Performance	Yes	2	Improves	7	Yes	2	Low	7	Yes	2	20				
28	Lake Andrew Dr.	SR 404 (Pineda Cswy.) to Ivanhoe Dr.	Widen to 4 Lanes	Developer			Capacity	System Performance	Yes	2	None	0	No	0	Low	7	No	0	9				
29	SR 528	E. of Industry Rd. to E. of SR 3	Widen to 6 Lanes	FDOT			Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	Yes	2	13				
30	SR 501 (Clearlake Rd.)	Michigan Ave. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D2)	Cocoa	Capacity	System Performance	No	0	Maint.	4	Yes	2	Medium	4	No	0	10				
31	Spyglass Rd. Extension	End of Napolo Dr. to Begin of Spyglass Hill Rd.	New 2 Lane Road and I-95 Flyover	Developer			Capacity	System Performance	Yes	2	Improves	7	No	0	Low	7	No	0	16				
32	US 192	Coastal Ln. to Wickham Rd.	Widen to 6 Lanes	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	No	0	11				
33	US 192	St. Johns Heritage Pkwy. to Coastal Ln.	Widen to 6 Lanes/ Interchange Improvements	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	No	0	11				
34	Babcock St.	Micco Rd./Deer Run Rd. to Grant Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Grant-Valkaria		Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	No	0	11				
35	Babcock St.	Indian River County Line to Micco Rd./Deer Run Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Palm Bay		Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	No	0	11				
36	Williamson Blvd.	I-95 to Brevard-Farnton Mixed Use	New 2 Lane Road	Developer			Capacity	System Performance	Yes	2	None	0	Yes	2	Low	7	No	0	11				
37	Micco Rd.	St. Johns Heritage Pkwy. to US 1	Widen to 4 Lanes	Brevard County (D3)	Palm Bay		Capacity	System Performance	Yes	2	Maint.	4	Yes	2	High	0	No	0	8				
38	St. Johns Heritage Pkwy. Washingtonia Ext.	Ellis Rd. to SR 404 (Pineda Cswy.)	New 2 Lane Road	Brevard County (D4/D5)	Melbourne		Capacity	System Performance	No	0	Improves	7	No	0	High	0	No	0	7				
39	St. Johns Heritage Pkwy	I-95 to Micco Rd.	New 4 Lane Road	Developer			Capacity	System Performance	No	0	None	0	No	0	Low	7	No	0	7				
40	SR 401	Bridge	Bridge Replacement	FDOT	Brevard County (D2)		Capacity	System Performance	No	0	Improves	7	Yes	2	High	0	Yes	2	11				
41	Eastern Norfolk Pkwy. Extension	Norfolk Pkwy. to Imagine Way	New 2 Lane Road and I-95 Flyover	Brevard County (D3/D5)	West Melbourne		Capacity	System Performance	No	0	None	0	No	0	High	0	No	0	0				
42	Fellsmere Connector	Degroot Rd. to Indian River County Line	New 4 Lane Road	Developer			Capacity	System Performance	No	0	None	0	No	0	Low	7	No	0	7				
43	Stadium Pkwy.	SR 404 (Pineda Cswy.) to Judge Fran Jamieson Wy.	Widen to 4 Lanes	Developer			Capacity	System Performance	No	0	Maint.	4	Yes	2	Low	7	No	0	13				
44	SR 528	SR 520 to E. of Industry Rd.	Interim Widen to 6 Lanes, Ultimate Widen to 8 Lanes	FDOT			Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	Yes	2	13				
45	Williamson Blvd.	Brevard-Farnton Mixed Use to Volusia County Line	New 2 Lane Road	Developer			Capacity	System Performance	No	0	None	0	No	0	Low	7	No	0	7				
46	St. Johns Heritage Pkwy.	SR 507 (Babcock St.) to Malabar Rd.	New 2 Lane Road	Developer			Capacity	System Performance	Yes	2	None	0	No	0	Low	7	No	0	9				
47	I-95	SR 518 (Eau Gallie Blvd.) to Wickham Rd.	Widen to 8 Lanes	FDOT			Capacity	System Performance	Yes	2	Improves	7	Yes	2	High	0	Yes	2	13				
48	Dairy Rd.	US 192 to Hibiscus Blvd.	Widen to 4 Lanes	Melbourne	West Melbourne		Capacity	System Performance	No	0	Maint.	4	Yes	2	Medium	4	No	0	10				
49	Pineda Cswy. Extension	Wickham Road to I-95	New 4 Lane Road	Developer			Capacity	System Performance	Yes	2	None	0	No	0	High	0	No	0	2				
50	Western Norfolk Pkwy. Extension	St. Johns Heritage Pkwy. To Current End of Norfolk Pkwy. W of Minton Rd.	New 2 Lane Road	Brevard County (D5)	Melbourne		Capacity	System Performance	No	0	None	0	No	0	Medium	4	No	0	4				
51	Space Commerce Wy.	NASA Pkwy. W to Kennedy Pkwy. N	Widen to 4 Lanes	Brevard County (D2)	KSC		Capacity	System Performance	Yes	2	None	0	Yes	2	Medium	4	No	0	8				
52	Dixie Way	Hammock Rd. to Ditch Rd./County Line Rd.	Pave New Asphalt Road	Brevard County (D1)			Capacity	System Performance	No	0	None	0	No	0	Low	7	No	0	7				

Innovation - 20														Total Innovation Score			
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Is project in ITS Master Plan? Utilizes advanced technologies?		Will project improve freight reliability?		Project includes unique strategy solution (Roundabouts; Road Diet, etc.)		Does project improve travel time reliability?		
									Yes	3	Yes	3	Yes		7	Yes	7
No		0		No		0		No		0		No			0		
Y or N		Score		Y or N		Score		Y or N		Score		Y or N		Score			
27	Nasa Causeway Bridge	Bridge	Bridge Replacement	Brevard County (D1)			Capacity	System Performance	Yes	3	Yes	3	Yes	7	Yes	7	20
28	Lake Andrew Dr.	SR 404 (Pineda Cswy.) to Ivanhoe Dr.	Widen to 4 Lanes	Developer			Capacity	System Performance	No	0	No	0	No	0	No	0	0
29	SR 528	E. of Industry Rd. to E. of SR 3	Widen to 6 Lanes	FDOT			Capacity	System Performance	No	0	Yes	3	No	0	Yes	7	10
30	SR 501 (Clearlake Rd.)	Michigan Ave. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D2)	Cocoa	Capacity	System Performance	Yes	3	Yes	3	No	0	No	0	6
31	Spyglass Rd. Extension	End of Napoli Dr. to Begin of Spyglass Hill Rd.	New 2 Lane Road and I-95 Flyover	Developer			Capacity	System Performance	No	0	No	0	No	0	No	0	0
32	US 192	Coastal Ln. to Wickham Rd.	Widen to 6 Lanes	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	No	0	Yes	3	No	0	Yes	7	10
33	US 192	St. Johns Heritage Pkwy. to Coastal Ln.	Widen to 6 Lanes/ Interchange Improvements	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	No	0	Yes	3	No	0	Yes	7	10
34	Babcock St.	Micco Rd./Deer Run Rd. to Grant Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Grant-Valkaria		Capacity	System Performance	No	0	Yes	3	Yes	7	Yes	7	17
35	Babcock St.	Indian River County Line to Micco Rd./Deer Run Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Palm Bay		Capacity	System Performance	No	0	Yes	3	Yes	7	Yes	7	17
36	Williamson Blvd.	I-95 to Brevard-Farnton Mixed Use	New 2 Lane Road	Developer			Capacity	System Performance	No	0	No	0	No	0	No	0	0
37	Micco Rd.	St. Johns Heritage Pkwy. to US 1	Widen to 4 Lanes	Brevard County (D3)	Palm Bay		Capacity	System Performance	No	0	Yes	3	Yes	7	Yes	7	17
38	St. Johns Heritage Pkwy. Washingtonia Ext.	Ellis Rd. to SR 404 (Pineda Cswy.)	New 2 Lane Road	Brevard County (D4/D5)	Melbourne		Capacity	System Performance	No	0	Yes	3	Yes	7	Yes	7	17
39	St. Johns Heritage Pkwy	I-95 to Micco Rd.	New 4 Lane Road	Developer			Capacity	System Performance	Yes	3	Yes	3	No	0	Yes	7	13
40	SR 401	Bridge	Bridge Replacement	FDOT	Brevard County (D2)		Capacity	System Performance	No	0	Yes	3	Yes	7	Yes	7	17
41	Eastern Norfolk Pkwy. Extension	Norfolk Pkwy. to Imagine Way	New 2 Lane Road and I-95 Flyover	Brevard County (D3/D5)	West Melbourne		Capacity	System Performance	No	0	Yes	3	Yes	7	Yes	7	17
42	Fellsmere Connector	Degroodt Rd. to Indian River County Line	New 4 Lane Road	Developer			Capacity	System Performance	Yes	3	Yes	3	No	0	Yes	7	13
43	Stadium Pkwy.	SR 404 (Pineda Cswy.) to Judge Fran Jamieson Wy.	Widen to 4 Lanes	Developer			Capacity	System Performance	Yes	3	No	0	No	0	No	0	3
44	SR 528	SR 520 to E. of Industry Rd.	Interim Widen to 6 Lanes. Ultimate Widen to 8 Lanes	FDOT			Capacity	System Performance	No	0	Yes	3	No	0	Yes	7	10
45	Williamson Blvd.	Brevard-Farnton Mixed Use to Volusia County Line	New 2 Lane Road	Developer			Capacity	System Performance	No	0	No	0	No	0	No	0	0
46	St. Johns Heritage Pkwy.	SR 507 (Babcock St.) to Malabar Rd.	New 2 Lane Road	Developer			Capacity	System Performance	Yes	3	Yes	3	No	0	Yes	7	13
47	I-95	SR 518 (Eau Gallie Blvd.) to Wickham Rd.	Widen to 8 Lanes	FDOT			Capacity	System Performance	No	0	Yes	3	No	0	Yes	7	10
48	Dairy Rd.	US 192 to Hibiscus Blvd.	Widen to 4 Lanes	Melbourne	West Melbourne		Capacity	System Performance	Yes	3	No	0	No	0	No	0	3
49	Pineda Cswy. Extension	Wickham Road to I-95	New 4 Lane Road	Developer			Capacity	System Performance	No	0	Yes	3	No	0	Yes	7	10
50	Western Norfolk Pkwy. Extension	St. Johns Heritage Pkwy. To Current End of Norfolk Pkwy. W of Minton Rd.	New 2 Lane Road	Brevard County (D5)	Melbourne		Capacity	System Performance	No	0	No	0	No	0	Yes	7	7
51	Space Commerce Wy.	NASA Pkwy. W to Kennedy Pkwy. N	Widen to 4 Lanes	Brevard County (D2)	KSC		Capacity	System Performance	No	0	Yes	3	No	0	No	0	3
52	Dixie Way	Hammock Rd. to Ditch Rd./County Line Rd.	Pave New Asphalt Road	Brevard County (D1)			Capacity	System Performance	No	0	No	0	No	0	Yes	7	7

Multi-Modal - 20																	
Rank	Project Name	Project Limits	Description	Jurisdiction 1	Jurisdiction 2	Jurisdiction 3	Project Type*	Primary Performance Measure*	Is the project included in the priority list of the SCTPD Bicycle, Pedestrian Master Plan?		Part of Regional or Showcase Trail network or provides direct connection to		Improves Bicycle, Pedestrian, Trail facility or is a Complete Street project		New or improved multi-modal station, transit facility, bus stop or shelter		Total Multi-Modal Score
									Yes	No	Trail Connector	Score	Bicycle Pedestrian Both/Trail/CS Vehicle Only	Score	Yes	No	
27	Nasa Causeway Bridge	Bridge	Bridge Replacement	Brevard County (D1)			Capacity	System Performance	No	0	None	0	Vehicle Only	0	No	0	0
28	Lake Andrew Dr.	SR 404 (Pineda Cswy.) to Ivanhoe Dr.	Widen to 4 Lanes	Developer			Capacity	System Performance	Yes	5	Trail	3	Both/Trail/CS	5	Yes	7	20
29	SR 528	E. of Industry Rd. to E. of SR 3	Widen to 6 Lanes	FDOT			Capacity	System Performance	Yes	5	Trail	3	Both/Trail/CS	5	No	0	13
30	SR 501 (Clearlake Rd.)	Michigan Ave. to Industry Rd.	Widen to 4 Lanes	FDOT	Brevard County (D2)	Cocoa	Capacity	System Performance	Yes	5	Trail	3	Both/Trail/CS	5	Yes	7	20
31	Spyglass Rd. Extension	End of Napoli Dr. to Begin of Spyglass Hill Rd.	New 2 Lane Road and I-95 Flyover	Developer			Capacity	System Performance	Yes	5	Trail	3	Both/Trail/CS	5	No	0	13
32	US 192	Coastal Ln. to Wickham Rd.	Widen to 6 Lanes	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	No	0	Connector	1	Both/Trail/CS	5	Yes	7	13
33	US 192	St. Johns Heritage Pkwy. to Coastal Ln.	Widen to 6 Lanes/ Interchange Improvements	FDOT	Brevard County (D5)	West Melbourne	Capacity	System Performance	No	0	Connector	1	Both/Trail/CS	5	Yes	7	13
34	Babcock St.	Micco Rd./Deer Run Rd. to Grant Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Grant-Valkaria		Capacity	System Performance	No	0	Trail	3	Both/Trail/CS	5	No	0	8
35	Babcock St.	Indian River County Line to Micco Rd./Deer Run Rd.	Widen to 4 Lanes	Brevard County (D3/D5)	Palm Bay		Capacity	System Performance	No	0	Trail	3	Both/Trail/CS	5	No	0	8
36	Williamson Blvd.	I-95 to Brevard-Farnton Mixed Use	New 2 Lane Road	Developer			Capacity	System Performance	Yes	5	Trail	3	Both/Trail/CS	5	No	0	13
37	Micco Rd.	St. Johns Heritage Pkwy. to US 1	Widen to 4 Lanes	Brevard County (D3)	Palm Bay		Capacity	System Performance	Yes	5	None	0	Both/Trail/CS	5	No	0	10
38	St. Johns Heritage Pkwy. Washingtonia Ext.	Ellis Rd. to SR 404 (Pineda Cswy.)	New 2 Lane Road	Brevard County (D4/D5)	Melbourne		Capacity	System Performance	No	0	Trail	3	Both/Trail/CS	5	No	0	8
39	St. Johns Heritage Pkwy	I-95 to Micco Rd.	New 4 Lane Road	Developer			Capacity	System Performance	Yes	5	None	0	Vehicle Only	0	No	0	5
40	SR 401	Bridge	Bridge Replacement	FDOT	Brevard County (D2)		Capacity	System Performance	No	0	None	0	Vehicle Only	0	No	0	0
41	Eastern Norfolk Pkwy. Extension	Norfolk Pkwy. to Imagine Way	New 2 Lane Road and I-95 Flyover	Brevard County (D3/D5)	West Melbourne		Capacity	System Performance	No	0	None	0	Both/Trail/CS	5	No	0	5
42	Fellsmere Connector	Degroot Rd. to Indian River County Line	New 4 Lane Road	Developer			Capacity	System Performance	Yes	5	Connector	1	Vehicle Only	0	No	0	6
43	Stadium Pkwy.	SR 404 (Pineda Cswy.) to Judge Fran Jamieson Wy.	Widen to 4 Lanes	Developer			Capacity	System Performance	No	0	None	0	Both/Trail/CS	5	No	0	5
44	SR 528	SR 520 to E. of Industry Rd.	Interim Widen to 6 Lanes, Ultimate Widen to 8 Lanes	FDOT			Capacity	System Performance	No	0	None	0	Vehicle Only	0	No	0	0
45	Williamson Blvd.	Brevard-Farnton Mixed Use to Volusia County Line	New 2 Lane Road	Developer			Capacity	System Performance	Yes	5	Trail	3	Both/Trail/CS	5	No	0	13
46	St. Johns Heritage Pkwy.	SR 507 (Babcock St.) to Malabar Rd.	New 2 Lane Road	Developer			Capacity	System Performance	No	0	None	0	Vehicle Only	0	No	0	0
47	I-95	SR 518 (Eau Gallie Blvd.) to Wickham Rd.	Widen to 8 Lanes	FDOT			Capacity	System Performance	No	0	None	0	Vehicle Only	0	No	0	0
48	Dairy Rd.	US 192 to Hibiscus Blvd.	Widen to 4 Lanes	Melbourne	West Melbourne		Capacity	System Performance	No	0	None	0	Both/Trail/CS	5	No	0	5
49	Pineda Cswy. Extension	Wickham Road to I-95	New 4 Lane Road	Developer			Capacity	System Performance	No	0	Connector	1	Both/Trail/CS	5	No	0	6
50	Western Norfolk Pkwy. Extension	St. Johns Heritage Pkwy. To Current End of Norfolk Pkwy. W of Minton Rd.	New 2 Lane Road	Brevard County (D5)	Melbourne		Capacity	System Performance	No	0	None	0	Pedestrian	2	No	0	2
51	Space Commerce Wy.	NASA Pkwy. W to Kennedy Pkwy. N	Widen to 4 Lanes	Brevard County (D2)	KSC		Capacity	System Performance	No	0	None	0	Vehicle Only	0	No	0	0
52	Dixie Way	Hammock Rd. to Ditch Rd./County Line Rd.	Pave New Asphalt Road	Brevard County (D1)			Capacity	System Performance	No	0	None	0	Vehicle Only	0	No	0	0



Appendix L
Revenue Forecasting
Tech Memo



2045 Long Range Transportation Plan

REVENUE FORECASTING

2725 Judge Fran Jamieson Way
Building. B, Room 105, MS #82
Melbourne, FL 32940
321-690-6890
www.spacecoasttpo.com



Space Coast Transportation Planning Organization
2045 Long Range Transportation Plan – Revenue Forecasting Technical
Memorandum
04/07/2020

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I. INTRODUCTION

The Long Range Transportation Plan (LRTP) for the Space Coast Transportation Planning Organization (SCTPO) is required, by federal law, to demonstrate the affordability of improvements contained in the cost feasible plan. The purpose of this technical memorandum is to provide the SCTPO with a forecast of reasonably available funding from traditional revenue sources to support transportation investments through 2045. The memorandum outlines Federal, state, and local sources of revenue for funding transportation improvements, describes the methodology and assumptions developed to forecast future revenues, and summarizes anticipated amounts from each revenue source. The memorandum also discusses potential new and additional revenue sources from untapped local funding options that could be used for transportation.

The period between 2021 and 2025, reflecting the Florida Department of Transportation (FDOT) Work Program and local capital improvement programs, is based on available revenues in the short term, as projected by those agencies. Financial resources expected to be available during the remainder of the cost feasible plan period, between 2026 and 2045, must be projected based on a variety of data, including:

- Historical receipts;
- Future population growth;
- Expected changes in fuel efficiency; and
- Inflation.

The total revenue projected to be available between the years 2026 and 2045 for Space Coast transportation improvements is \$5.3 billion, inclusive of Strategic Intermodal System (SIS) funding, in Year of Expenditure dollars (YOE).

II. 2040 VS 2045 LRTP FORECASTS

Each 5-year update of the LRTP includes a re-evaluation of the financial assumptions for the revenue projections based on changing economic conditions at the local, state, and national levels. Changes in financial policy must also be reflected in the revenue projections, taking into consideration both potentially new revenue sources as well as shifts in allocations as directed by policy makers. Other factors include updates in population growth rates, fuel consumption, and travel behaviors, as these represent the principal mathematical drivers of the revenue forecasts. **Figure 1** provides a comparison of 2045 revenue forecasts to the 2040 forecasts prepared for the previous LRTP. The overall difference in the forecasts indicates an approximate 15 percent increase to the 2045 forecast relative to 2040.

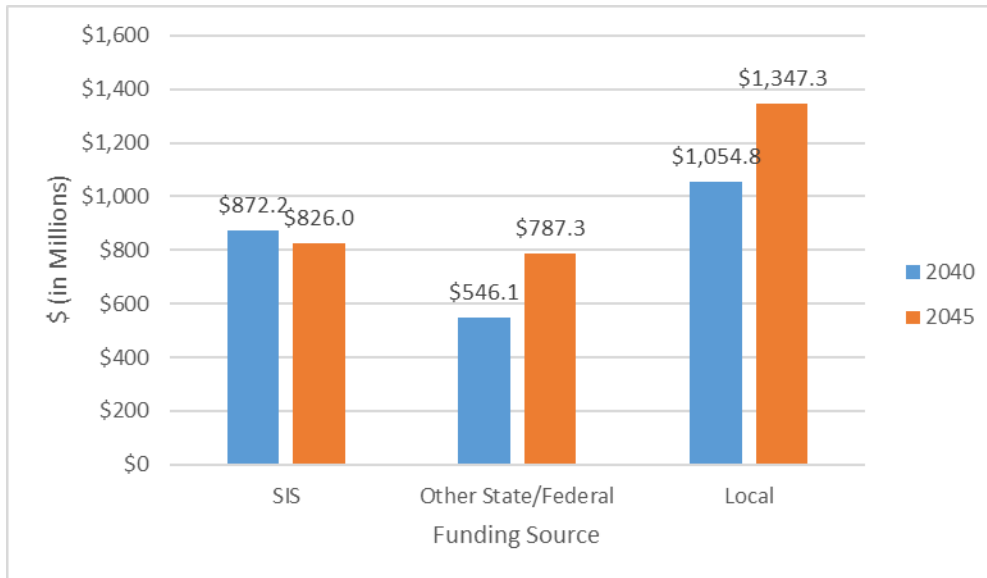


Figure 1 – 2045 vs 2040 Revenue Forecasts (present day \$)

III. STATE/FEDERAL REVENUES

State and Federal transportation funding is forecast and provided by FDOT. These funding sources reflect current policy and are based on the State Revenue Estimating Conference (REC) and FDOT Federal Aid Forecasts. Some of State and Federal funding programs include allocations to the SCTPO area, while others are estimated at the FDOT Statewide or District level. The largest allocation of State/Federal funds to transportation improvements in Central Florida is dedicated to Strategic Intermodal System (SIS) facilities. Due to the nature of the SIS as a statewide system of roadways, rail lines, and intermodal hubs, project prioritization and funding allocations are determined by FDOT at the District level as part of the SIS Cost Feasible Plan, and are not subject to SCTPO prioritization or LRTP cost feasible plan development.

There are four revenue programs subject to SCTPO planning and LRTP cost feasible plan development, including Non-SIS (Other Roads Construction & Right-of-Way (ROW), Transit, Transportation Management Area (TMA), and Transportation Alternatives in Urban (TALU) areas. Some of these programs have specific eligibility requirements dictating the types of improvements that can be funded, and others have varying levels of flexibility. The flexible programs include Other Roads and TMA. The latter can be allocated by the SCTPO, in coordination with FDOT, to any improvement types. The Other Roads program, formerly known as Other Arterials and ROW, is also somewhat flexible. A portion of Other Roads can be allocated to capital improvements on off-system facilities (defined as facilities not part of the State Highway System). The Transit and TALU programs, also allocated to the SCTPO, have less flexible project eligibility requirements.

The remainder of State and Federal funding includes a mix of capital, operations, and enhancement funding for both highway and multimodal uses that are forecast at the FDOT Statewide or District level. These programs include Statewide Florida New Starts, Transportation Alternatives (TALL – areas with population from 5,000 to 200,000 and TALT – any area of the State), Transportation Regional Incentives

Program (TRIP), and non-capacity funding. The non-capacity funding can be used for the following purposes:

- Safety;
- Resurfacing;
- Bridge;
- Product Support;
- Operation and Maintenance; and
- Administration.

Detailed descriptions of these programs and statewide estimates of their funding allocations are included in **Appendix A: 2045 Revenue Forecast for the Space Coast TPO**.

IV. LOCAL REVENUES

In addition to State and Federal revenues, local revenues can also be used for cost feasible plan development. Local revenues include a variety of sources and types of funds with varying eligibility requirements for their expenditure based on state and local policy. Local transportation revenues in Brevard County include revenues collected based on Home Rule Authority and revenues authorized by the Florida Legislature. Home Rule Authority revenues include transportation impact fees, which are assessed against new development based on a fee rate schedule by development type. State authorized revenues include state-shared revenues distributed to all counties and state authorized local revenues enacted by local governments. State-shared transportation revenues sources include the Constitutional Fuel Tax and County Fuel Tax. Locally enacted transportation revenues in Brevard County include the 1 to 6 cent Local Option Fuel Tax (LOFT) and the Ninth-Cent Fuel Tax on diesel fuel. A portion of these revenues are dedicated to debt service on Constitutional and LOFT revenue bonds, and to the operation and maintenance of the existing transportation system. The remainder is eligible for capacity improvements.

V. REVENUE PROJECTIONS

State and Federal Sources

The Florida State Transportation Trust Fund (STTF) is comprised primarily of state revenues, including State fuel taxes, motor vehicle fees, rental car surcharge, Documentary Stamp taxes, and several others. Combined, these State-collected revenues account for approximately 70 percent of the Trust Fund. Of that 70 percent, almost half is State fuel taxes and the rest is composed of various sources, none of which makes up more than 16 percent of the trust fund by itself¹. State and Federal revenue projections developed by FDOT are provided to the SCTPO in FDOT Statewide, Districtwide, and SCTPO allocations. The first category includes the monies that can be expected by the TPO to be allocated to projects, as determined by the SCTPO in the LRTP cost feasible plan. The other categories require local matching funds,

¹ FDOT Office of Policy Planning

and in most cases cannot be assumed to be available for LRTP cost feasible plan development. SCTPO allocated funds are summarized below in **Table 1**.

Table 1 – State and Federal Revenue Projections for SCTPO (in Millions of YOE \$)¹

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
Other Roads Construction & ROW	\$20.7	\$168.9	\$213.0	\$232.7	\$243.5	\$243.5	\$1,122.2
Transit	\$10.4	\$57.6	\$72.6	\$79.6	\$82.9	\$82.9	\$385.9
TMA Funds	\$7.3	\$36.6	\$36.6	\$36.6	\$36.6	\$36.6	\$190.4
TALU (Urban funds for TMA)	\$0.6	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$15.4
Total	\$39.0	\$266.0	\$325.2	\$351.8	\$366.0	\$366.0	\$1,713.9

Notes:

(1) State/Federal Revenues from 2045 Revenue Forecast Space Coast TPO (November 2018).

Totals may not sum perfectly due to rounding.

The Other Roads Construction & ROW program can be allocated to non-SIS roadways on the State Highway System (SHS), with up to 10 percent eligible for off-system facilities. Transit program revenues can be allocated to operating and capital assistance for transit, paratransit, and rideshare programs. TMA revenues are the same as “SU” funds in the State’s work program and can be allocated as the SCTPO sees fit, in coordination with FDOT District Five. The Transportation Alternatives Program, distinguished as urban (TALU), distributed to TMAs with population greater than 200,000, and districtwide (TALT). These funding allocations are eligible for locally and regionally defined projects, respectively, that expand modal travel choices and improve cultural, historic, or environmental aspects of the transportation infrastructure. TRIP funds apply to improvements on facilities designated as regionally significant and the funds are allocated within each district based on regional project prioritization processes. More details on eligible expenditures for each of the programs is defined in **Appendix B: FDOT Revenue Forecasting Guidebook**.

The SIS program, representing the majority of STTF in terms of allocation to transportation improvements, is allocated to facilities at the regional level by FDOT. Three separate documents are prepared by FDOT as part of the SIS Funding Strategy, including the SIS Adopted 5-Year Plan, SIS Approved 2nd 5-Year Plan, and the SIS 2029-2045 Long Range Cost Feasible Plan. SIS facilities in Brevard County with planned improvements in one or more of these plan documents include:

- SR 401 bridge replacement (PD&E only)*
- Wickham Road at I-95 – ramp/intersection improvements and mast arms*
- SR 405 – various intersection improvements*
- SR 528 from east of SR 524 to east of SR 3 – four to six lane widening*
- SR 528 from east of SR 3 to Port Canaveral interchange – four to six lane widening*
- St Johns Heritage Parkway/Ellis Road from John Rhodes Boulevard to west of Wickham Road – two to four lane widening*
- NASA Parkway bridge replacement

- I-95 from SR 518 to Wickham Road – six to eight lane widening

The projects with an asterisk (*) have funding in either the Adopted 5-Year Plan (2020-2024) or the Approved 2nd 5-Year Plan (2025-2029) for varying project phases. With the exception of the SR 401 bridges, improvements on these facilities have funding through construction in either the Adopted 5-Year Plan, the Approved 2nd 5-Year Plan, or the 2029-2045 Long Range Cost Feasible Plan. For the purpose of reflecting SIS allocations in the revenue forecasts, improvement costs for those projects are summarized in **Table 2**.

Table 2 – Strategic Intermodal System Revenue Projections (in Millions of YOE \$)^{1,2}

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
SIS Highways/ FIHS Construction/ ROW	\$10.4	\$53.6	\$317.7	\$57.0	\$179.8	\$1,035.5	\$1,654.1

Notes:

(1) State/Federal Revenues from 2045 Revenue Forecast Space Coast TPO (November 2018).

(2) SIS funds may be updated prior to 2045 LRTP adoption. This table will be updated accordingly.

Totals may not sum perfectly due to rounding.

Other Statewide and Districtwide revenue projections that are discretionary and therefore not appropriate to assume available for LRTP cost feasible plan development are summarized in **Table 3**.

Table 3 – Other State and District Revenue Projections (in Millions of YOE \$)¹

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
Districtwide State Highway System O&M	\$561.0	\$2,362.0	\$2,785.0	\$3,006.0	\$3,108.5	\$3,108.5	\$14,931.0
TALL (<200,000 pop., Districtwide funds)	\$0.8	\$4.1	\$4.1	\$4.1	\$4.1	\$4.1	\$21.3
TALT (Districtwide funds)	\$5.2	\$25.9	\$25.9	\$25.9	\$25.9	\$25.9	\$134.7
TRIP Funds (Districtwide)	\$4.7	\$32.8	\$49.0	\$54.4	\$55.9	\$55.9	\$252.6
New Starts Funds (Statewide)	\$41.8	\$226.3	\$259.2	\$282.4	\$296.7	\$296.7	\$1,403.1

Notes:

(1) State/Federal Revenues from 2045 Revenue Forecast Space Coast TPO (November 2018).

Totals may not sum perfectly due to rounding.

Fuel Taxes

There are two broad categories for fuel taxes distributed to Brevard County. The first includes the Constitutional Fuel Tax, the County Fuel Tax, and the Ninth-Cent Fuel Tax on diesel fuel, which are all levied by the State and distributed to all counties. The second includes a LOFT, levied at the county level

based on local referendum. All fuel tax revenues are projected based on historical receipts, projected population growth, projected Gross State Product (GSP) growth, and projected inflation.

STATE-LEVIED FUEL TAXES

Distribution of State-levied fuel taxes to counties is based on three basic factors:

- The geographical size of the county relative to the State;
- The current population of the county relative to the State population; and
- The historical proportion of tax receipts collected in the county relative to the total for the State.

The Constitutional Fuel Tax is collected on every gallon of motor fuel sold in the State, at a rate of two cents per gallon. Proceeds from this revenue source can be used by counties for roadway ROW acquisition, construction, operation, and maintenance, but only after debt service is paid on any bonds on the revenue source. The County Fuel Tax is levied by the State at a rate of one cent per gallon of motor fuel sold. The distribution and eligibility of this source for transportation improvements is the same as the Constitutional Fuel Tax. Both the Constitutional and County fuel taxes are projected based on the last five years of distribution to Brevard County (2014-2018), an annualized growth rate based on GSP growth projections, and projected inflation on an annual basis. The GSP projections used for this process were developed by the University of Central Florida Center for Economic Competitiveness and inflation rates used to factor the growth were developed and published in FDOT's Revenue Forecasting Handbook (July 2018). The State also imposes a Ninth-Cent tax on diesel fuels in all counties in Florida.

Projections of the State-levied fuel taxes distributed to Brevard County are presented in **Table 4**. A portion of the Constitutional Fuel Tax revenues are netted out of the total projection to cover a Series 2015 bonds issued against this revenue source, which are scheduled to be paid by 2020. The remainder of the Constitutional and County fuel tax revenues, approximately \$407 million, are available for the period between 2021 and 2045 for the acquisition, construction, and routine maintenance of local roadway infrastructure, including multimodal components of roadways.

Table 4 – State-Levied Fuel Tax Revenue Projections (in Millions of YOE \$)¹

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
Constitutional Fuel (total)	\$6.3	\$35.2	\$40.7	\$48.0	\$56.5	\$66.5	\$253.2
County Fuel	\$2.8	\$15.5	\$18.0	\$21.2	\$24.9	\$29.4	\$111.8
Ninth Cent from Diesel Fuel	\$1.2	\$6.5	\$7.5	\$8.7	\$9.9	\$11.4	\$45.2
Subtotal	\$10.4	\$57.2	\$66.2	\$77.8	\$91.4	\$107.2	\$410.2
Constitutional Fuel (debt committed)	-\$2.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$2.9
Total	\$7.5	\$57.2	\$66.2	\$77.8	\$91.4	\$107.2	\$407.3

Notes:

- (1) Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research. Municipal fuel tax distributions are not included.
- Fuel tax revenues projected decline 1% per year from the base assumption over time on a per capita basis to account for declining fuel consumption trends.
- Totals may not sum perfectly due to rounding.

LOCAL OPTION FUEL TAXES

The 1 to 6 cent LOFT is authorized by the Florida Legislature in all counties on diesel fuel sales. Counties also have the option of levying this fuel tax on all motor fuel, by either majority vote of the Board of County Commissioners or by a countywide referendum. Brevard County does levy the 1 to 6 LOFT on all motor fuel sold in the County. Eligible uses of LOFT revenues include public transportation operations and maintenance; roadway and right-of-way maintenance; roadway and ROW drainage; street lighting installation, operation, maintenance, and repair; traffic signs, traffic engineering, signalization, and pavement markings – installation, operation, maintenance, and repair; bridge maintenance and operation; debt service and current expenditures for transportation capital projects, including construction or reconstruction of roads and sidewalks.

The projection of LOFT revenues for Brevard County assumes a base revenue amount equal to the average of LOFT revenues distributed to Brevard County over the last five years (2014-2018). For the period between 2019 and 2045, the per capita revenue in the preceding five years was extrapolated based on projected population growth and adjusted for inflation using the annual inflation rates published in FDOT’s Revenue Forecasting Handbook.

Projections of LOFTs collected in Brevard County are presented in **Table 5**. A portion of the LOFT revenues are netted out of the total projection to cover a Series 2014 and 2016 bonds issued against this revenue source, which are scheduled to be paid by 2037. The remainder of the LOFT revenues, approximately \$288 million, are available for the acquisition, construction, and routine maintenance of local roadway infrastructure, including multimodal components of roadways.

Table 5 – Local Option Fuel Tax Revenue Projections (in Millions of YOE \$)¹

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
1 to 6 Cent Local Option Fuel (total)	\$10.4	\$56.1	\$64.5	\$74.5	\$85.6	\$98.0	\$389.1
1 to 6 Cent Local Option Fuel (debt committed)	-\$5.6	-\$27.9	-\$28.0	-\$28.1	-\$11.2	\$0.0	-\$100.8
Total	\$4.8	\$28.2	\$36.5	\$46.4	\$74.4	\$98.0	\$288.3

Notes:

(1) Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research.

Municipal fuel tax distributions are not included.

Fuel tax revenues projected decline 1% per year from the base assumption over time on a per capita basis to account for declining fuel consumption trends.

Totals may not sum perfectly due to rounding.

SUMMARY OF FUEL TAXES

The State-levied and LOFT revenues expected to be distributed to and/or collected by Brevard County are partially encumbered to repay bond debt. The remainder, although available to the County for transportation improvements, less than the cost of scheduled and backlogged maintenance needs for County infrastructure, according to Brevard County’s Blue Ribbon Transportation Advisory Committee Report (2014). The total amount that is left over after debt service payments for the plan period, approximately \$695.6 million, is assumed to not be available for capacity improvements, or other roadway projects outside of routine maintenance and resurfacing.

Impact Fees

In November 2014, the Brevard County Board of County Commissioners extended a moratorium on County impact fees to spur development, but the moratorium expired at the end of 2016. Since 2017, transportation impact fees have been collected by Brevard County for both commercial and residential developments, based on per unit (residential) and per 1,000 square feet (non-residential) of development. 2019 fee rates are assumed to apply consistently throughout the LRTP period (2045) for the purpose of revenue projections. The cities of Melbourne and Palm Bay also assess transportation impact fees for development in their respective city boundaries and, like the County, those fees are assumed to be consistent between 2020 and 2045 for revenue projection purposes. Population and employment growth projections developed by FDOT for Brevard County were used, with the impact fee rates, to forecast total revenues. There are two household categories (Single Family and Multi Family) and three employment categories (Industrial, Commercial, and Service) in the socioeconomic data growth projections. Given that the impact fee categories for both residential and non-residential development are more detailed, assumptions were made to convert the former to units consistent with the latter. **Table 6** illustrates those assumptions in each category for which population and employment projections are available.

Table 6 – Growth Category Conversion Assumptions for Impact Fees

	Socioeconomic Data categories	Impact Fee Rates
Residential	Single-Family Detached Dwelling Units	Single family detached
	Multi-Family Dwelling Units	Average of rates for duplex, condominium, townhouse, apartment units
Non-Residential	Industrial	Average of rates per 1,000 square feet of general industrial, manufacturing, wholesale/warehousing, mini-warehouse
	Commercial	Average of rates per 1,000 square feet of all retail categories
	Service	Average of rates per 1,000 square feet of office, and medical office categories

The average impact fee assumptions per land use for each jurisdiction are shown in **Table 7**. The average annual number of new dwelling units and workers forecast for each jurisdiction from 2020 to 2045 was multiplied by the relevant impact fee rate assumption for that jurisdiction to estimate the annual revenue from transportation impact fees. Non-residential employment growth was factored by 75 percent to account for a portion of that growth in employment allocated to existing structures, rather than new development. Conversion factors were used to relate employment to each 1,000 square feet of non-residential development. For industrial development, the factor assumes one employee per 1,000 square feet; for commercial, 2 employees per 1,000 square feet; and for service, 3 employees per 1,000 square feet.

Table 7 – Impact Fee Rates

	Development Type	Brevard County	City of Melbourne	City of Palm Bay
Residential	Single-Family Detached Dwelling Units	\$4,353.00	\$3,047.00	\$4,353.00
	Multi-Family Dwelling Units	\$2,529.00	\$1,667.00	\$2,550.86
Non-Residential	Industrial	\$0	\$1,647.00	\$2,001.04
	Commercial	\$5,815.50	\$4,270.00	\$8,379.63
	Service	\$8,235.00	\$6,464.75	\$11,893.16

Table 8 displays impact fee revenue projections for the three jurisdictions over the course of the plan period. Inflation was not applied to impact fee revenue projections due to the fact that the rates themselves are not indexed to inflation.

Table 8 – Impact Fee Revenue Projections (in Millions of YOE \$)¹

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
Brevard County Impact Fees (capacity)	\$10.1	\$60.3	\$66.9	\$78.6	\$104.0	\$104.0	\$423.9
City of Palm Bay Impact Fees (capacity)	\$5.4	\$32.2	\$35.7	\$42.0	\$55.5	\$55.5	\$226.3
City of Melbourne Impact Fees (capacity)	\$1.4	\$8.1	\$9.0	\$10.6	\$14.0	\$14.0	\$57.2
Total	\$16.9	\$100.7	\$111.7	\$131.2	\$173.5	\$173.5	\$707.4

Notes:

(1) Impact Fee revenues based on 2015-2045 household and employment forecasts, using current fee rates. Totals may not sum perfectly due to rounding.

Space Coast Area Transit

Space Coast Area Transit receives capital and operating revenues from federal, state, and local sources. Local revenue estimates were obtained from the Space Coast Area Transit’s fiscal year 2018-2027 Transit Development Plan (TDP). Local revenue projections for subsequent years, between 2028 and 2045, were estimated using average annual revenues reflected in the TDP, FDOT’s inflation rates, and projected population growth during that period. Federal and state revenue estimates between 2028 and 2045 provided in FDOT’s 2045 Revenue Forecast Handbook were used in lieu of estimates in the TDP, for consistency with FDOT revenue guidance. Projections to 2045 were estimated using annual local revenues reported in the TDP, relative to projected population in those years, extrapolated to 2045 on a per capita basis, and adjusted for inflation using FDOT inflation rates. **Table 9** reports local capital and operating revenue forecasts.

Table 9 – Transit Local Revenue Projections (in Millions of YOE \$)¹

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
SCAT Local Capital Revenue	\$4.6	\$23.0	\$19.0	\$24.7	\$30.3	\$37.2	\$138.8
SCAT Local Operating Revenue	\$7.1	\$44.8	\$60.3	\$80.2	\$98.6	\$120.7	\$411.8
Total	\$11.7	\$67.8	\$79.3	\$104.9	\$128.9	\$157.9	\$550.6

Notes:

(1) SCAT Local Capital and Operating funding encumbered to fund existing system capital and operating needs, respectively. Totals may not sum perfectly due to rounding.

VI. POTENTIAL NEW REVENUES

Brevard County has faced revenue deficits related to County roadway maintenance needs which was quantified in 2014 as a fifteen-year backlog of needed resurfacing and other roadway maintenance requirements. This means that for the purpose of developing a LRTP cost feasible plan, local transportation dollars should be reserved for those maintenance needs for at least a portion of the plan period. The Blue Ribbon Transportation Advisory Committee was established in 2013 to quantify the backlog and recommend solutions, including the potential for new revenue sources. A central recommendation of the Committee was to lift the moratorium on the Transportation Impact Fee and to levy additional taxes. Two options explored by the Committee and later assessed by the SCTPO as part of the 2040 LRTP update included additional LOFT and an infrastructure sales surtax.

In 2016, Brevard County voters approved a local government infrastructure surtax of 0.5 percent for the express purpose of Indian River Lagoon cleanup. An additional 2.5 percent sales surtax can be levied for a combination of allowable purposes, including additional 0.5 percent for infrastructure and up to 1 percent specifically for transportation purposes. The potential combined yield of the additional 1.5 percent infrastructure and transportation sales surtax in fiscal year 2019 would be \$149.6 million, according to the 2018 Local Government Financial Information Handbook. An additional six cents of unlevied fuel taxes are also available to Brevard County in two separate programs, should they be approved by referendum or a majority of the County Commission. The first is the Ninth-Cent Fuel Tax, which can be levied at a rate of one cent per gallon on motor fuel (non-diesel) sales. The Ninth-Cent Fuel Tax proceeds may be used by Brevard County for most roadway and public transportation operation and maintenance expenses. The second program is the 1 to 5 cent LOFT. This tax can be levied up to five cents per gallon of fuel sold, but is not levied by Brevard County. The combined annual yield for fiscal year 2019 of these potential fuel taxes would be \$14.1 million.

Other revenue sources that may be available to fund infrastructure improvements include private developer contributions, grants, and other tax revenue mechanisms that may be instituted, including value capture or mobility fee revenues. Estimates of these types of sources are not included in estimates developed for the LRTP, due to the uncertainty of both the potential and the magnitude of these sources. For developer funded improvements, commitments will be reflected in the illustrative section of the LRTP, given the uncertainty with respect to privately funded development and associated infrastructure improvements, but not quantified as part of the revenue forecasts. Other potential revenue sources that, while not reflective of current local policy, can be estimated based on Department of Revenue estimates and guidelines, include an additional half or full penny sales surtax. As noted above, the Ninth-Cent Fuel Tax, which can be levied at a rate of one cent per gallon on motor fuel (non-diesel) sales and the 1 to 5 cent LOFT are two additional sources of potential revenue. The fuel tax projections are based on historical estimates prepared by the Department of Revenue, on a hypothetical basis, scaled to per capita estimates, and multiplied by future population estimates. The sales surtax projections are computed in the same way, based on Department of Revenue estimates. While Brevard County already levies a half penny local government infrastructure surtax, an additional half penny can be levied, in addition to a full additional penny of Charter County and Regional Transportation System Surtax. Projections of the potential fuel taxes and additional sales tax, both the half penny and the full penny are presented in **Table 10**. These

revenues are forecast for illustrative purposes only and are not used to develop the LRTP cost feasible plan. As shown in **Table 10**, the range of revenue from potential new sources ranges from \$1.5 billion to \$2.7 billion. The difference is between whether the theoretical half cent sales surtax is levied vs the one cent sales surtax, as these taxes would be mutually exclusive.

Table 10 – Revenue Projections for Potential New Sources (in Millions of YOE \$)

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
(Theoretical) Half Cent Sales Surtax ¹	\$25.7	\$144.8	\$177.8	\$219.5	\$269.8	\$330.5	\$1,168.0
(Theoretical) One Cent Sales Surtax ¹	\$51.5	\$289.6	\$355.5	\$439.0	\$539.6	\$660.9	\$2,336.1
(Theoretical) 1 to 5 Cent LOFT ²	\$5.8	\$31.3	\$36.0	\$41.5	\$47.7	\$54.6	\$216.9
(Theoretical) Ninth-Cent Fuel Tax (on non-diesel fuel)	\$2.6	\$14.2	\$16.3	\$18.9	\$21.7	\$24.8	\$98.5
<i>Total (Half Cent Surtax)</i>	<i>\$34.2</i>	<i>\$190.3</i>	<i>\$230.0</i>	<i>\$279.9</i>	<i>\$339.2</i>	<i>\$409.9</i>	<i>\$1,483.4</i>
<i>Total (One Cent Surtax)</i>	<i>\$59.9</i>	<i>\$335.0</i>	<i>\$407.8</i>	<i>\$499.4</i>	<i>\$609.0</i>	<i>\$740.4</i>	<i>\$2,651.5</i>

Notes:

(1) Sales surtax based on distribution to County (not municipal) of current half cent distributed to all counties in Florida. The revenue currently distributed to Brevard County is not reflected in actual revenue estimates, as it is not committed to transportation expenditures.

(2) 1 to 5 cent LOFT reflects County share (net of municipal share).

Totals may not sum perfectly due to rounding.

VII. SUMMARY OF PROJECTED REVENUES

The total revenues available in the 26-year period between 2020 and 2045 include a total of \$5.3 billion in YOE dollars, including \$3.4 billion in state/federal revenues, and \$1.9 billion in local revenues (including SCAT Capital and Operating funding). **Table 11** provides a summary of revenues by period and by source, but does not include the discretionary programs like TRIP, TALT, and New Starts.

Table 11 – Summary of Local, State, Federal Revenues (in Millions of YOE \$)

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
State/Federal Revenues¹							
SIS Highways/ FIHS Construction/ ROW	\$10.4	\$53.6	\$317.7	\$57.0	\$179.8	\$1,035.5	\$1,654.1
Other Roads Construction & ROW	\$20.7	\$168.9	\$213.0	\$232.7	\$243.5	\$243.5	\$1,122.2
Transit	\$10.4	\$57.6	\$72.6	\$79.6	\$82.9	\$82.9	\$385.9
TMA Funds	\$7.3	\$36.6	\$36.6	\$36.6	\$36.6	\$36.6	\$190.4
TALU (Urban funds for TMA)	\$0.6	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$15.4
Subtotal (State/Federal)	\$49.3	\$319.7	\$642.9	\$408.8	\$545.8	\$1,401.5	\$3,368.0
Local Revenues²							
Constitutional Fuel (total)	\$6.3	\$35.2	\$40.7	\$48.0	\$56.5	\$66.5	\$253.2
County Fuel	\$2.8	\$15.5	\$18.0	\$21.2	\$24.9	\$29.4	\$111.8
Ninth Cent from Diesel Fuel	\$1.2	\$6.5	\$7.5	\$8.7	\$9.9	\$11.4	\$45.2
Constitutional Fuel (debt committed)	-\$2.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$2.9
1 to 6 Cent Local Option Fuel (total)	\$10.4	\$56.1	\$64.5	\$74.5	\$85.6	\$98.0	\$389.1
1 to 6 Cent Local Option Fuel (debt committed)	-\$5.6	-\$27.9	-\$28.0	-\$28.1	-\$11.2	\$0.0	-\$100.8
Brevard County Impact Fees (capacity) ³	\$10.1	\$60.3	\$66.9	\$78.6	\$104.0	\$104.0	\$423.9
City of Palm Bay Impact Fees (capacity) ³	\$5.4	\$32.2	\$35.7	\$42.0	\$55.5	\$55.5	\$226.3
City of Melbourne Impact Fees (capacity) ³	\$1.4	\$8.1	\$9.0	\$10.6	\$14.0	\$14.0	\$57.2
SCAT Local Capital ⁴	\$4.6	\$23.0	\$19.0	\$24.7	\$30.3	\$37.2	\$138.8
SCAT Local Operating ⁴	\$7.1	\$44.8	\$60.3	\$80.2	\$98.6	\$120.7	\$411.8
Subtotal (Local)	\$40.9	\$254.0	\$293.7	\$360.3	\$468.2	\$536.6	\$1,953.6
Total	\$90.2	\$573.7	\$936.6	\$769.1	\$1,014.0	\$1,938.1	\$5,321.5

Notes:

(1) State/Federal Revenues from 2045 Revenue Forecast Space Coast TPO (November 2018).

(2) Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research.

Municipal fuel tax distributions are not included.

Fuel tax revenues projected decline 1% per year from the base assumption over time on a per capita basis to account for declining fuel consumption trends.

(3) Impact Fees revenues based on 2015-2045 household and employment forecasts, using current fee rates.

(4) SCAT Local Capital and Operating funding encumbered to fund existing system capital and operating needs, respectively.

Totals may not sum perfectly due to rounding.

Revenues Available for Capacity Improvements vs. Operating Expenses

Each revenue source has specific requirements with regard to the types of eligible expenditures. For example, some revenue sources are very flexible and can be allocated to both capital and operating expenses. Others are specifically limited to one or the other. **Table 12** summarizes revenues that are available for capacity improvements only, broken down by State/Federal and Local revenues for a total of \$4.2 billion.

Table 12 – Summary of Revenues for Capacity Improvements (in Millions of YOE \$)

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
State/Federal Revenues¹							
SIS Highways/ FIHS Construction/ ROW	\$10.4	\$53.6	\$317.7	\$57.0	\$179.8	\$1,035.5	\$1,654.1
Other Roads Construction & ROW	\$20.7	\$168.9	\$213.0	\$232.7	\$243.5	\$243.5	\$1,122.2
Transit	\$10.4	\$57.6	\$72.6	\$79.6	\$82.9	\$82.9	\$385.9
TMA Funds	\$7.3	\$36.6	\$36.6	\$36.6	\$36.6	\$36.6	\$190.4
Subtotal (State/Federal)	\$48.7	\$316.7	\$639.9	\$405.8	\$542.8	\$1,398.5	\$3,352.6
Local Revenues							
Brevard County Impact Fees (capacity) ²	\$10.1	\$60.3	\$66.9	\$78.6	\$104.0	\$104.0	\$423.9
City of Palm Bay Impact Fees (capacity) ²	\$5.4	\$32.2	\$35.7	\$42.0	\$55.5	\$55.5	\$226.3
City of Melbourne Impact Fees (capacity) ²	\$1.4	\$8.1	\$9.0	\$10.6	\$14.0	\$14.0	\$57.2
SCAT Local Capital ³	\$4.6	\$23.0	\$19.0	\$24.7	\$30.3	\$37.2	\$138.8
Subtotal (Local)	\$21.5	\$123.7	\$130.7	\$155.8	\$203.8	\$210.6	\$846.2
Total	\$70.3	\$440.4	\$770.6	\$561.7	\$746.6	\$1,609.1	\$4,198.8

Notes:

(1) State/Federal Revenues from 2045 Revenue Forecast Space Coast TPO (November 2018).

(2) Impact Fees revenues based on 2015-2045 household and employment forecasts, using current fee rates.

(3) SCAT Local Capital and Operating funding encumbered to fund existing system capital and operating needs, respectively.

Totals may not sum perfectly due to rounding.

Table 13 contains the balance of the projected revenues available for operation and maintenance (O&M) of the transportation system for a total of \$1.1 billion. Fuel taxes levied by and/or allocated to Brevard County are committed entirely to system O&M. The SCAT O&M budget consists of a mix of state/federal grant programs and general revenue from the Brevard County budget as well as advertising, fare box revenue, and other miscellaneous local contributions.

Table 13 – Summary of Revenues for O&M, Debt, and Enhancement Expenses (in Millions of YOE \$)

Funding Source	2020	2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	Total
State/Federal Revenues¹							
TALU (Urban funds for TMA)	\$0.6	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$15.4
Subtotal (State/Federal)	\$0.6	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0	\$15.4
Local Revenues²							
Constitutional Fuel (total)	\$6.3	\$35.2	\$40.7	\$48.0	\$56.5	\$66.5	\$253.2
County Fuel	\$2.8	\$15.5	\$18.0	\$21.2	\$24.9	\$29.4	\$111.8
Ninth Cent from Diesel Fuel	\$1.2	\$6.5	\$7.5	\$8.7	\$9.9	\$11.4	\$45.2
Constitutional Fuel (debt committed)	-\$2.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	-\$2.9
1 to 6 Cent Local Option Fuel (total)	\$10.4	\$56.1	\$64.5	\$74.5	\$85.6	\$98.0	\$389.1
1 to 6 Cent Local Option Fuel (debt committed)	-\$5.6	-\$27.9	-\$28.0	-\$28.1	-\$11.2	\$0.0	-\$100.8
SCAT Local Operating ³	\$7.1	\$44.8	\$60.3	\$80.2	\$98.6	\$120.7	\$411.8
Subtotal (Local)	\$19.3	\$130.3	\$163.0	\$204.5	\$264.3	\$326.0	\$1,107.4
Total	\$19.9	\$133.2	\$166.0	\$207.4	\$267.3	\$328.9	\$1,122.8

Notes:

(1) Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research. Municipal fuel tax distributions are not included.

(2) Fuel tax collections and distribution rates as reported by the Florida Department of Revenue's Office of Tax Research. Municipal fuel tax distributions are not included.

Fuel tax revenues projected decline 1% per year from the base assumption over time on a per capita basis to account for declining fuel consumption trends.

(3) SCAT Local Capital and Operating funding encumbered to fund existing system capital and operating needs, respectively. Totals may not sum perfectly due to rounding.

Appendix A: 2045 Revenue Forecast for the Space Coast TPO

2045 REVENUE FORECAST SPACE COAST TPO

WITH STATEWIDE, DISTRICTWIDE
AND COUNTY-SPECIFIC PROJECTIONS

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that “flow through” the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO¹) Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida’s 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act²) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department’s work program for FYs 2018 through 2022, (2) the impact of the department’s objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not “flow through” the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida’s Transportation Tax Sources: A Primer*, and the *Local Government Financial Information Handbook*.³

¹ In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA, and MTPO.

² Fixing America’s Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

³ FDOT’s tax source primer is available at <http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf>. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at <http://edr.state.fl.us/Content/local-government/reports/lghih17.pdf>.

This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary doesn't match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office.⁴ Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as "non-capacity programs" here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

2045 Revenue Forecast (State and Federal Funds)

The 2045 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

Forecast of State and Federal Revenues

The 2045 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimates revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program.

The forecast does not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. In this forecast, Surplus Toll Revenue is only projected for Miami-

⁴ Formerly known as the Systems Planning Office.

Dade County, but that category may apply to more counties in future Revenue Forecasts. Assumptions about revenue growth are shown in Table 1:

Table 1
Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligating Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The *2045 Revenue Forecast Guidebook* contains inflation factors that can be used to adjust project costs expressed in “present day cost” to “year of expenditure” dollars.

Table 2
Forecast of Revenues
2045 Revenue Forecast (Millions of Dollars)

(Percentages reflect percentage of total period funding produced by that source. For example, Federal funding is projected to provide 24% of all funding for the period of 2021 through 2025)

Major Revenue Sources	Time Periods (Fiscal Years)					26-Year Total ² 2020-2045
	2020 ¹	2021-2025 ¹	2026-2030	2031-2035	2036-2045	
Federal	2,353 28%	10,884 24%	11,878 23%	12,108 21%	24,217 20%	61,440 22%
State	5,270 62%	27,366 61%	34,128 65%	38,264 66%	80,719 66%	185,748 65%
Turnpike	814 10%	6,572 15%	6,688 13%	7,861 14%	16,518 14%	38,453 13%
Total²	8,437	44,823	52,694	58,233	121,454	285,641

¹ Based on the FDOT Adopted Work Program for 2018 through 2022.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with “Financial Guidelines for MPO Long Range Plans” moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. \$285 billion is forecast for the entire state transportation program from 2020 through 2045; about \$149 billion (52%) is forecast for capacity programs.

Metropolitan Forecast for Capacity Programs

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State’s 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.⁵ For planning purposes, transit program funds were divided between Districts and counties according to population.

⁵ The statutory formula is 50% population and 50% motor fuel tax collections.

TABLE 3
Major Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<p><u>SIS Highways Construction & ROW</u> - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).</p>	<p>Interstate Construction Turnpike Construction Other SIS Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) SIS Advance Corridor Acquisition</p>
<p><u>Other Arterial Construction/ROW</u> - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).</p>	<p>Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition</p>
<p><u>Aviation</u> - Financial and technical assistance to Florida’s airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.</p>	<p>Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements</p>
<p><u>Transit</u> - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.</p>	<p>Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit</p>
<p><u>Rail</u> - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.</p>	<p>Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service</p>
<p><u>Intermodal Access</u> - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.</p>	<p>Intermodal Access</p>
<p><u>Seaport Development</u> - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.</p>	<p>Seaport Development</p>
<p><u>SUN Trail</u> – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).</p>	<p>Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW</p>

Table 4
Statewide Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total ²
	2020 ¹	2021-25 ¹	2026-30	2031-35	2036-45	2020-2045
SIS Highways Construction & ROW	2,199	12,940	12,490	13,933	28,971	70,534
Other Roads Construction & ROW	892	6,538	8,006	8,650	18,103	42,188
Aviation	211	1,143	1,433	1,596	3,354	7,738
Transit	417	2,306	2,881	3,154	6,580	15,339
Rail	178	850	1,255	1,425	2,985	6,692
Intermodal Access	40	262	345	379	791	1,816
Seaports	114	622	837	938	1,970	4,481
SUN Trail	25	125	125	125	250	650
Total Capacity Programs	4,075	24,786	27,372	30,200	63,004	149,438
Statewide Total Forecast	8,437	44,823	52,694	58,233	121,454	285,641

¹ Based on the FDOT Tentative Work Program for FYs 2018 through 2022.

² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)
 Estimates for the Space Coast Transportation Planning Organization

Capacity Programs*	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	20.68	168.86	212.96	232.66	487.07	1122.24
Transit	10.37	57.61	72.64	79.55	165.74	385.91
Total - Main Programs	31.05	226.47	285.61	312.21	652.81	1508.15

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).

^ Transit estimates do not include projected funding for the Florida New Starts program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.

Table 6
Transportation Management Area (TMA) Funds Estimates
(Known as SU Funds in FDOT Work Program)
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Space Coast Metropolitan Area (Defined as Brevard County)	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA/SU Funds	7.32	36.61	36.61	36.61	73.22	190.37

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as “funded” in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as “illustrative” projects.⁶ If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

Table 7
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)					26-Year Total ²
	2020 ¹	2021-25	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	168.8
District 2	2.5	17.6	26.3	29.2	59.9	135.5
District 3	1.6	11.6	17.3	19.2	39.3	89.0
District 4	4.1	28.9	43.1	47.9	98.2	222.3
District 5	4.7	32.8	49.0	54.4	111.7	252.6
District 6	2.8	19.7	29.4	32.7	67.0	151.6
District 7	3.3	23.2	34.6	38.4	78.8	178.2
Statewide Total Forecast	22.2	155.8	232.3	258.2	529.5	1,197.9

¹ Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

² Columns and rows sometimes do not equal the totals due to rounding.

⁶ Other projects for which funding is uncertain may also be included as illustrative projects.

Table 8
Transit - Florida New Starts Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

Statewide Program	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Statewide Total Forecast	41.8	226.3	259.2	282.4	593.4	1,403.1

Table 9
Transportation Alternatives Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Space Coast Metropolitan Area (Defined as Brevard County)	Time Periods (Fiscal Years)					26 Year Total ¹
	2020 ¹	2021-25	2026-30	2031-35	2036-45	2020-2045
TALU (Urban); Funds for TMA	0.59	2.96	2.96	2.96	5.92	15.39
TALL (<200,000 population); Entire FDOT District	0.82	4.10	4.10	4.10	8.19	21.29
TALT (Any Area); Entire FDOT District	5.18	25.90	25.90	25.90	51.79	134.65

¹ Rows sometimes do not equal the totals due to rounding.

Other projects for which funding is uncertain may also be included in LRTPs as “illustrative” projects.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast’s capacity funds) in each District and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2045 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each

TABLE 10
Major Non-Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
<u>Safety</u> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
<u>Resurfacing</u> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
<u>Bridge</u> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
<u>Product Support</u> - Planning and engineering required to “produce” FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
<u>Operations & Maintenance</u> - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
<u>Administration and Other</u> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The “Other” category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About \$136 billion (48% of total revenues) is forecast for non-capacity programs.

Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Categories	Time Periods (Fiscal Years)					26-Year Total ¹
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Safety	141	820	826	825	1,659	4,271
Resurfacing	633	4,354	4,150	4,241	8,756	22,135
Bridge	1,035	1,051	2,403	2,946	6,122	13,556
Product Support	1,302	6,576	6,709	7,096	14,614	36,299
Operations and Maintenance	1,384	7,442	8,596	9,162	18,939	45,523
Administration and Other	429	2,770	2,891	2,819	5,559	14,468
Statewide Total Forecast	4,923	23,013	25,576	27,089	55,650	136,251

¹ Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total ¹
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
District 1	457	1,922	2,267	2,446	5,060	12,151
District 2	606	2,551	3,009	3,247	6,716	16,129
District 3	495	2,084	2,458	2,652	5,487	13,176
District 4	410	1,728	2,038	2,199	4,549	10,924
District 5	561	2,362	2,785	3,006	6,217	14,931
District 6	203	854	1,007	1,087	2,248	5,399
District 7	319	1,345	1,586	1,712	3,541	8,503
Statewide Total Forecast	3,051	12,847	15,150	16,348	33,817	81,214

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

¹ Columns and rows sometimes do not equal the totals due to rounding.

Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.

**REVENUE FORECAST FOR THE SPACE COAST
TPO LONG RANGE PLAN UPDATE**

**2045 Forecast of State and Federal Revenues
for Statewide and Metropolitan Plans**

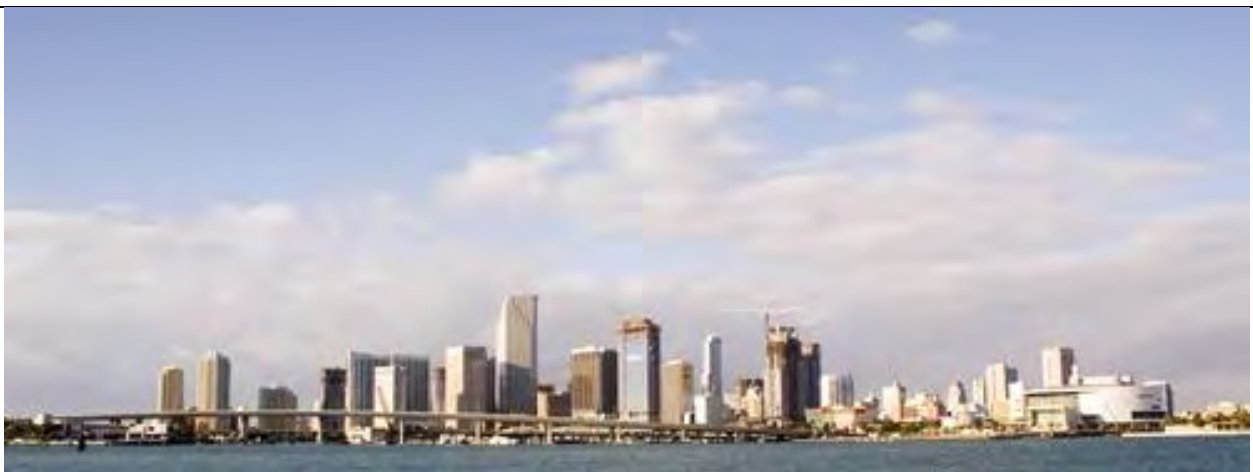
Appendix B: FDOT Revenue Forecasting Guidebook



Florida Department of Transportation

Revenue Forecasting Guidebook

July 3, 2018



Note

This document is designed to be viewed in an electronic format. All references are hyperlinked.

This is a living, working document. Please report errors, omissions, or corrections to Erika Thompson, Office of Policy Planning, erika.thompson@dot.state.fl.us or 850-414-4807.

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Introduction

The premise of the long range revenue forecast is rooted in federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). All transportation acts since that time have continued the requirement for a financial plan. Currently, Title 23 of the United States Code (U.S.C.) Section 134 requires a Metropolitan Planning Organization (MPO) Long-Range Transportation Plan (LRTP) to contain a financial plan that demonstrates how the adopted LRTP can be implemented.

The financial plan should indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan and recommend any additional financing strategies for needed projects and programs. The financial plan should demonstrate fiscal constraint and ensure that the LRTP reflects realistic assumptions about future revenues. Additionally, Title 23 U.S.C. Section 134 indicates that the MPO, applicable transit operator, and State should cooperatively develop estimates of funds that will be available to support plan implementation.

Since 1994, the Florida Department of Transportation (FDOT) has worked with the Metropolitan Planning Organization Advisory Council (MPOAC) to develop long range revenue forecasts to assist Metropolitan Planning Organizations (MPOs¹). The Revenue Forecast helps them to comply with federal requirements for developing cost feasible transportation plans and to demonstrate coordinated planning for transportation facilities and services in Florida. The revenue forecast is used by FDOT for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) which is FDOT's plan for identifying projects on the SIS that are considered financially feasible over a period of 11 to 25 years out from the CFP release date.

During the development of the revenue forecast, FDOT meets with and regularly updates the MPOAC on various milestones throughout the process. These updates encourage meaningful conversation about any issues or concerns involving the revenue forecast and allows FDOT to understand and address the concerns of the MPOAC. This regular communication has fostered a cooperative and collaborative environment, assisting the FDOT and MPOs in reconciling their long range plans; thus demonstrating coordinated planning for transportation facilities and services in Florida and better documenting long range needs in the state.

¹ For the purposes of this document, the acronym refers to all forms of a MPO including Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

Purpose

This Guidebook is intended to provide FDOT and MPO staff and consultants with a single source that documents the process for preparing the long range transportation revenue forecast. It also provides the principles by which the process will be guided and the measures used to evaluate the process. Florida's MPOs are advised to use the revenue estimates provided by FDOT and this guidebook to assist in the update of their LRTPs.

If an independent forecast is used, it is in the best interests of all to develop it in a cooperative process with the District and the Office of Policy Planning (OPP).

If a MPO does not use the FDOT revenue forecast, they are required to develop their own independent forecast. Under current FHWA/FTA policy, they are required to document their forecast in their LRTP. Additionally, FDOT recommends (based on 23 CFR 450.324(f)(11)(ii)) that the FDOT Revenue Forecast be included in an Appendix to the LRTP, and that recommendation would still apply even if an MPO develops an independent forecast.

Several fundamental points drive the development of the statewide long range revenue forecast:

- The forecast is based on current federal and state laws, funding sources, and FDOT policies, as well as assumptions concerning factors affecting state revenue sources (e.g., population growth rates, motor fuel consumption and tax rates).
- The FDOT's Program and Resource Plan (PRP) is used as the basis for the forecast. It is the financial planning document used by the Department for the 10-year period that includes the Five Year Work Program. Annual estimates of funding levels for each subprogram and fund source in the PRP are prepared through the horizon year to ensure that the forecast is compatible with the PRP format and structure; however, they are consolidated for analysis and reporting purposes as described later in this document.
- The forecast is centered only on state and federal funds that "pass through" the FDOT Five Year Work Program. It does not include estimates for local government, local/regional authority, private sector, federal funds that go directly to transit operators, or other funding sources except as noted. While these other fund sources are not part of the statewide forecast, they should be considered as part of the overall metropolitan forecast based on their information source.
- The forecast consolidates the numerous fund codes used by the FDOT into three major fund categories: Federal, State, and Turnpike and Tolls. Federal funds include all federal aid (e.g., Surface Transportation Program) that pass through the department's budget. Turnpike funds include proceeds from Turnpike tolls, bonds sold for Turnpike activities, and concession revenues. State funds include the remaining state revenues, such as motor fuel taxes, motor vehicle fees, and right of way bonds. Toll credits are used to match federal aid (referred to as 'soft match') to minimize the state funds used to match regular federal programs.

- No estimates are developed for new revenue sources or increases in existing revenues unless otherwise stipulated in law. This helps ensure long range plans are not jeopardized by erroneous assumptions regarding the time or magnitude of future changes in revenue sources.
- The forecast collapses the Department’s major programs into two categories: capacity programs and non-capacity programs. Capacity programs are major FDOT programs that expand the capacity of the state’s transportation systems. Non-capacity programs are the remaining FDOT programs that are designed to support, operate, and maintain the state transportation system. Table 1 includes a brief description of each major program. Appendix A contains a more detailed discussion of the programs and the types of activities eligible for funding in each.
- Revenue forecasts estimate the value of money at the time it will be collected and reflects future revenue. Future revenue is often referred to as *year of expenditure* dollars. In recent statewide revenue forecasts, federal funding has been projected to be constant in year of expenditure dollars, meaning it is projected to slowly decline in purchasing power. Typically, state funding has been projected to increase more rapidly, but the projections still amount to slow growth in purchasing power. All amounts in the forecast are expressed in year of expenditure dollars.
- A statewide revenue forecast developed cooperatively, provides consistency in the assumptions and approaches used when estimating future state and federal funding.
- Using the statewide revenue forecast, FDOT will identify planned projects and programs funded with allocations for SIS Highways Construction & ROW, Aviation and Spaceport, Rail, Seaport, and Shared Use Network (SUN Trail, providing a statewide network of paved greenways and trails) programs as part of development of the SIS Cost Feasible Plan. The MPOs will identify planned projects and programs funded by Non-SIS Highways and Transit programs.

Table 1 provides a description of the eight major capacity programs and six major non-capacity programs included in the revenue forecast.

Advisory Concerning Florida’s Turnpike Enterprise

Within the framework of the Florida Department of Transportation (FDOT), Florida’s Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike’s traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant’s official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on the

estimates. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency in development of this document. Such projections are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs). MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to provide MPOs with an approximation of potential future revenues. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments."

Table 1 Description of the Major Programs Included in the Revenue Forecast

Capacity Programs	Non-Capacity Programs
<p>SIS Highway Construction & ROW – Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and interregional commerce including SIS connectors).</p>	<p>Safety – Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, bicycle and pedestrian safety activities, the Industrial Safety Program, and general safety issues on a Department-wide bases.</p>
<p>Aviation – Financial and technical assistance to Florida’s airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.</p>	<p>Resurfacing – Resurfacing of pavements on the State Highway System and local roads as provided by state law.</p>
<p>Rail – Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.</p>	<p>Bridge – Repair and replace deficient bridges on the State Highway System. Includes federal bridge funds which must be expended off the federal highway system (e.g., local bridges not on the State Highway System).</p>
<p>Intermodal Access – improving access to intermodal facilities, airports and seaports, and acquisition of associated rights of way.</p>	<p>Product Support – Planning and engineering required to “produce” FDOT products and services (i.e., each capacity program of safety resurfacing, and bridge programs).</p>
<p>Seaport Development – Funding for development of public deep-water port projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers</p>	<p>Operations & Maintenance (O&M) – Activities to support and maintain transportation infrastructure once it is constructed and in place. The Revenue Forecast includes projections of future FDOT expenditures for O&M on the State Highway System on the District level. Projections are not made on the MPO level because they would not serve any purpose.</p>
<p>Non-SIS Highways Construction & ROW – Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.</p>	<p>Administration and Other – Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).</p>

Transit - Technical, operating, and capital assistance to transit, paratransit, and ridesharing systems.	
SUN Trail - FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	

Guiding Principles

Guiding principles establish the foundation by which an organization or process will function. The principles listed below will be used to prepare the statewide revenue forecast. They set the standard of practice for how FDOT will identify and forecast financial resources that are reasonably expected to be available to plan and develop the transportation system.

Financial Integrity

Guiding Principle: FDOT Central Office will demonstrate financial integrity by exhibiting fiscal responsibility when estimating future revenues.

Financial integrity involves responsibly evaluating the probability of risks. As stewards of public money, it is prudent for both FDOT and the MPOs to balance both risk and reward when estimating future revenues. A complete financial plan should consider all potential resources realistically expected to be available under reasonable assumptions at the time of the estimate. Having a financially sound approach can help guard against future unknowns to the greatest extent possible.

Collaboration

Guiding Principle: FDOT Central Office will collaborate with the FDOT District MPO Liaisons and the MPOAC regarding the statewide revenue forecast.

Collaboration is a process where multiple individuals or groups work together to achieve a shared goal. Acknowledging the complex process of developing the statewide revenue forecast, FDOT works with the MPOAC and the MPOs to draft, discuss, and agree upon financial guidelines to ensure consistency in the preparation and use of the forecast. Input and acceptance by all parties (internal and external to FDOT) is important for success and acceptance. Therefore,

agreement on the financial guidelines early in the process helps to minimize the potential for misunderstanding or disagreement as the forecast is prepared.

Communication and Transparency

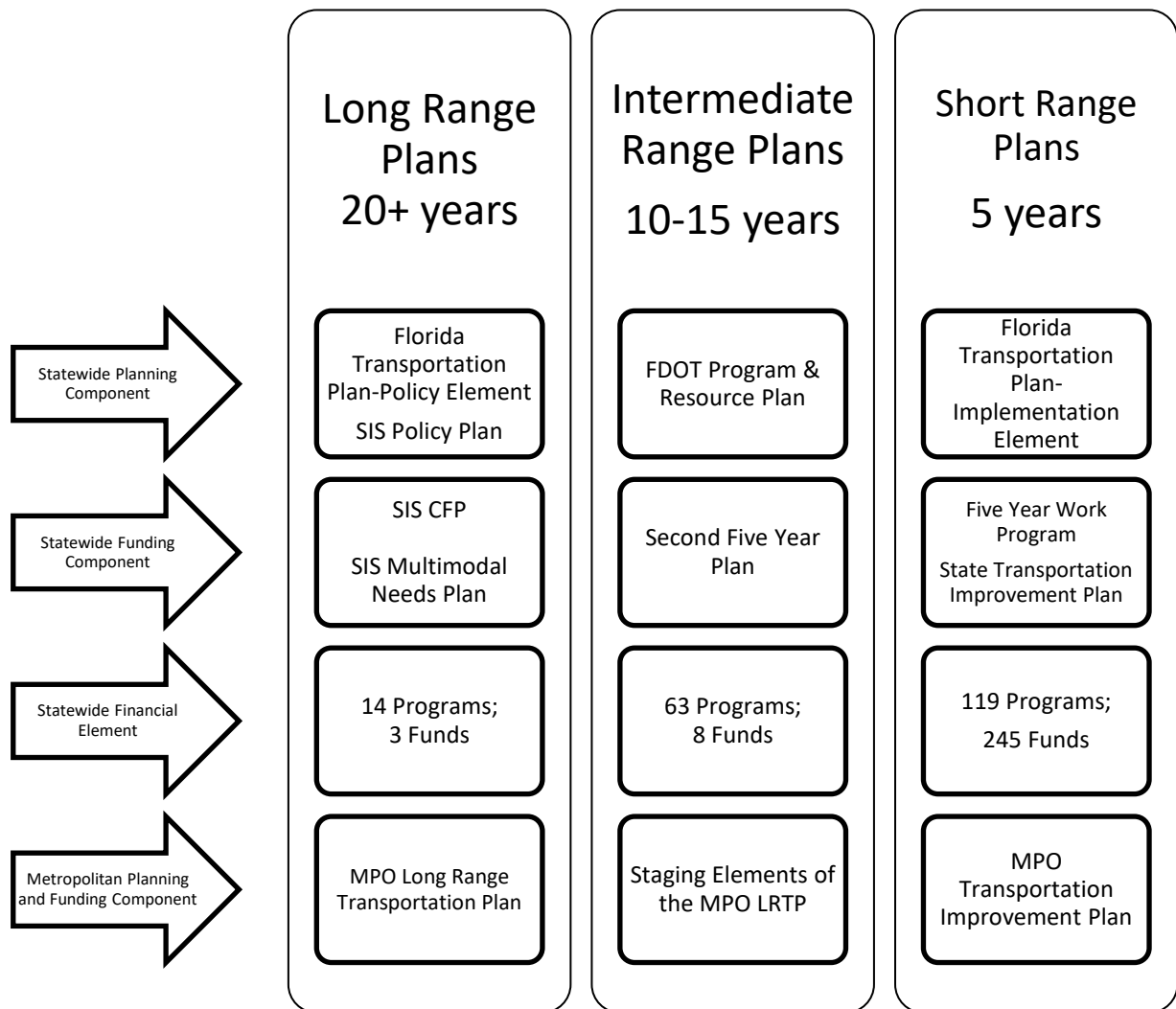
Guiding Principle: FDOT Central Office will communicate with the FDOT District MPO Liaisons and the MPOAC regarding the statewide revenue forecast.

Communication is the transfer of ideas and information among all parties. Communication is the key to FDOT, the MPOAC, and the MPOs making sound decisions to document assumptions on future revenue through the statewide revenue forecast. Throughout the process, it is the intent of FDOT to conduct frequent and thorough updates to encourage open and transparent dialog.

Financial Planning for Transportation

Financial planning for statewide and metropolitan transportation plans is typically required for three periods: long range (20 or more years), intermediate range (10-15 years), and short range (5 years). Figure 1 summarizes the three periods and the types of plans prepared at each stage. The specificity of these plans, including financial elements, varies in detail and implied accuracy. Assumptions, and the level of detail of underlying data, used in development of these three types of plans vary. These assumptions move from general (long range) to specific (short range) as information becomes available as shown below.

Figure 1 Summary of Planning Periods



The following describes the purpose and characteristics for long-, intermediate-, and short-range plans.

Long Range Plans

The purpose of long range plans is to set policy including vision, goals, objectives, and strategies. In some cases, it also identifies needed major improvements while preserving and maintaining prior investments. When improvements are identified, a determination should be made as to those that are “cost feasible”. Long range plans are updated every three to five years and are more general than intermediate and short range plans. They are based upon general assumptions and estimates, and can be affected as conditions change (e.g., changes in policy, technology, growth). Characteristics of long range plans typically include:

- Horizons of 20+ years where project plans are sometimes organized in stages (e.g., first five years, second five years);
- Planned public transportation improvements may not specify technologies or detailed access requirements and have general alignments, routes or coverage areas;
- Traffic operations improvements, including the use of Intelligent Transportation System (ITS) techniques, may be included as area-wide programs or multi-corridor programs; and
- System preservation activities such as roadway resurfacing, bridge rehabilitation and maintenance, if included, are treated as programs rather than site- or corridor-specific projects.

In the development of a long range plan, revenue and program forecasts are general in nature to encourage a variety of approaches and technologies to meet stated goals. Program forecasts differentiate only between major types of activities (e.g., capacity improvements for eligible modal programs, preservation programs, and support activities) that are sufficient to develop estimates. Revenue and program forecasts cover 20 or more years and can fluctuate from year to year. Estimates for one year or a few years are not produced because they can be misleading in such a short time frame.

Long range plans are broad guides to the makeup and management of the future transportation system. They do not offer the detail of the FDOT Five Year Work Program or the MPO’s Transportation Improvement Program (TIP). Planned improvements and programs may have to be modified as more detailed information becomes available or as conditions change. Project cost estimates and descriptions – including the primary mode in a corridor or system – will change during project development activities. In addition, subsequent changes in revenue estimates, costs, program levels and laws and policies are likely to happen and may affect future 10-year plans such as the Program and Resource Plan (PRP) and shorter term plans such as the Work Program and TIPs. Ideally, these changes are monitored for the purpose of improving the long range planning process.

Long range planning happens at the state and regional/local level. The state carries out long range planning through regular updates of the Florida Transportation Plan (FTP), the Strategic Intermodal System (SIS) Policy Plan, statewide modal plans, the SIS Cost Feasible Plan (CFP), and the Multimodal Unfunded Needs Plan. MPOs document their long range planning efforts with the Long Range Transportation Plan (LRTP).

Types of Plans - State Level

Florida Transportation Plan (FTP). The FTP is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida created by, and providing direction to the FDOT and all organizations that are involved in planning and managing Florida's transportation system, including the MPOs. The FTP provides the policy framework for the department's intermediate and short range plans including the Program and Resource Plan (PRP), legislative budget requests, and the Work Program.

SIS Policy Plan. The SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the current FTP. The SIS Policy Plan establishes the policy framework for planning and managing Florida's Strategic Intermodal System, the high priority network of transportation facilities important to the state's economic competitiveness. The SIS Policy Plan details policy that focuses on capacity improvements and building a system. It provides guidance for decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding.

SIS Cost Feasible Plan. The Cost Feasible Plan identifies projects on the SIS that are considered financially feasible during the next fifteen to twenty years based on current revenue forecasts. Projects in this plan could move forward into the Second Five (Years 6 through 10) as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections.

Multimodal Needs Plan. The Unfunded Needs Plan identifies transportation projects on the SIS that help meet mobility needs, but where funding is not expected to be available during the time period of the SIS Cost Feasible Plan. Projects in the unfunded needs plan could move forward into the SIS Funding Strategy as funds become available.

Type of Plans - Regional/Local Level

Long Range Transportation Plan (LRTP). The MPO is responsible for developing a LRTP that addresses no less than a 20-year planning horizon. The LRTP encourages and promotes the safe and efficient management, operation, and development of a cost feasible intermodal transportation system. That system will serve the mobility needs of people and freight within and through urbanized areas of this state, while minimizing transportation-related fuel consumption and air pollution. The LRTP must include long-range and short-range strategies consistent with state and local goals and objectives.

Intermediate Range Plans

The purpose of the intermediate range plans is to bridge the gap between long and short range plans given the timing of those two plans. They should show how progress will be made in attaining goals and objectives of the long range plan (e.g., resurfacing objectives). Characteristics include:

- Generally a 10 to 15 year time period
- Increased levels of specificity and detail (but less detail than a Work Program or TIP)
- May be updated each year

Intermediate range planning happens at the state and regional/local level. Intermediate range planning at the state level include production of the Program and Resource Plan (PRP) and the Second Five Year Plan. MPOs accomplish intermediate range planning by updating the staging elements (e.g., highest priority projects for the first 10 or 15 years) of their long range plans.

Types of Plans - State Level
<p>Program and Resource Plan (PRP). The PRP addresses a ten year period. It includes estimates of funding and program accomplishments for over 60 categories of activities (programs or subprograms). Revenue forecasts for these years are developed for four categories of federal funds and four categories of state funds, but specific projects are not identified. Planned program and subprogram levels may have to be modified over time as more detailed information becomes available or as conditions change, including the results of analyses of performance from carrying out previous work programs. FDOT assesses these changes during the annual update and extension of the PRP.</p>
<p>Second (2nd) Five Year Plan. The 2nd Five Year Plan illustrates SIS projects that are scheduled to be funded in the five years following the Tentative Work Program (Years 6 through 10). This plan is developed during the FDOT work program development cycle in the same manner as the Tentative Work Program. Upon annual commencement of the FDOT work program development cycle, the first year of the previous 2nd Five-Year Plan becomes the new fifth year of the Tentative Work Program and the 2nd Five-Year Plan is shifted accordingly. An Approved plan is published for public consumption typically in the fall following the publication of the Adopted Five-Year Work Program.</p>
Types of Plans - Regional/Local Level
<p>Staging elements of the LRTP. As part of drafting the LRTP, the MPO develops a Cost Feasible Plan (CFP) to identify projects for funding by establishing need, defining funding limits, and identifying projects in the Needs Assessment. Projects are evaluated based on project selection criteria that scores a project’s benefits and impacts. Within the CFP, the MPO stages projects to be funded based on evaluation criteria and the revenues generally expected to be available during the planning period. The staging of projects should account for limitations in the use of various revenue sources as well as prior investment and commitments to be consistent with the streams of funding from various programs.</p>

Transit Development Plans. TDPs are required for grant program recipients in the Public Transit Block Grant Program, Section 341.052, F.S. A TDP shall be the provider’s planning, development, and operational guidance document, based on a ten-year planning horizon and covers the year for which funding is sought and the nine subsequent years. A TDP or an annual update is used in developing the Department’s five-year Work Program, the Transportation Improvement Program, and the Department’s Program and Resource Plan. It is formally adopted by a provider’s governing body, and requires a major update every five years. Technical assistance in preparing TDPs is available from the Department. Specific requirements can be found in Rule 14-73, Florida Administrative Code.

Short Range Plans

The purpose of short range plans – usually called programs – is to identify specific types of work (e.g., planning, engineering, construction) and specific funding (e.g., FDOT fund codes) for projects and programs. They should contain activities that will make progress in attaining goals and objectives of the FTP. Characteristics include:

- Time period of 3-5 years
- Most exact of the three types of planning
- Based on specific assumptions and detailed estimates
- May not be dramatically affected by changed conditions (e.g., adopted projects and programs are intended to be commitments, but may change in extraordinary circumstances).

Short range planning also happens at both the state and regional/local level. The state performs short range planning through production of the Work Program and the State Transportation Improvement Program (STIP). MPOs accomplish short range planning through production of their Transportation Improvement Program (TIP).

Types of Programs - State Level

Adopted Five Year Work Program. The Department’s Five Year Work Program addresses project and program funding for the next five fiscal years. It includes detailed information for almost 120 programs and numerous job types, systems, phases, and more than 245 fund categories (“fund codes”). They all have strict eligibility criteria. Changes to the adopted Five Year Work Program are discouraged, but may be required because of revisions to revenue estimates, cost estimates or schedules, or changes in FDOT and MPO priorities. The Work Program is updated and extended each year as part of the Work Program development process.

State Transportation Improvement Program (STIP). The STIP is a federally mandated document including a list of projects planned with federal participation in the next four fiscal years. Although the STIP is approved annually by FHWA at the beginning of each federal fiscal year (October 1st), FHWA allows FDOT to report these four years on a state fiscal year basis (July 1 thru June 30). This is because the report is based upon the same projects that are listed

in the first four years of FDOT's Adopted Five Year Work Program. The STIP and the MPOs TIP must be consistent.

Types of Programs - Regional/Local Level

Transportation Improvement Program (TIP). The TIP is required by state and federal law. It is a prioritized listing/program of transportation projects, covering a period of five years. The TIP is developed and formally adopted by a MPO as part of the metropolitan transportation planning process, consistent with the long range transportation plan. It is developed in cooperation with the Department and public transit operators.

Evaluating the Process of Revenue Forecasting

The measures shown below are quantifiable indicators used to assess progress toward a desired objective. FDOT desires to assess timeliness, level of customer service, frequency, and productivity regarding the production, distribution, and usage of the statewide revenue forecast. This evaluation of the management and planning process demonstrates transparency and accountability both internally among FDOT offices and externally among the MPOAC and the MPOs.

Timeliness: Adherence to schedule

Objective: Produce a timely and accurate forecast to assist the MPO partners in preparation of their long range plans. Timely data is beneficial to producing useful and reliable documents.

Measure: Provide metropolitan level revenue forecast to the MPOs in advance of the next LRTP update cycle.

Target: Within 17 months of first LRTP due in 2019.

Customer Service: Outreach to MPOs

Objective: Ensure the information contained in the revenue forecast is explained and understood based on agreed upon parameters for production. This understanding comes through outreach to partners and assurance that all partners are invited and accommodations are made for participation. This approach to customer service and communication promotes transparency and accountability in the process.

Measure: The number of MPO representatives at the statewide teleconference.

Target: At least one from each MPO.

Measure: Conduct follow up calls to districts and MPOs as requested to obtain feedback on information and explanation provided at the statewide teleconference.

Target: Complete all that are requested.

Measure: Conduct information sessions to MPOs as requested to provide assistance and resources as needed.

Target: Complete all that are requested.

Frequency: Review of financial information

Objective: Provide current financial information as available. FDOT will monitor changes in economic conditions as well as remain closely aligned to the financial information reported by the Revenue Estimating Conference (REC). FDOT will meet with the MPOs as needed to understand the feedback they receive on draft LRTPs concerning the revenue forecast and its relevance to the current economic conditions. FDOT will consider adjustments to the statewide revenue forecast on a periodic basis, if warranted, to determine if a revised revenue forecast is needed for MPOs over the staggered adoption schedule. The current adoption schedule is provided in Table 2.

Measure: Review the statewide revenue forecast to evaluate potential impacts of any change in the financial outlook and update, if needed and when feasible, to ensure relevant and current financial information is being reported.

Target: Evaluate annually

Productivity: Usefulness of document

Objective: Provide financial information that is useful in preparation of long range plan documentation. This is fostered through continuous conversations with the MPOAC and the individual MPOs so that all parties feel ownership in the process.

Measure: The number of MPOs using the statewide revenue forecast as part of the LRTP update process.

Target: 27

Measure: The number of MPOs responding positively concerning the usefulness of the revenue forecast information.

Target: 27

Table 2 LRTP Adoption Schedule

MPO	LRTP Adoption Date Within Current Update Cycle	LRTP Adoption Date Within Next Update Cycle
Palm Beach MPO	10/16/2014	10/16/2019
Miami-Dade Urbanized MPO	10/23/2014	10/23/2019
Hillsborough County MPO	11/12/2014	11/12/2019
North Florida TPO	11/13/2014	11/13/2019
Hernando-Citrus MPO	12/9/2014	12/9/2019
Pinellas County MPO	12/10/2014	12/10/2019
Broward MPO	12/11/2014	12/11/2019
Pasco County MPO	12/11/2014	12/11/2019
River to Sea TPO	9/23/2015	9/23/2020
Gainesville MTPO	10/5/2015	10/5/2020
Charlotte-Punta Gorda MPO	10/5/2015	10/5/2020
Space Coast TPO	10/8/2015	10/8/2020
Florida Alabama TPO	11/3/2015	11/3/2020
Capital Region TPA	11/16/2015	11/16/2020
Ocala-Marion County TPO	11/24/2015	11/24/2020
St. Lucie TPO	12/2/2015	2/3/2021
METROPLAN	12/9/2015	12/9/2020
Lake Sumter MPO	12/9/2015	12/9/2020
Indian River County MPO	12/9/2015	12/9/2020
Polk TPO	12/10/2015	12/10/2020
Collier MPO	12/11/2015	12/11/2020
Martin MPO	12/14/2015	12/14/2020
Sarasota-Manatee MPO	12/14/2015	12/14/2020
Lee MPO	12/18/2015	12/18/2020
Heartland Regional TPO	3/16/2016	3/16/2021
Bay County TPO	7/27/2016	6/22/2021
Okaloosa Walton TPO	3/15/2017	2/16/2022

Timeline for Planning and Conducting the Revenue Forecast

The steps below outline the general timeline for planning and conducting the revenue forecast.

Process Step	M/W/Ds from Workshop*	Estimated Dates	Responsible Party	Date Completed
2016				
Kickoff revenue forecast process with FDOT Central Office	27.5 M	Mid Feb	Martin Markovich	Mid Feb
Begin drafting <i>Revenue Forecast Guidebook</i>	27.5 M	Mid Feb	Regina Colson	Mid Feb
Identify changes in process as a result of FAST Act	26.5 M	Mid Mar	Martin Markovich	Mid Mar
Finalize Revenue Forecast Guidebook	22 M	End Jul	OPP	Jan 2018
Begin developing <i>Financial Guidelines for MPO Long Range Plans</i>	21.5 M	Mid Aug	MPOAC	Mid Aug
Initiate discussion with MPOAC Policy and Technical Committee on financial guidelines at scheduled meeting	17.5 M	Mid Dec	Regina Colson Martin Markovich	Mid Dec
2017				
MPOAC Board meeting in Sunrise Florida; present outcomes from discussion with MPOAC Policy & Technical Committee on financial guidelines	16.5 M	Jan 26 th	Carmen Monroy	Jan 26 th
Meeting of Revenue Subcommittee	15.5 M	Feb 10	Regina Colson Martin Markovich	Feb 10
Finalize discussions with SPO regarding SIS Cost Feasible Plan	14 M	End Mar	Martin Markovich	End Mar
Review draft <i>Financial Guidelines for MPO Long Range Plans</i> at scheduled meeting	13 M	End Apr	MPOAC	End Apr
Draft revenue forecast information and training materials for MPOs	13 M	End Apr	Martin Markovich	End Apr
Update list of FDOT District MPO Liaison contacts for revenue forecast purposes	1 Y	End May	Alex Gramovot	End May
Establish and document policies for revenues from Managed Lane networks and other P3s	10.5 M	Early Jul	Leon Corbett	Early Jul
Finalize financial guidelines methodology	10.5 M	Mid Jul	MPOAC	Deferred
Receive LRTP Revenue Forecast PRP from OWPB	10.5 M	Mid Jul	Tammy Rackley	Mid Jul
Review LRTP Revenue Forecast PRP; establish program to finalize revenue estimates	9.5 M	Mid Aug	Martin Markovich	Mid Aug
Secure final MPOAC approval of <i>Financial Guidelines for MPO Long Range Plans</i> at scheduled meeting	7.5 M	Mid Nov	MPOAC	Deferred
Finalize forecast methodology	7 M	End Oct	Martin Markovich	End Oct

Process Step	M/W/Ds from Workshop*	Estimated Dates	Responsible Party	Date Completed
Receive and review most current REC results	5.5 M	Mid Dec	Martin Markovich	Mid Dec
Perform data reduction to consolidate, collapse, and organize the revenue forecast	5.5 M	Mid Dec	Martin Markovich	Mid Dec

* Approximate months, weeks, or days from Revenue Forecast Workshop (May 2018); “+” means after Workshop

Process Step	M/W/Ds from Workshop*	Estimated Dates	Responsible Party	Date Completed
2018				
Policy Planning management reviews the draft revenue forecast	5 M	Early Jan		
Policy Planning staff finalizes the revenue forecast	5 M	Early Jan		
Finalize revenue forecast information and training materials	4.5 M	Mid Jan		
Transmit highway revenue forecast information to SPO	4.5 M	Mid Jan		
Provide training to districts on how to prepare forecast information for MPO	3 M	End Feb		
Receive and review the Tentative Work Program	3 M	Early Mar		
Receive and review CFP from SPO	2.5 M	Mid Mar		
Transmit CFP to districts for distribution to MPOs	2.5 M	Mid Mar		
Transmit metropolitan estimates to districts for review and comment	2.5 M	Mid Mar		
Transmit all draft revenue forecast information to districts including spreadsheets, final guidebook, and PPT	2 M	End Mar		
Follow up teleconference with FDOT District MPO Liaisons	7 W	Early Apr		
Transmit final spreadsheet and other materials to FDOT District MPO Liaisons	6 W	April 11		
Finalize meeting room, videoconference equipment, etc. with central office and district offices	1 M	April 23		
Transmit custom spreadsheets, guidebook and PPT to MPOs	1 W	May 16		
Conduct statewide video conference (approximately 17 months before first LRTP is due)	0	May 23		

Process Step	M/W/Ds from Workshop*	Estimated Dates	Responsible Party	Date Completed
Follow up meetings with FDOT District MPO Liaisons and MPO staff to provide clarification, as needed	+1 M	End June		
Feedback sessions with FDOT District MPO Liaisons, as needed	+3-6 M	Sep-Dec		

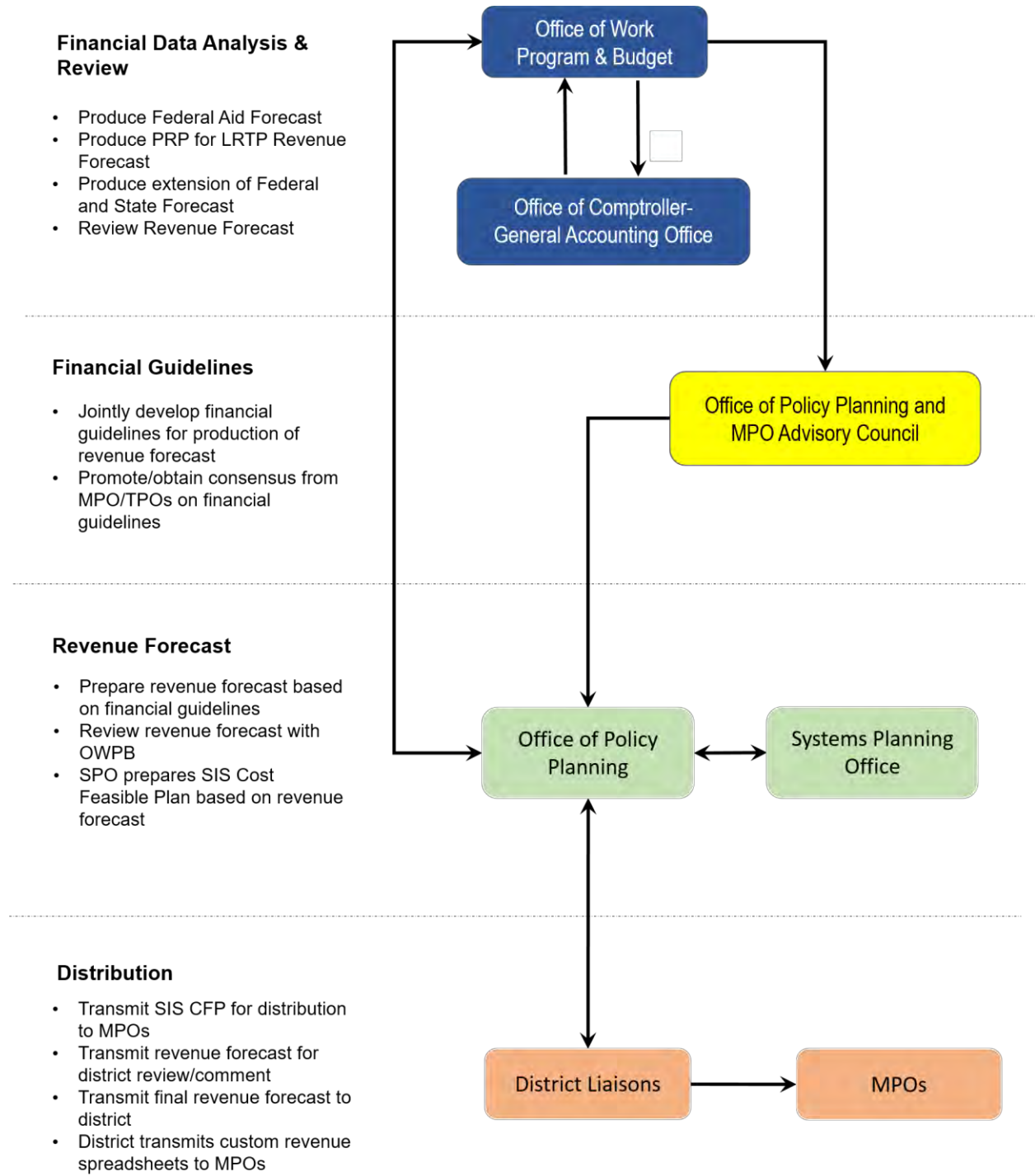
Revenue Forecast Process

As part of assisting with the updates of all 27 metropolitan long range transportation plans, FDOT develops a long range revenue forecast. The forecast horizon is agreed upon by FDOT and the MPOAC. The forecast reflects changes in state revenue since the previous forecast approximately five years prior. The revenue forecast includes estimates through the agreed upon horizon year to provide all MPOs projections concerning state and federal funds that are expected to be included in the FDOT Work Program. The statewide forecast provides consistency and a basis for financial planning across all 27 MPOs. This section provides an overview of roles and responsibilities and details the methodology for producing the revenue forecast.

Overview of Roles and Responsibilities

Production of the statewide revenue forecast involves multiple offices within FDOT and a variety of responsibilities within each office. It also involves communication and collaboration with the MPOAC and the 27 MPOs who represent a diverse arrangement of local and regional entities. The flow of information from each office and entity, as shown in Figure 2, is key to producing an accurate and timely revenue forecast.

Figure 2 Flow of Information for the Revenue Forecast



The roles and responsibilities for each office and entity, as it relates to the statewide revenue forecasting process, are summarized in Table 3.

Table 3 Overview of Roles and Responsibilities for the Revenue Forecast Process

Key Roles	Responsibilities
<u>Intermodal System Development, Office of Policy Planning</u>	
<ul style="list-style-type: none"> • Director • Economist • Demographics Coordinator • Public Transportation Manager 	<p>This office develops, documents, and monitors the statewide and metropolitan planning processes including production of a statewide revenue forecast for statewide and metropolitan long range planning.</p>
<u>Office of Work Program and Budget (OWPB)</u>	
<ul style="list-style-type: none"> • Program and Resource Allocation Supervisor • Program Plan Supervisor • Finance, Program, and Resource Allocation Manager 	<p>This office allocates and manages the resources available to the Department for transportation programs in a manner which is consistent with the Florida Transportation Plan, Florida Statutes, and the mission and vision of the Department.</p>
<u>Office of Comptroller-General Accounting Office (OOC-GAO)</u>	
<ul style="list-style-type: none"> • Transportation Revenue Coordinator • Project Finance Manager 	<p>This office represents the Department at Revenue Estimating Conferences; completes monthly and annual statistical reports to the Federal Highway Administration, and prepares annual updates of the Transportation Tax Source Primer, Transportation Funding Sources presentation, and Bond Finance Update Report. The Project Finance Manager projects surplus toll revenue and transit funding for Managed Lane facilities that have been in service for 5 years or more.</p>
<u>Intermodal System Development, Systems Implementation Office (SPO)</u>	
<ul style="list-style-type: none"> • SIS Implementation Manager • SIS Statewide Coordinator 	<p>This office implements the Strategic Intermodal System (SIS) through the development of the SIS Needs Plan, Cost Feasible Plan, Second Five Year Plan, and the Work Program.</p>

<u>FDOT District MPO Liaisons</u>	
<ul style="list-style-type: none"> • FDOT District MPO Liaisons 	The District offices work with the MPOs in their respective districts to coordinate through the cooperative planning efforts of the MPOs and the FDOT District offices.
<u>Metropolitan Planning Organization Advisory Council (MPOAC)</u>	
<ul style="list-style-type: none"> • Executive Director 	This council provides statewide transportation planning and policy support to augment the role of individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.
<u>MPOAC - Policy and Technical Subcommittee</u>	
<ul style="list-style-type: none"> • Chair • Subcommittee members 	This subcommittee annually prepares legislative policy positions and develops initiatives to be advanced during Florida's legislative session.
<u>Metropolitan Planning Organizations (MPO)</u>	
<ul style="list-style-type: none"> • Staff Director • MPO Staff 	These organizations are made up of local elected and appointed officials responsible for developing, in cooperation with the state and public transportation operators, transportation plans and programs including the long range transportation plan (LRTP). The staff of these organizations are users of the SIS Cost Feasible Plan and the metropolitan estimates.

Methodology for Developing the Revenue Forecast Preparation of the revenue forecast involves multiple offices and occurs over a period of approximately 17-18 months. The offices involved are listed below:

The following steps take place to prepare the revenue forecast (major milestones are called out):

Phase 1 - Office of Policy Planning

- The Office of Policy Planning discusses the update of the *Financial Guidelines for MPO Long Range Plans* with the MPOAC Executive Director and MPOs approximately 17-18 months before the revenue forecast is due. This document outlines the agreed upon guidance for defining and report needs, financial reporting for cost feasible long range plans, revenue

estimates, and developing project costs. It also identifies the agreed upon horizon year and planning time periods.

- The Office of Policy Planning Economist meets with the Systems Implementation Office (SPO) to discuss timing of the revenue forecast for use in the SIS Cost Feasible Plan.
- The Office of Policy Planning, in consultation with the MPOAC and MPOs, finalizes the *Financial Guidelines for MPO Long Range Plans*.

Phase 2 – Offices of Finance and Administration

- Using the financial information provided to the states through the current federal authorization act (currently the FAST Act), the Office of Work Program and Budget (OWPB), Program and Resource Allocation Supervisor develops the FDOT Federal Aid Forecast. This forecast uses the inflation factors provided in the current federal authorization act through the life of the act (currently through FY 2020). OWPB calculates a projection of federal funding for Florida for several years beyond the end of the current federal authorization. The timeframe for the FDOT Federal Aid Forecast is the same as the Program and Resource Plan, generally a period of 11 years. This forecast is provided to the Office of the FDOT Comptroller-General Accounting Office (OOC-GAO) Transportation Revenue Coordinator.
- The OOC-GAO Transportation Revenue Coordinator develops a forecast of state revenues as input to the Transportation Revenue Estimating Conference (REC) and the Highway Safety REC. When preparing this forecast, FDOT assumes current law and administrative practices will remain in effect. The current year forecast is adjusted based on this observation and the historical proportion the data represents the total annual amount. FDOT uses forecasted growth in population, households (total number and average size), net migration, income, total tourism, air tourism, new vehicles sales, fuel prices, average vehicle mileage, and construction expenditures as its assumptions depending on the tax sources.
- All or part of the FDOT forecast may be included in the official forecast adopted by the conference principals, which then becomes the State Revenue Forecast (note: different from FDOT's statewide revenue forecast produced for the MPOs). FDOT also receives documentary stamp revenue forecasted at the General REC.
- Because the REC and Federal Aid forecasts only go out 10-11 years, the OOC-GAO Transportation Revenue Coordinator creates the State Transportation Trust Fund forecast. OOC-GAO extrapolates the federal and state 10-year forecasts out to the horizon year agreed upon by FDOT and the MPOAC using the following steps:
 - For the long range federal forecast, the Federal Aid Forecast discussed above is used and the rate held constant out to the horizon year. At this time, the projection is held constant in year of expenditure terms from the last year of the current act (FY 2020). With an expectation of future inflation, this projection means that Federal Aid will slowly decline in real terms.

- For the state forecast, the growth trend in years 6-10 are used and held constant out to the horizon year. Adjustments are made for fee revenue that does not change (flat fees).
- The OOC-GAO Transportation Revenue Coordinator prepares a spreadsheet to determine which revenues are exempt from inclusion in the public transportation allocation.
- The OOC-GAO Transportation Revenue Coordinator provides the State Transportation Trust Fund forecast to the OWPB, Program Plan Supervisor for use in creating the Revenue Forecast Program and Resource Plan (PRP). This document, prepared specifically for use in the LRTP Revenue Forecast process, begins with the tentative work program plus the new 'fifth' year and the next four years.

Note: The official tentative work program is due to the Governor and Legislature two weeks after the start date of legislative session. This tentative work program is the desired file to use in drafting the LRTP Revenue Forecast PRP. However, much depends on the timing of the REC cycle and the legislative session that year. The financial forecast resulting from the REC is used as the basis for the work program. Sometimes the tentative work program may be amended because of changes that are documented in the REC. It is important for the Office of Policy Planning to work closely with the Office of Work Program and Budget to ensure the most appropriate forecast with the understanding there is flexibility in the process.

- The OOC-GAO Project Finance Manager, after consulting with OPP, projects surplus toll revenue and transit funding for Managed Lane facilities that have been in service for 5 years or more.
- The OWPB, Program Plan Supervisor organizes the extended PRP into a variety of files using the information from the OOC-GAO Transportation Revenue Coordinator. These files are arranged for:
 - Statewide
 - SIS
 - P3 (This information in this file is reported as programmed because the amounts have already been inflated.)
 - Statewide less SIS & P3
- The OWPB Program Plan Supervisor reviews the various plans with the OWPB Finance, Program and Resource Allocation Manager for quality control.

Phase 3 – Office of Policy Planning

- The extended PRP is sent to the Office of Policy Planning Economist for review to ensure the document follows current policy, is mathematically correct, and is financially reasonable. The Office of Policy Planning Economist discusses and resolves any issues with OWPB staff.
- The Office of Policy Planning Economist reviews the extended PRP for anomalies in the extended years. The Office of Policy Planning Economist researches the anomalies that exist and smooths the data. This technical function ensures data outliers do not skew the overall results.

Note: To ensure accuracy of the formulas and the worksheet mechanics used to calculate the forecast, a test run was performed in the year prior to when the official revenue forecast is due.

- The Office of Policy Planning Economist smooths the data from the extended PRP. This involves using revenues and expenditures from the Work Program, which includes complete data, to revise projected revenues and expenditures for the outer years, in this case FYs 2027-2045. It also involves smoothing dollar values to eliminate abrupt crashing or soaring. There is no reason to forecast major, abrupt changes in dollar values in the 2030s or 2040s.
- With the smoothed data from the PRP, the Office of Policy Planning Economist performs a data reduction process to:

Policy Planning performs data reduction process

 - Consolidate the numerous fund codes used by the FDOT into three major fund categories: Federal, State, and Turnpike
 - Federal funds include all federal aid that passes through the Work Program
 - Turnpike funds include planning projections of proceeds from Turnpike tolls, bonds sold for Turnpike activities, and concession revenues
 - State funds include the remaining state revenues, such as motor fuel taxes, motor vehicle fees, and right-of-way bonds
 - Collapse the FDOT’s major programs into two categories: capacity and non-capacity.
 - Capacity programs are major FDOT programs that expand the capacity of Florida’s transportation systems.
 - Non-capacity programs are remaining FDOT programs that are designed to support, operate, and maintain the state transportation system.
 - Break down the capacity program funds geographically by county based on statutory formula.

- Statutory formula gives a 50 percent weight to the county’s population as enumerated by the most recent census and a 50 percent weight to the county’s recent annual gas tax receipts.
- The Office of Policy Planning Economist, in consultation with Office of Policy Planning Director and other Office of Policy Planning staff, reviews and edits the revenue forecast as necessary to ensure accuracy.
- The Office of Policy Planning Economist finalizes the revenue forecast and prepares the worksheets for each county’s share of the statewide estimate.
- The Office of Policy Planning Economist provides the SPO the revenue forecast for highways to be used in the SIS Cost Feasible Plan. The Office of Policy Planning and SPO meet as needed to discuss the revenue forecast results for highways.
- The Office of Policy Planning Economist receives and reviews the SIS Cost Feasible Plan from the SPO for reasonableness. The Office of Policy Planning Economist, in consultation with SPO, transmits the SIS Cost Feasible Plan to the FDOT District MPO Liaisons for distribution to the MPOs.
- The Office of Policy Planning Economist transmits the metropolitan estimates from the revenue forecast to the FDOT District MPO Liaisons for review and comment. Based on comment from FDOT District MPO Liaisons, the Office of Policy Planning Economist will adjust if necessary in consultation with the appropriate managers and offices.

Phase 4 – FDOT Districts and Office of Policy Planning

- Within a week of transmission of the SIS Cost Feasible Plan and the metropolitan estimates, Office of Policy Planning staff provides training to FDOT District MPO Liaisons on the SIS Cost Feasible Plan and the metropolitan estimates from the revenue forecast. The training will explain how the District staff should package the metropolitan estimates for their MPOs.
- The FDOT District MPO Liaisons transmit the final metropolitan estimates and updated Revenue Forecast Handbook to all MPOs. FDOT transmits final estimates to MPOs.
- Within a week of transmission of the metropolitan estimates, the Office of Policy Planning staff in conjunction with the FDOT District MPO Liaisons and the MPOAC, conduct a statewide videoconference to review the agreed upon revenue forecast process and all materials distributed detailing the metropolitan estimates and the SIS Cost Feasible Plan.
- The Office of Policy Planning staff follows up with FDOT Districts and MPOs to offer meetings as needed to discuss specific details of individual metropolitan estimates. Conduct statewide videoconference

Revenue Forecast Handbook for MPOs

The estimates and the guidance in this section were prepared by FDOT, based on a statewide estimate of revenues that fund the state transportation program, and are consistent with:

- “Financial Guidelines for MPO 2040 Long Range Plans” adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in 2012. Since the MPOAC Board has not adopted Financial Guidelines for the current LRTP cycle, FDOT is working with the previous adopted guidelines, which, with minor adjustments to time bands, are quite applicable to the current processing.
- “Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs”, adopted *Month Year*, prepared by the U. S. Department of Transportation, Federal Highway Administration in cooperation with the Federal Transit Administration.

This section documents how the Revenue Forecast is developed and provides guidance for using the forecast information in updating MPO plans. FDOT develops metropolitan estimates from the Revenue Forecast for certain capacity programs for each MPO. To be perfectly clear, it has never been FDOT policy to forecast estimates for specific fund codes in the Revenue Forecast, and it is not current FDOT policy. The metropolitan estimates are included in a separate document entitled “Supplement to the Revenue Forecast Handbook” prepared for each MPO. A separate report entitled *Appendix for the Metropolitan Long Range Plan* is prepared for each MPO to include in the documentation of its long range plan. Further guidance on use of these estimates is provided in the section, *Developing a Cost Feasible Plan*.

General Guidance on Using the Estimates

The metropolitan estimates are summarized into five fiscal year periods and a final 10-year period. For planning purposes, some flexibility should be allowed for estimates for these time periods (e.g., within 10 percent of the funds estimated for that period). However, for the LRTP to be fiscally constrained, it is required the total cost of all phases of planned projects for the entire forecast period not exceed the revenue estimates for each element or component of the plan.

When developing long range plans, MPOs are not legally required to use the same terminology used in the Department’s Revenue Forecast such as *Non-SIS Highways Construction & ROW*. However, MPOs should identify the metropolitan estimates from the forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.

MPOs are encouraged to document project costs and revenue estimates for their long range transportation plans for fiscal years 20xx-20xx. This will provide a common basis for analyses of finance issues (e.g., unmet transportation needs). Appendix C includes inflation factors and guidance for converting project costs estimates to *year of expenditure* dollars.

Metropolitan Estimates

This section describes the revenue forecast information concerning metropolitan estimates and the guidance for using this information. The metropolitan estimates are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.

Metropolitan estimates reflect the share of each state capacity program planned for the area. The estimates can be used to fund planned capacity improvements to major elements of the transportation system (e.g., highways, transit). FDOT will develop an appendix for MPO plans that identifies statewide funding estimates and objectives for non-capacity programs.

Statewide estimates for major state programs are based on current laws and policies. The major program categories used in the forecast are listed below.

Major Program Categories

Capacity Programs

Statewide

- SIS Highways Construction & ROW
- Aviation
- Rail
- Intermodal Access
- Seaport Development
- Non-SIS Highways Construction & ROW
- Transit
- Sun Trail

Non-Capacity Programs

- Safety
- Resurfacing
- Bridge
- Product Support
- Operations & Maintenance
- Administration

The forecast of funding levels for the Department's programs are developed based on the Program and Resource Plan. Annual estimates of funding levels through 2045 are based on federal and state laws and regulations and Department policies at the time the forecast is prepared. For example, statewide funding levels are established to accomplish the program objectives for resurfacing, routine maintenance, and bridge repair and replacement. These estimates are summarized to reflect the major program categories used in the 2045 Revenue Forecast.

Capacity Program Estimates

The FDOT Central Office prepares district and county estimates from the statewide forecast based on methods developed in consultation with MPOs, FDOT program managers, and district staff as shown in Table 4. Using this information prepared by the Central Office, District staff develops MPO estimates consistent with district and county shares of the statewide forecast, adjusting as needed to account for issues such as differences between metropolitan area boundaries, county boundaries or Transportation Management Area boundaries. The metropolitan estimates for each

MPO are included in a separate document, entitled “Supplement to the 2045 Revenue Forecast Handbook.”

Table 4 Methodology for Determining District and Metropolitan Estimates from the 2045 Revenue Forecast

Major Capacity Program Category	Methodology
SIS Highways Construction & ROW	Based on the 2045 SIS Highways Cost Feasible Plan and other sources. Funding estimates and projects to be provided to MPOs.
Non-SIS Highways Construction & ROW	Generally, distribute funding estimates by statutory formula. Also develop estimates for TMA (SU) and Transportation Alternatives funds in TMAs; those funds taken “off the top” before distributing remaining funds. Apprise MPOs that at least some portion of these funds can be planned for Transit. Develop “off system” estimates. SCOP and CIGP are also included here.
Transit	Use statutory formula to distribute funds to Districts and counties.
Aviation	Because the primary use of Aviation funds is for airside improvements not a part of MPO planning, develop only statewide estimates.
Rail	Because of uncertainties with long range passenger rail and absence of commitments to specific rail corridors, develop only statewide estimates.
Intermodal Access	The future of this program is not clear, given the creation of the SIS. As a result, develop only statewide estimates
Seaport Development	Statewide estimates only, the Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding.
SUN Trail	Statewide there is a \$25 million annual allocation from the redistribution of new vehicle tag revenues. FDOT uses the State Transportation Trust Fund (STTF) to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS).
Operations and Maintenance Estimates	Develop district-wide estimates of funding for Resurfacing, Bridge and Operations & Maintenance programs and provide to MPOs, per agreement between FDOT and FHWA Division Office related to reporting Operations and Maintenance estimates for the State Highway System in MPO LRTPs.

Statewide Capacity Programs

FDOT is taking the lead in identifying planned projects and programs funded by the following major programs: SIS Highways Construction & ROW, Aviation, Rail, Seaport Development and Intermodal Access. SIS Highways Construction & ROW projects and revenues are identified in the SIS Cost Feasible Plan and are provided to MPOs with the other elements of the revenue forecast. The SIS Cost Feasible Plan includes all roads on the Strategic Intermodal System including connectors between SIS corridors and SIS hubs. These estimates are for planning purposes and do not represent a commitment of FDOT funding. It should be noted that FDOT continues to work with modal partners to identify aviation, rail, seaport, and intermodal access projects beyond the years in the work program. However, FDOT and its partners have not been able to identify cost feasible projects beyond the work program sufficiently to include them in the SIS Cost Feasible Plan and therefore, in MPO cost feasible plans.

Other Capacity Programs

The Department requests that MPOs lead in the identification of planned projects and programs funded by the non-SIS Construction & ROW and Transit programs. MPOs may use the total funds estimated for these two programs to plan for the mix of public transportation and highway improvements that best meets the needs of their metropolitan areas. Since, the FDOT is responsible for meeting certain statutory requirements for public transportation funding, MPOs should provide the level of Transit Program funding for transit projects and programs.

Transportation Management Area (TMA) Funds

FDOT provides estimates of funds allocated for Transportation Management Areas, as defined by the U. S. Department of Transportation. They are the same as "SU" funds in the Five Year Work Program. MPOs should perform a thorough analysis of how these funds are to be reflected in their long range plan. The following is guidance for that analysis.

Planning for the Use of TMA Funds

MPOs eligible for TMA Funds are provided estimates of total TMA Funds. MPOs are encouraged to work with FDOT district programming and planning staff to determine how to reflect TMA Funds in the long range plan. Consideration should be given to:

- Programmed use of TMA Funds among the various categories in the FDOT revenue forecast. These include Non-SIS Highways Construction & ROW, Product Support (e.g., Planning, PD&E studies, Engineering Design, Construction Inspection, etc.), SIS Highways Construction & ROW, Transit.
- Planned use of TMA Funds based on policies regarding the planned use of funds through the long range plan horizon year.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds, and estimates of TMA funds planned for each major program and time period.

Transportation Alternatives (TA) Funds

FDOT provides estimates of funds for Transportation Alternatives, as defined by MAP-21, to assist MPOs in developing their plans. Estimates of Transportation Alternatives funds allocated for TMAs (i.e., “TALU” funds) are provided to each TMA.

Estimates of funds for areas with populations under 200,000 (i.e., TALL funds) and for any area of the state (i.e., TALT funds) are also provided to MPOs. MPOs may desire to include projects funded with TALL or TALT funds in the long range transportation plan. If so, the MPO should identify such projects as “illustrative projects” in its plan.

Funds for Off-System Roads

The Department estimates the amount of funds that may be used off-system which are funds that could be used for planned programs or projects on roads that are not on the State Highway System (i.e., roads owned by counties and municipalities). “Off-System” funds are included in the non-SIS Construction & ROW program estimates, which are comprised of federal and state funds. **By law, state funds cannot be used for highway improvements not on the State Highway System, except to match federal aid or for SIS connectors owned by local governments or for other approved programs which could include projects not on the SHS such as SCOP and CIGP.** Federal funds included in the Non-SIS Highways program estimates may be used anywhere except for roads that are functionally classified as local or rural minor collectors, unless such roads were on the federal-aid system as of January 1, 1991.

All estimates of TMA funds (see above) may be used on off-system roads. The following is guidance for estimating other federal funds that can be used for off-system roads:

- MPOs in TMAs can assume all estimated TMA funds and 10% of the FDOT estimates of Non-SIS Highways Construction & ROW funds can be used for “Off-System” roads.
- MPOs that are not in TMAs can assume that 15% of Construction & ROW funds provided by FDOT can be used for “Off-System” roads.

Preliminary Engineering Estimates

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and Engineering Design.

FDOT has included sufficient funding for these and other Product Support activities to produce the construction levels in the 2045 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2045 SIS Highways Cost Feasible Plan. For projects funded with the revenue estimates for Non-SIS Highways Construction & ROW Funds provided by FDOT, MPOs can assume that the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and Engineering Design. Note: these funds are in addition to the estimates for Non-SIS Highways Construction & ROW funds provided to MPOs. MPOs should document these assumptions.

For example, if the estimate for Construction & ROW in a 5-year period is \$10 million, the MPO can assume that an additional \$2.2 million will be available for PD&E and Design in the 5-year period from FDOT Product Support estimates. If planned PD&E and Design phases use TMA funds, the amounts should be part of (i.e., not in addition to) estimates of TMA funds provided to MPOs.

The Department encourages MPOs to combine PD&E and Design phases into Preliminary Engineering in LRTP documentation. Boxed funds can be used to finance Preliminary Engineering; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., Preliminary Engineering for projects in Fiscal Years 2027-2045).

Additional State Revenues

It is well known that State of Florida gas tax revenues and fees are a primary source of funding the State Transportation Trust Fund (STTF).

Doc stamp taxes dedicated to the STTF have fluctuated because of volatility in the Florida real estate market and complex provisions in the law governing this major source of Florida revenues. Recent years have been characterized by recovery in the real estate market, and the projections of the transportation Revenue Estimating Conference (REC) indicate continued growth in this source of funding. However, state law provides for a cap of \$541.75 million per year on doc stamp taxes that can be allocated to the STTF. If growth continues as projected, this cap is estimated to be reached sometime in the next 10-15 years.

The following information regarding transportation proceeds from doc stamp taxes, fuel use tax fees, rental car surcharges and Motor Vehicle License fees is useful for planning of these funds in metropolitan LRTPs. None of these funds are specifically allocated on the County or MPO levels. Therefore, most categories of funding should not be used for funding constrained projects within LRTPs.²

Small County Outreach Program (SCOP)

Annually, 10% of the doc stamp transportation proceeds is allocated to this program for transportation projects in small counties and small cities. These allocations are made based on population as prescribed in law. The 2045 Revenue Forecast assumes these funds will not be available for projects in metropolitan areas. Other funding sources may include local option gas tax. *Additionally*, under provisions added to law in 2015, 5% of initial Motor Vehicle License fees is allocated to the SCOP.

New Starts Transit Program

Annually, 10% of FDOT doc stamp funds are applied to the Florida New Starts Program. State eligibility requires that:

² Funds allocated to the SIS are a somewhat different case. SIS projects are identified by FDOT, and they must be included in the LRTP in order to advance toward construction.

- Project must be a fixed-guideway rail transit system or extension, or bus rapid transit system operating primarily on a dedicated transit right of way;
- Project must support local plans to direct growth where desired;
- State funding limited to up to 50% of non-federal share;
- Local funding is required to at least match state contribution and be dedicated to the project; and
- Eligible phases are final design, right of way acquisition, construction, procurement of equipment, etc.

MPOs may desire to include projects partially funded with statewide New Starts funds in the long range transportation plan. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as “illustrative projects” in its plan along with, at a minimum, the following information:

- Description of the project and estimated costs;
- Assumptions related to the amount of statewide New Starts funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and local) and the likelihood such funding will be available as planned.

MPOs should work with their district office in developing and documenting this information.

Strategic Intermodal System

After allocations to the Small County Outreach Program and the New Starts Transit Program, 75% of the remaining Documentary Stamp tax funds are allocated annually for the SIS. Additionally, at least 20.6% of initial Motor Vehicle License fees is allocated to the SIS. Section 339.61(1) requires \$60 million to the SIS. FDOT will plan for these funds as part of the SIS Cost Feasible Plan, which provides funding and project information to MPOs.

Transportation Regional Incentive Program (TRIP)

After allocations to the Small County Outreach Program and the New Starts Transit Program, 25% of the remaining documentary stamp tax funds are allocated annually to TRIP. Additionally, 6.9% of initial Motor Vehicle License fees is allocated to TRIP. Of the doc stamp funds allocated to TRIP, the first \$60 million are apportioned annually to the Florida Rail Enterprise. The purpose of TRIP is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. Table 5 outlines TRIP requirements in Florida law. MPOs are provided estimates of TRIP funds. TRIP will fund up to 50 percent of eligible project costs.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as “illustrative projects” in its plan along with, at a minimum, the following information:

- Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- Description of the project and estimated costs;
- Assumptions related to the share and amount of district TRIP funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local) and the likelihood such funding will be available as planned.

MPOs should work with their district office in developing and documenting this information.

Table 5 TRIP Requirements in Florida Law (s. 339.155(4) and s. 339.2819, Florida Statutes)

<p>Projects to be funded with TRIP funds shall, at a minimum:</p> <ol style="list-style-type: none"> 1. Serve national, statewide, or regional functions and function as an integrated regional transportation system; 2. Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with Part II of Chapter 163, F. S. after July 1, 2005, and be in compliance with local government comprehensive plan policies relative to corridor management; 3. Be consistent with the Strategic Intermodal System Plan; and 4. Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.
<p>In allocating TRIP funds, priority will be given to projects that:</p> <ol style="list-style-type: none"> 1. Provide connectivity to the Strategic Intermodal System; 2. Support economic development and the movement of goods in rural areas of critical economic concern; 3. Are subject to a local ordinance that establishes corridor management techniques, including access management strategies, right-of-way acquisition and protection measures, appropriate land use strategies, zoning, and setback requirements for adjacent land uses; and 4. Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

SUN Trail

State law now provides that \$25 million of the annual initial Motor Vehicle License fees are allocated to the Florida Shared-Use Nonmotorized Trail Network (SUN Trail). This statewide network is being constructed by FDOT, and FDOT bears the primary responsibility for planning it. SUN Trail projects from the FDOT Work Program need to be included in MPO’s TIPs to advance. As such, these TIP projects would also be required for the LRTP. MPOs may wish to

include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. Finally, MPOs may wish to highlight planned connections with SUN Trail stemming from other Bike/Ped projects, or from projects of any mode.

Non-Capacity Programs

Non-Capacity Programs refer to the FDOT programs designed to support and maintain the state transportation system including safety; resurfacing; bridge; product support; operations and maintenance; and administration. Consistent with the MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains a summary of FDOT estimates to operate and maintain the State Highway System in the FDOT district in which the MPO is located. FDOT provides these estimates in the "Supplement to the 2045 Revenue Forecast Handbook." FDOT also includes statewide funding for these programs in the forecast to meet statewide objectives as laid out in Florida Statute for operating and maintaining the State Highway System.

FDOT provides an "Appendix for the Long Range Metropolitan Plan" to MPOs to include in the documentation of their long range plans. The appendix is intended to provide the public with documentation of the state and federal financial issues related to each MPO plan and to facilitate reconciliation of statewide and metropolitan plans. The appendix will describe how the statewide 2045 Revenue Forecast was developed and identifies the metropolitan area's share of the forecast's capacity programs. In addition, the appendix includes the forecast's statewide estimates for non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas. This appendix should accomplish the goal of ensuring that sufficient funding will be available to operate and maintain the state transportation system in metropolitan areas.

Other Funds

The Department makes certain expenditures that are not included in major programs discussed above. Expenditures include debt service and, where appropriate, reimbursements to local governments. These funds are not available for statewide or metropolitan system plans.

Other Transportation Revenue

Local government revenues such as taxes and fees; federal funds distributed directly to local governments; local or regional tolls play a critical role in providing local and regional transportation services and facilities. The Department does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer*³ and the *Local Government Financial Information Handbook*.⁴ The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources and the development of long range estimates.

Current Revenue Sources

Initially, MPOs should identify sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources potentially available.

Local Government Taxes and Fees

Local government sources include those that are dedicated for transportation purposes. In many areas they are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff will have information on recent revenue levels, uses of funds, and trends.

State Imposed Motor Fuel Taxes

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: the Constitutional Fuel Tax (2 cents); the County Fuel Tax (1 cent); and the Municipal Fuel Tax (1 cent). The Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by the tax proceeds. The remainder is credited to the counties' transportation trust funds. The County Fuel Tax receipts are distributed directly to counties. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria. The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the *Local Government Financial Information Handbook*.

³ *Florida's Transportation Tax Sources, A Primer*, is published annually by FDOT at: <http://www.dot.state.fl.us/officeofcomptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf>

⁴ *Local Government Financial Information Handbook*, is an annual publication of the Florida Legislature's Office of Economic and Demographic Research at <http://edr.state.fl.us/Content/local-government/reports/lgfih12.pdf>.

Local Option Motor Fuel Taxes

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the *Local Government Financial Information Handbook*.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote of its board of commissioners or by referendum. However, this tax is imposed on all diesel fuel sold in every county. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

Other Transportation-Related Sources

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among metropolitan areas.

Property Taxes and Other General Revenue Sources

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. Sources, funding process, and eligible services vary widely among local governments. Local government financial staff have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

Discretionary Sales Surtaxes

A Charter County and Regional Transportation System Surtax of up to 1% may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed

guideway rapid transit systems, including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

A Local Government Infrastructure Surtax of either 0.5% or 1% may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1%. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

Federal Revenues

These are revenues from federal sources that are not included in the 2045 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

Bond Proceeds

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often area wide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities, where toll revenues from specific projects are used for project costs and debt repayment.

Other Current Sources

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.

New Revenue Sources

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's metropolitan areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- Authority (how sources are authorized in current state and/or local laws and ordinances);
- Estimates of proceeds through 20xx;
- Reliability of the estimates (e.g., amount, consistency); and
- Likelihood that the source will become available (e.g., the probability that the proceeds will be available to fund improvements, taking into account issues such as previous state

and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

Optional Sources Authorized by Current State Law

Communities in most metropolitan areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the Ninth-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

Innovative Financing Sources

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific metropolitan area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix B, *Leveraging, Cash Flow and Other Transportation Finance Tools*.

Development of Revenue Estimates

MPOs should develop estimates through 2045 for each current or new revenue source. Typically, these will be annual estimates that should be summarized for longer time periods (e.g., 5 years) for plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following issues.

Historical Data

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales), to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

Adjustments for Inflation

Estimates of future revenue sources usually identify the value of money at the time it will be collected, sometimes referred to as *year of expenditure* or *current* dollars, and reflect future growth in revenue and inflation. If this is not the case, see Appendix C for factors used for adjusting revenue forecasts to “year of expenditure” dollars.

Use of Revenues for Maintenance and Operations

About 50 percent of state and federal revenues in the 2045 Revenue Forecast is planned for non-capacity state programs. The emphasis on non-capacity activities funded with local and regional

revenue sources may vary widely among metropolitan areas, but it is important to ensure that sufficient local funds are planned for maintenance and operations activities. Those revenues needed for non-capacity programs should not be considered to be available to fund capacity improvements.

Constraints on the Use of Revenues

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

Developing a Cost Feasible Plan

Each MPO has established a process for updating its cost feasible plan for its metropolitan transportation system. These processes include public involvement programs tailored to the metropolitan area; schedules for identifying needs, and resources; testing of alternative system networks; and adoption. The Department, particularly through its district planning staff, is an active partner in assisting each MPO in plan development. This section, recognizing the diversity of structure in each MPO, provides general guidance and recommendations to MPOs in updating their cost feasible plans. The guidance should be tailored to the plan development process including establishing local priorities identified in each metropolitan area.

Project Identification

The long range plan will define the transportation system that best meets the needs of the metropolitan area and furthers metropolitan and state goals. The system plan will be comprised of transportation projects and/or programs that are expected to be implemented by 20xx, consistent with the MPOAC *Financial Guidelines for MPO 2045 Long Range Plans*. Projects and programs for at least the years 2027-2045 will be identified in TIPs and FDOT Adopted Work Programs⁵.

The following discusses projects or programs that should be identified for the years 2027-2045. They should be considered as candidates for inclusion in the adopted long range system plan, subject to each MPO's plan development process, including the reconciliation of all project and program costs with revenue estimates. MPOs are encouraged to clearly identify *regionally significant* projects, regardless of mode, ownership, or funding source(s).⁶

Statewide Capacity Programs

The Department is taking the lead in identifying planned projects and programs funded by these major programs: SIS Highways Construction & ROW, Aviation, Rail, and Intermodal Access. SIS Highways Construction & ROW projects planned within metropolitan areas were provided at the same time as the 2040 Revenue Forecast. These estimates are for planning purposes and do not represent a commitment of FDOT funding.

MPOs are encouraged to review those projects with district staff, identify any projects or areas that require further discussion, and reach agreement with district staff on how those projects will be incorporated in the update of the metropolitan cost feasible plan.

Issues that may require further discussion include candidate projects not included in the SIS Highways Cost Feasible Plan. These may include projects or major project phases that could not be funded by the estimates for the SIS Highways Construction & Right-of-Way program. Information to be discussed should include: project descriptions and cost estimates, funding

⁵ Several Florida MPOs are not scheduled to update LRTPs until 2020 and beyond. MPOs are encouraged to use the latest information available in the TIP or FDOT Adopted Work Program for any years after FY 2023 that may be available.

⁶ See "Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs," for a description of regionally significant projects.

sources (e.g., Non-SIS Highways Construction & Right-of-Way funds; local, authority or private sector sources), and relationship to other planned improvements.

Other Capacity Programs

The MPOs will lead in identifying projects or programs that could be funded, or partially funded, by the state with (1) Non-SIS Highways Construction & Right-of-Way and (2) Transit programs. Estimates of those funds have been provided to MPOs. Each MPO should consider the mix of highway and transit projects and programs that best serves its metropolitan area, and that the funding estimates for these two programs are “flexible” for the years 2027-2045. MPOs are encouraged to work with district staff as candidate projects are identified and reach agreement on how they will be incorporated in the update of the metropolitan cost feasible plan. The following should be considered:

- Project Descriptions and Cost Estimates - MPOs should work with district staff, local governments, authorities and service providers, and private sector interests to develop project descriptions and cost estimates in sufficient detail for their planning process. Projects may include improvements to the State Highway System, transit system improvements, and components of Transportation System Management (TSM) and Transportation Demand Management (TDM) programs such as intersection improvements, traffic signal systems, ridesharing programs, and ITS projects.
- Costs of Major Phases - At a minimum, MPOs should identify construction, right-of-way, and Preliminary Engineering (PD&E and Design phases) costs separately. These estimates will be needed because (1) the Non-SIS Highways program estimates include state funding for construction plus right-of-way, and (2) sufficient funds have been estimated to provide planning and engineering (i.e., Product Support as defined in Appendix A) for all state capacity programs. Specific estimates for right-of-way costs should be used for any project where such estimates exist. For other projects, the Department will provide information on the relationship of construction and right-of-way costs to assist with these calculations (see Appendix C for more information).
- Potential Supplemental Funding - MPOs should identify potential revenue sources that could be used to supplement the estimates from the Non-SIS Highways and Transit programs to fund, or partially fund, these projects. This includes federal funds that are not part of the Department’s revenue forecast, or revenues from local and private sector sources.

Other Projects and Programs

Revenue and project information provided by the Department is intended for those activities that are funded through the state transportation program. Other transportation improvement activities in metropolitan areas may include improvements to local government roads, transit programs that are financed by local revenues and funds, and projects and programs for modes that are not funded by the state program. It is recommended that the following types of information should be developed for these candidate projects and programs: (1) project descriptions and cost estimates, (2) costs of major phases, and (3) funding sources.

Development of a Cost Feasible Multimodal Plan

Development of a *cost feasible multimodal system plan* requires a balancing of high-priority improvements with estimates for expected revenue sources, subject to constraints regarding how certain funding estimates can be used. The Department has provided some flexibility for one-third of the state and federal funds estimated for capacity improvements between 2027 and 2045. Due to program constraints included in the 2045 Revenue Forecast and other sources (e.g., federal transit operating assistance), the following discussion of major system plan elements is organized by transportation mode.

Highways

The highway element of the multimodal system plan will be comprised of current or proposed facilities that are SIS highways, the remainder of the State Highway System, and appropriate local roads. These three components must be examined separately because of the constraints related to the use of revenue estimates for various programs. MPOs may choose to include “illustrative projects” in their plan, partially funded with Transportation Regional Incentive Program (TRIP) funds. See the guidance under *Documentary Stamps Tax Funds* in the Metropolitan Area Estimates section of this handbook for more information.

- SIS Highways

The MPO should identify planned improvements and funding for corridors on the SIS, consistent with the 2045 SIS Highways Cost Feasible Plan and any adjustments agreed upon by the Department. Such adjustments could result from agreements to supplement SIS funds to either accelerate or add improvements to SIS Highways.

- Other Roads

The MPO should identify planned improvements and funding for corridors that are not on the SIS. Potential funding sources include the “flexible” funds from the state Non-SIS Highways Construction & ROW and Transit programs, and funds from local or private sector sources that have been identified as reasonably available.

- Local Highways and Streets

The MPO should identify planned improvements and funding for local road facilities that should be included in the long range plan. The Department has provided estimates of off-system funds in the statewide forecast that can be used for these improvements, provided they meet federal eligibility requirements. Off-system funds estimated by the Department may be used anywhere except for roads that are functionally classified as local or rural minor collectors, unless such roads were on a federal-aid system as of January 1, 1991. Other funds should include local or private sector sources that have been identified as reasonably available.

- Operational Improvements Programs

MPOs should identify program descriptions and funding levels for transportation system management programs such as intersection improvements, traffic signal systems, and ITS projects. Transportation demand management program descriptions and funding levels can be identified in the highway element, in the transit element, or separately. Generally, such programs should be funded with revenues estimated for the State Non-SIS Highways Construction & ROW and Transit programs or local revenue sources.

Transit

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the “flexible” funds from the state Non-SIS Highways Construction & ROW and Transit programs, federal and local transit operating assistance, and other funds from local or private sector sources that have been identified as reasonably available. MPOs may choose to include “illustrative projects” in their plan, partially funded with New Starts Program funds. See the guidance under *Documentary Stamps Tax Funds* in the Metropolitan Area Estimates section of this handbook for more information.

Balancing Planning Improvements and Revenue Estimates

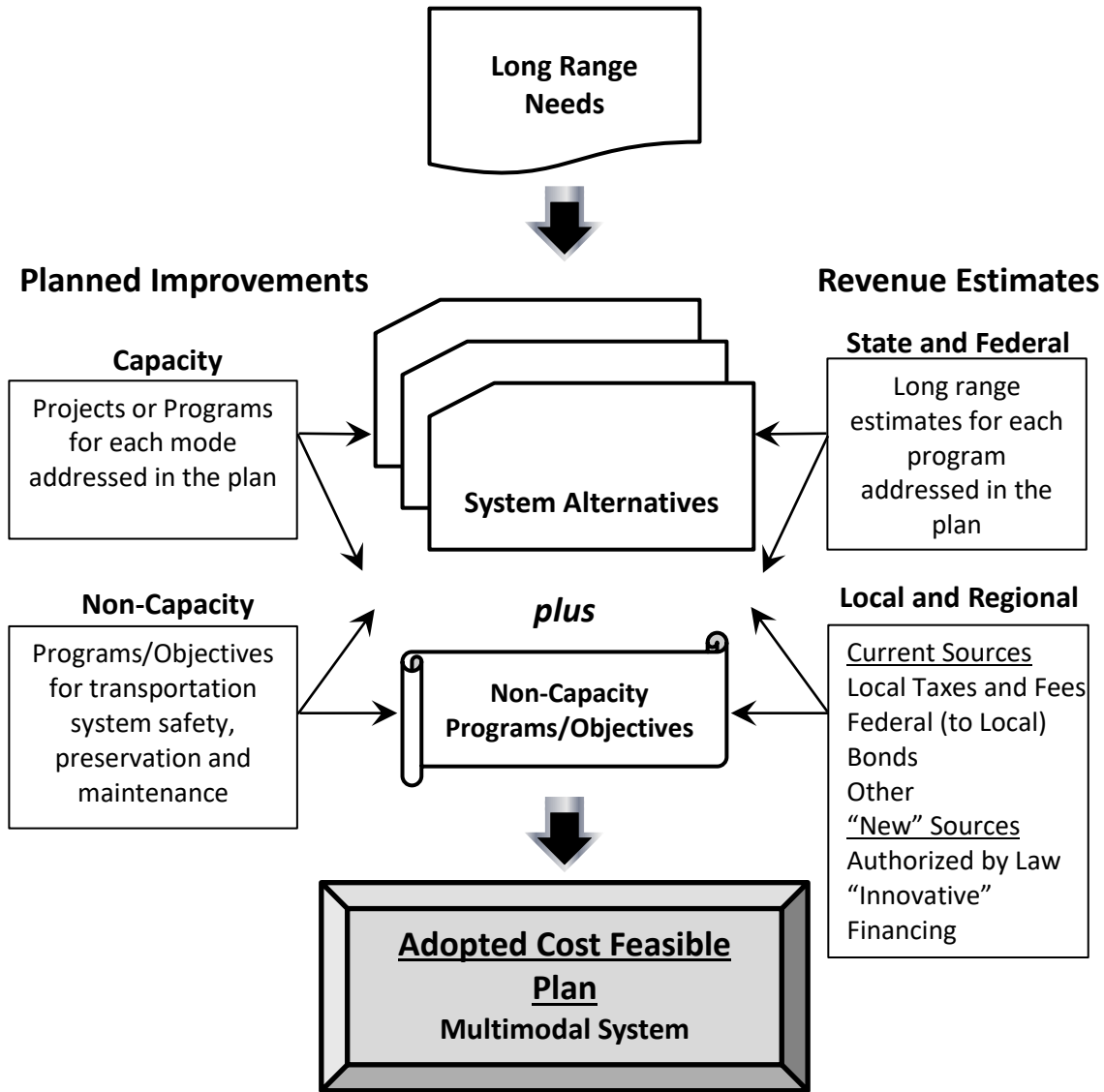
It is expected that each MPO will test several alternative plans leading toward adoption of a cost feasible multimodal plan for the metropolitan transportation system (see Figure 3 below). The system alternatives should examine different ways to meet state and metropolitan goals and objectives through priority setting, and should be analyzed within the context of the metropolitan area’s public involvement program. They may contain alternative mixes of the candidate projects discussed above, alternative schedules for implementation, and alternative improvements for specific projects. Throughout this process, MPOs should reconcile project costs with revenue estimates, taking into consideration the revenues estimated for transportation improvements and any flexibility or constraints associated with the estimates.

State and federal estimates for 20xx-20xx are prepared in five-year time periods to assist MPOs with the testing and staging of alternatives. For planning purposes, some flexibility should be allowed for estimates for these time periods. For example, the total cost of planned projects for the period 20xx-20xx for funding with the flexible Non-SIS Highways and Transit estimates should be within 10 percent of the funds estimated for that period. It is strongly recommended, however, that the total cost of planned projects for the entire 2027-2045 period not exceed revenue estimates for the entire period for each element or component of the plan.

As part of LRTP documentation, MPOs should identify all projects planned to be implemented with federal funds within the first 10 years of the plan.

Figure 3 Cost Feasible Plan Project and Financial Planning
 Metropolitan Long Range Transportation Plan Development

System Plan Development



Appendix A: State Transportation Programs and Funding Eligibility

This appendix defines the major program categories used in the 2045 Revenue Forecast and provides guidelines for what types of planned projects and programs are eligible for funding with revenues estimated in the forecast. Metropolitan plan updates that incorporate the information from this revenue forecast should be consistent with these guidelines.

State Transportation Programs

The 2045 Revenue Forecast includes all state transportation activities funded by state and federal revenues. The basis for the forecast is the framework of the Program and Resource Plan (PRP), the Department's financial planning document for the 10-year period that includes the Work Program. The PRP addresses over 60 programs or subprograms. The chart at the end of this Appendix lists programs and major subprograms and how they have been combined for the revenue forecast.

Major Program Categories

Revenue estimates for all state programs were combined into the categories shown in Table 6. The funding eligibility information is organized according to these categories and the responsibilities for project identification for each program. Each of the major programs falls under one of the following PRP groups of programs:

- Product – Activities which build the transportation infrastructure.
- Product Support – Planning and engineering required to produce the products.
- Operations & Maintenance – Activities which support and maintain transportation infrastructure after it is constructed and in place.
- Administration – Activities required to administer the entire state transportation program.

Table 6 Major Program Categories

Program and Resource Plan	Major Programs	
	Capacity	Non-capacity
Product	SIS Highways Construction & ROW Non-SIS Highways Construction & ROW Aviation Transit Rail Intermodal Access Seaport Development	Safety Resurfacing Bridge
Product Support		Product Support Preliminary Engineering
Operations & Maintenance		Operations & Maintenance
Administration		Administration

Planning for Major Programs

MPO long range plans will contain project and financial information for a wide range of transportation improvements expected through 2045. The Department and MPOs share the responsibility for identifying these improvements and the expected funding for each. The information in this document is limited to projects and programs funded with state and federal revenues that typically are contained in the state Five Year Work Program. MPOs must also consider projects and programs in their long range plans that may be funded with other sources available within the metropolitan area. These include local government taxes and fees, private sector sources, local/regional tolls, and other sources each MPO may identify. Responsibilities, and the general level of detail required for long range plans, include:

- Capacity Programs - to the extent possible, project descriptions and costs will be developed for each transportation mode, consistent with estimated revenues, as follows:
 - SIS Highways, Aviation, Rail, Seaport Development and Intermodal Access - the Department leads in project identification in each metropolitan area.
Note: The Department continues to work with modal partners to identify aviation, rail, seaport, and intermodal access projects beyond the years in the Work Program. However, FDOT and its partners have not been able to identify cost feasible projects beyond the Work Program sufficiently to include them in the SIS Cost Feasible Plan and, therefore, in MPO cost feasible plans.
 - Non-SIS Highways and Transit - each MPO leads in project identification within its metropolitan area.
- Non-Capacity Programs - the Department estimates sufficient revenues to meet statewide safety, preservation and support objectives through 2045, including in each metropolitan area. It is not necessary to identify projects for these programs, so estimates for these

activities have not been developed for metropolitan areas. The Department will prepare separate documentation to address these programs and estimated funding and provide it to MPOs for inclusion in the documentation of their long range plans.

Funding Eligibility for Major Programs

The SIS Cost Feasible Plan, Multimodal Unfunded Needs Plan and metropolitan LRTPs consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period. The following are explanations of the types of projects, programs and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2045 Revenue Forecast.

Statewide Capacity Programs

The Department leads in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and provides detailed information to MPOs. As a result, metropolitan plans and programs that include state and federal funds for these major programs should be coordinated and consistent with state long range plans and programs. Each is discussed below.

SIS Highways Construction & Right-of-Way

The Strategic Intermodal System (SIS) and the Emerging SIS, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The SIS is the state's highest priority for transportation capacity investments.

Metropolitan plans and programs for SIS Highways should be consistent with the 2045 SIS Highway Cost Feasible Plan, as provided to each MPO. Projects associated with aviation, rail, seaport development and intermodal access may be funded under this program, provided that they are included in the SIS Highway Cost Feasible Plan. Capacity improvement projects eligible for funding in the current plan include:

- Construction of additional lanes;
- The capacity improvement component of interchange modifications;
- New interchanges;
- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles;
- Bridge replacement with increased capacity;
- Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems;
- The preferred alternative defined by an approved multi-modal interstate master plan;
- Weigh-in-motion stations;
- Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development; and
- New weigh stations and rest areas on the interstate.

The following activities are not eligible for funding from the SIS Highways Construction & Right-of-Way program estimates: planning and engineering in SIS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, and support activities to acquire right-of-way (see Product Support below).

Aviation

The state provides financial and technical assistance to Florida's airports. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements. Projects and programs eligible for funding include:

- Assistance with planning, designing, constructing, and maintaining public use aviation facilities;
- Assistance with land acquisition;
- "Discretionary" assistance for capacity improvement projects at certain airports. In 2017 those meeting the eligibility criteria are Miami, Orlando, Ft. Lauderdale/Hollywood, Tampa, Southwest Florida, and Orlando Sanford international airports.

The following activities are not eligible for funding from the Aviation program estimates: planning and engineering to support state programs (see Product Support below), financial and technical assistance for private airports, and "discretionary" capacity improvements at airports other than those listed above.

Rail

The state provides funding for acquisition of rail corridors and assistance in developing intercity passenger and commuter rail service, fixed guideway system development, rehabilitation of rail facilities and high speed transportation. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements. Projects and programs eligible for funding include:

- Financial and technical assistance for intermodal projects;
- Rail safety inspections;
- Regulation of railroad operations and rail/highway crossings;
- Identification of abandoned rail corridors;
- Recommendations regarding acquisition and rehabilitation of rail facilities; and
- Assistance for developing intercity rail passenger service or commuter rail service.

The following activities are not eligible for funding from the Rail program estimates: planning and engineering to support state programs (see Product Support below), financial and technical assistance for rail projects and programs not specified above.

Intermodal Access

The state provides assistance in improving access to intermodal facilities and the acquiring of associated rights of way. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements. Projects and programs eligible for funding include:

- Improved access to intermodal or multimodal transportation facilities;
- Construction of multimodal terminals;
- Rail access to airports and seaports;
- Interchanges and highways which provide access to airports, seaports and other multimodal facilities; and
- Projects support of certain intermodal logistics centers.

The following activities are not eligible for funding from the Intermodal Access program estimates: planning and engineering to support state programs (see Product Support below), and programs not specified above.

Seaport Development

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements. Projects and programs eligible for funding and state matching funds requirements vary among several programs.

The following activities are not eligible for funding from the Seaport Development program estimates: planning and engineering to support state programs (see Product Support below), programs not specified above, and financial and technical assistance at other ports.

Other Capacity Programs

MPOs will lead in the identification of planned projects and programs for the (1) Non-SIS Highways Construction & ROW and (2) Transit programs. For 20xx-20xx, MPOs should identify projects as contained in the Work Program. For all years after 20xx, MPOs should plan for the mix of highway and transit programs that best meets the needs of their metropolitan area. As a result, MPOs may identify either highway or transit improvement programs and projects, consistent with the total amount of the two major programs, and consistent with the following eligibility criteria.

Non-SIS Highways Construction & Right of Way

The primary purpose of this program is to fund improvements on the part of the State Highway System (SHS) that is not designated as SIS. The approximately 8,000 miles of such highways represent about 64% of the SHS. Projects and programs eligible for funding include:

- Construction and improvement projects on state roadways which are not on the Strategic Intermodal System (SIS), including projects that:
 - Add capacity;
 - Improve highway geometry;
 - Provide grade separations; and
 - Improve turning movements through signalization improvements and storage capacity within turn lanes.

- Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;
- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

The Department provides separate estimates of funds from this program that may be used on local government roads that meet federal eligibility criteria (i.e., off-system). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS Connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements.

Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the metropolitan area, the District and the state.

The following activities are not eligible for funding from the Non-SIS Highways Construction & Right-of-Way program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation above), and land acquisition for railroad corridors (see Rail above).

Transit

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program
Note: For this program, state participation is limited to 50% of the non-federal share of capital costs and up to 50% of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient's allocation may be supplemented by the State if (1) requested by the MPO, (2) concurred in by the Department, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15% of Block Grant Program funds for distribution to Community Transportation Coordinators;
- Service Development projects, which are demonstration projects that can receive initial funding from the state
Note: For these projects, Up to 50% of the net project cost can be provided by the state. Up to 100% can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years);

- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor;
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy;
- Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots; and
- Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the New Starts Transit Program.

The following activities are not eligible for funding from the Transit program estimates: planning and engineering to support state programs (see Product Support below), and federally funded financial and technical assistance for transit plans and programs for those funds that are not typically included in the state Five Year Work Program (e.g., federal funds for operating assistance).

Non-Capacity Programs

Statewide estimates for all state non-capacity programs are an integral part of the 2045 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2045. These objectives will be met in each metropolitan area, so it was not necessary to develop metropolitan estimates for these programs. Neither the Department nor the MPOs needs to identify projects for these programs. However, pursuant to an agreement between FDOT and the Federal Highway Administration Division Office, FDOT has provided district-level estimates of “Operations and Maintenance” costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans. The Operations and Maintenance estimates are the total estimates for the State Resurfacing, Bridge, and Operations & Maintenance programs.

The forecast for these programs and related information will be provided to each MPO in an Appendix for inclusion in the documentation of their long range plan. The following information on project eligibility for these programs is provided for informational purposes only.

Safety

Safety issues touch every area of the state transportation program. Specific safety improvement projects and programs in this major program address mitigation of safety hazards that are not included in projects funded in other major programs. Projects and programs eligible for funding include:

- Highway safety improvements at locations that have exhibited a history of high crash frequencies or have been identified as having significant roadside hazards;
- Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- Promotion of bicycle and pedestrian safety and vulnerable road users, including programs for public awareness, education and training.

The following activities are not eligible for funding from the Safety program estimates: planning and engineering to support state programs (see Product Support below), safety improvements funded as a part of other major state programs (e.g., SIS construction), financial and technical assistance for safety programs not specified above.

Resurfacing

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces. Projects and programs eligible for funding include:

- Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- Periodic resurfacing of other public roads, consistent with federal funding criteria and Department and MPO programming priorities.

The following activities are not eligible for funding from the Resurfacing program estimates: planning and engineering to support state programs (see Product Support below), resurfacing that is funded by other major state programs as a part of major projects that add capacity (e.g., SIS and Non-SIS Highways construction), thin pavement overlays which eliminate slippery pavements (funded by the Safety Program), and resurfacing of other roads not specified above. Other than the Small County Road Assistance Program, funds for resurfacing on off-system projects are not included in the forecast. Any planned off-system resurfacing projects must be funded from the off-system share of the Non-SIS Highways Construction & Right-of-Way estimates.

Bridge

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by state and federal criteria. Projects and programs eligible for funding include:

- Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- Replacement of *structurally deficient* bridges on the SHS (Note: The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from the Non-SIS Highways or SIS Highways Construction & Right-of-Way major programs);
- Replacement of bridges which require structural repair but are more cost effective to replace;
- Construction of new bridges on the SHS;
- Replacement of *structurally deficient* bridges off the SHS but on the federal-aid highway system, subject to state and federal policies and eligibility criteria; and
- Replacement of *structurally deficient* bridges off the federal-aid highway system, subject to state and federal policies and eligibility criteria.

The following activities are not eligible for funding from the Bridge program estimates: planning and engineering to support state programs (see Product Support below), and repairs to or replacements of bridges on roads not specified above.

Product Support

Planning and engineering activities are required to produce the products and services described in the major programs discussed above. These are functions performed by Department staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- Preliminary engineering (related to environmental, location, engineering and design);
- Construction engineering inspection for highway and bridge construction;
- Right of way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- Environmental mitigation of impacts of transportation projects on wetlands;
- Materials testing and research; and
- Planning and Public Transportation Operations support activities.

Estimates for the Product Support program are directly related to the estimates of the product categories of the 2045 Revenue Forecast. That is, these levels of Product Support are adequate to produce the estimated levels of the following major programs: SIS Highways Construction and Right-of-Way, Non-SIS Highways Construction & Right-of-Way, Aviation, Transit, Rail, Intermodal Access, Seaport Development, Safety, Resurfacing, and Bridge. As a result, the components of metropolitan plans and programs that are based on state and federal funds should be consistent with the total of the above product categories to ensure that sufficient Product Support funding is available from state and federal sources through 2045. MPOs are encouraged to include estimates for PD&E and Design phases in the LRTP, particularly for projects that cannot be fully funded by 2045 as described earlier in this guidebook.

The following activities are not eligible for funding from the Product Support program estimates: planning and engineering to support plans or programs that are not eligible for funding from the Product programs, and local and regional planning and engineering activities not typically included in the state Five Year Work Program.

Operations & Maintenance

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed. Scheduled major repairs or replacements such as resurfacing, bridge replacement or traffic operations improvements are parts of the Resurfacing, Bridge, and Non-SIS Highways Highway programs, respectively. Functions eligible for funding include:

- Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;

- Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- Enforcement of laws and Department rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

The following activities are not eligible for funding from the Operations and Maintenance program estimates: operations and maintenance activities on elements of the transportation system not specified above.

Administration

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- Resources necessary to manage the Department in the attainment of goals and objectives;
- Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

The following activities are not eligible for funding from the Administration program estimates: administrative activities not specified above.

Table 7 Program Categories for the 2045 Revenue Forecast and Program & Resource Plan

2045 REVENUE FORECAST PROGRAMS	PROGRAM & RESOURCE PLAN	
	PROGRAMS	SUBPROGRAMS
CAPACITY	I. PRODUCT	
SIS Highways Construction & Right-of-Way	SIS Highway Construction	1. Interstate Construction 2. Turnpike Construction 3. Other SIS Construction 4. SIS Traffic Operations
	SIS Right of Way	1. SIS Advance Corridor Acquisition
Other Roads Construction & Right-of-Way	Other Roads Construction	1. Other Traffic Operations 2. Construction 3. County Transportation Programs 4. Economic Development
	Other Roads Right of Way	1. Other Roads 2. Other Roads Advance Corridor Acquisition 3. Other Advance Corridor Acquisition
Public Transportation <ul style="list-style-type: none"> • Aviation • Transit • Rail • Intermodal Access • Seaport Development 	Aviation	1. Airport Improvement 2. Land Acquisition 3. Planning 4. Discretionary Capacity Improvements
	Transit	1. Transit Systems 2. Transportation Disadvantaged - Department 3. Transportation Disadvantaged - Commission 4. Other 5. Block Grants 6. New Starts Transit
	Rail	1. High Speed Rail 2. Passenger Service 3. Rail/Highway Crossings 4. Rail Capital Improvements/Rehabilitation
	Intermodal Access	None
	Seaport Development	None
	SUN Trail	None

NON-CAPACITY	PROGRAMS	SUBPROGRAMS
Safety	Safety	1. Highway Safety 2. Rail/Highway Crossings (discontinued) 3. Grants
Resurfacing	Resurfacing	1. Interstate 2. Arterial & Freeway 3. Off-System 4. Turnpike
Bridge	Bridge	1. Repair - On System 2. Replace - On System 3. Local Bridge Replacement 4. Turnpike
	II. PRODUCT SUPPORT	
Product Support		A. Preliminary Engineering (<i>all</i>) B. Construction Engineering Inspection (<i>all</i>) C. Right-of-Way Support (<i>all</i>) D. Environmental Mitigation E. Materials & Research (<i>all</i>) F. Planning & Environment (<i>all</i>) G. Public Transportation Operations
	III. OPERATIONS & MAINTENANCE	
Operations & Maintenance		A. Operations & Maintenance (<i>all</i>) B. Traffic Engineering & Operations (<i>all</i>) C. Toll Operations (<i>all</i>) D. Motor Carrier Compliance
	IV. ADMINISTRATION	
Administration		A. Administration (<i>all</i>) B. Fixed Capital Outlay (<i>all</i>) C. Office Information Systems

Notes:

- (*all*) refers to all levels of subprogram detail below the one shown in this table.
- Program and Resource Plan category "V. OTHER" is related to the "TOTAL BUDGET" and was included in the 2040 Revenue Forecast as "Other" (i.e., not as a "Program").

Appendix B: Leveraging, Cash Flow, and Other Transportation Finance Tools

Metropolitan areas are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing. It should be noted that debt financing, borrowing implementation funds to be paid back from future revenues, should be analyzed carefully before deciding to use it to fund projects. There are tradeoffs between building a project earlier than would otherwise be the case and increased costs from interest and other expenses required to finance projects this way.

Several such sources or techniques are available because of state and federal laws. Concurrence of the Department, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with the Department before including these sources and techniques in its long range plan.

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects concludes this appendix.

Federal/State Transportation Finance Tools

Federal law allows several methods of transportation finance that provide opportunities to leverage federal transportation funds. Most of the tools can be applied in more than one state program. The tools are not identified separately in the Program and Resource Plan, but the Department has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

State Infrastructure Bank (SIB)

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the federal-funded SIB account (capitalized by federal money and matched with appropriate state funds as required by law); and the state-funded SIB (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program Instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See <http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm>).

Advance Construction (AC)

States can initially use state funds to construct projects that may eventually be reimbursed with federal funds. These are state funds used to finance projects in anticipation of future federal apportionments. Subsequently, authorized by [Title 23 U.S.C. 120\(j\)\(1\)](#), the state can obligate federal-aid funds to reimburse the federal share of those projects (i.e., the share that was initially funded with state dollars). This is a way to construct federal-aid projects sooner than if Florida had to wait for future federal funding obligations before construction could begin. Florida has used this financing tool for many years to advance the construction of needed projects. AC has a greater impact on the timing of project construction than on the amount of federal funds.

Flexible Match

Federal law allows private funds, materials or assets (e.g., right of way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost meeting eligibility standards and be within the project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

Toll Credits (Soft Match)

Federal law permits the use of certain toll revenue expenditures as a credit toward the non-federal share of transportation projects, as authorized by [Title 23 U.S.C. 120](#). For example, the Turnpike is paid for with tolls, but it is eligible for federal aid. A toll credit is a credit from the federal government for the unused federal matching funds that could have been requested for Turnpike construction. This credit can be used instead of state or local funds to meet federal match requirements for other transportation projects, including transit.

Such credits free up state or local funds for other uses, that otherwise would have been used to match federal aid. Toll credits can only be used for transportation capital investments (e.g., highway construction, buses).

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Federal law authorizes the United States Department of Transportation (USDOT) to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state department of transportation, transit operators, special authorities, local governments, private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under [TIFIA](#).

State Transportation Finance Tools

Florida law establishes several programs that allow the state, local governments and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local

governments and transportation authorities with pre-construction activities on potential toll facilities, and to assist with state economic development.

Local Fund Reimbursement

Local Fund Reimbursement (LFR) are local funds used to advance a project in the adopted work program. Local entities provide the funding for specific projects in advance and will be reimbursed in the future. The reimbursement will come in the year the project was initially funded in the adopted Work Program. Local governments can contribute cash, goods and/or services to the Department to initiate projects sooner than scheduled in the Work Program.

[Section 339.12, F.S.](#), authorizes the local government reimbursement program. It allows projects in the adopted Five Year Work Program to be advanced, subject to a statewide \$250 million cap on commitments. There are statutory exceptions to the \$250 million cap as described in the above referenced statute.

Economic Development Program

The Non-SIS Highways Construction & ROW Program contains an Economic Development sub-program. It is administered by FDOT, in cooperation with the Department of Economic Opportunity. The Program may provide funds for access roads and highway improvements for new and existing businesses and manufacturing enterprises that meet certain criteria.

For the purposes of MPO plan updates, it has been assumed that the metropolitan area's statutory share of these funds will be available for transportation improvements and is a part of the funds in the estimate of Non-SIS Highways Construction & Right of Way provided to the MPO. MPOs should not consider the Economic Development sub-program as a revenue source separate from, or in addition to, the estimates provided by the Department for the 2045 Revenue Forecast.

Future Toll Facility Projects in Metropolitan Long Range Transportation Plans

FDOT, primarily through the Turnpike Enterprise, and local expressway authorities are currently engaged in studies of the feasibility of new toll facilities or extensions of existing facilities. If a MPO desires to include future toll facility projects in its long range plan beyond those currently included in the FDOT SIS Cost Feasible Plan (CFP), the MPO should coordinate with Turnpike Enterprise and possibly local authority staff to determine if these facilities should be included in the plan (possibly as *illustrative* projects). Issues to be considered include:

- Local/regional support of elected officials and the public for the project;
- Environmental, socio-economic and related impacts of the project;
- Consistency with affected local comprehensive plans; and
- Economic feasibility of the project (costs, revenues, debt service coverage, value for money analysis which compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that the public good has been protected, etc.)

FDOT's experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility (e.g., urban, rural). However, each project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional considerations to MPOs that are interested in including future toll facility projects in their cost feasible long range plans:

- For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs, particularly for right of way, are much higher than in other areas;
- For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than total project cost.

For the purposes of the metropolitan long range plan, MPOs should document the amount and availability of revenues from other sources expected to be available to finance the project cost. Other sources may potentially include local revenue sources, Non-SIS Highways Construction & ROW funds from the 2045 Revenue Forecast, and private sector contributions. FDOT encourages MPOs to consult with the Turnpike Enterprise and/or local authority for technical assistance on preparing early analyses for possible toll facilities in the cost feasible long range plan.

Appendix C: Other Information

Inflation Factors

Consistent with federal planning regulations [23 CFR 450.324(f)(11)] and *Financial Guidelines for MPO 2045 Long Range Plans* to be adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in early 2017, the 2045 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from “Present Day Cost” dollars (typically 2015 or 2016 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department’s forecast to YOE dollars, depending on how those revenue estimates were developed.

Adjusting Project Costs

In order to balance project costs against the revenue estimates from the 2045 Revenue Forecast, costs and revenues need to be expressed using the same base year. Project cost estimates are typically expressed in “present day costs” (i.e., year that the project costs were developed, such as 2015), which are based on the value of money today and not adjusted for inflation.

Table 8 will assist MPOs in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in fiscal year 2015 dollars and the project is planned to be implemented in the 2026 to 2030 time period, the MPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 8 are based on the Department’s inflation factors associated with the FY 2018-2022 Work Program and previous work programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are shown in Table 8 because needed project cost estimates are likely to be denominated in dollars of one of those years. If subsequent project cost estimates are developed denominated in fiscal years 2019, 2020 or 2021, the table can be updated.

As a detailed example, consider a desired project for which a cost estimate was generated by local government in FY 2015. The annual inflation rates in the lower part of Table 8 can be used to convert local cost estimates prepared in “today’s” dollars to YOE dollars. When the cost estimate is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

$$\text{2021 dollars} = (\text{2015 dollars}) * (\mathbf{1.030}) * (\mathbf{1.027}) * (\mathbf{1.025}) * (\mathbf{1.027}) * (\mathbf{1.028}) * (\mathbf{1.026})$$

(for 2016) (for 2017) (for 2018) (for 2019) (for 2020) (for 2021)

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

Table 8 Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars by Time Bands

Time Period for Planned Project or Project Phase Implementation	Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars			
	Project Cost in 2015 PDC \$*	Project Cost in 2016 PDC \$*	Project Cost in 2017 PDC \$*	Project Cost in 2018 PDC \$*
2024-2025 (2 Year Period)	1.29	1.25	1.22	1.19
2026-2030	1.43	1.39	1.35	1.32
2031-2035	1.69	1.64	1.59	1.55
2036-2045	2.22	2.16	2.10	2.05

Table 9 Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars for Each Individual Year

Multipliers are based on the following annual inflation estimates:				
	<u>From</u>	<u>To</u>	<u>Annual Rate</u>	
	<u>2015 Dollars</u>	<u>2016 Dollars</u>	<u>3.0%</u>	
	<u>2016 Dollars</u>	<u>2017 Dollars</u>	<u>2.7%</u>	
	<u>2017 Dollars</u>	<u>2018 Dollars</u>	<u>2.5%</u>	
	<u>2018 Dollars</u>	<u>2019 Dollars</u>	<u>2.7%</u>	
	<u>2019 Dollars</u>	<u>2020 Dollars</u>	<u>2.8%</u>	
	<u>2020 Dollars</u>	<u>2021 Dollars</u>	<u>2.6%</u>	
	<u>2021 Dollars</u>	<u>2022 Dollars</u>	<u>2.5%</u>	
	<u>2022 Dollars</u>	<u>2023 Dollars</u>	<u>2.7%</u>	
	<u>2023 Dollars</u>	<u>2024 Dollars</u>	<u>2.8%</u>	
	<u>2024 Dollars</u>	<u>2025 Dollar</u>	<u>2.9%</u>	
	<u>2025 Dollars</u>	<u>2026 Dollars</u>	<u>3.0%</u>	
	<u>2026 Dollars</u>	<u>2027 Dollars</u>	<u>3.1%</u>	
	<u>2027 Dollars</u>	<u>2028 Dollars</u>	<u>3.2%</u>	
	<u>2028 Dollars</u>	<u>2029 Dollars</u>	<u>3.3%</u>	
	<u>2029 Dollars</u>	<u>2030 Dollars and beyond</u>	<u>3.3 % each year</u>	

* "PDC \$" means "Present Day Cost"

Relationship of Construction and ROW Costs

The Department experiences extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1991-92, district right-of-way programs have ranged from as low as 4% of construction costs to more than 30% and, in rare instances, have exceeded construction costs.

MPOs should work with their district office for more information on right of way costs (see the FDOT website at <http://www.dot.state.fl.us/planning/policy/costs/>).

The 2045 Revenue Forecast contains estimates for combined construction and right of way funding. For planned construction projects, MPOs are requested to work with district staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the district to estimate right-of-way costs. For example, if the estimated construction cost of a project is \$40 million and the district has established a right-of-way/construction ratio of 25%, then the total cost for construction and right-of-way is \$50 million (\$40 + \$10).

Appendix D: Glossary

Capacity Programs: Major FDOT programs that expand the capacity of existing transportation systems including the following statewide programs: SIS Highways Construction and Right-of-Way and Public Transportation programs. This category also includes 'Non-SIS Highways Construction and Right-of-Way' and Transit.

Charter County and Regional Transportation Surtax: A local discretionary sales tax that allows each charter county with an adopted charter, each county the government of which is consolidated with that of one or more municipalities, and each county that is within or under an interlocal agreement with a regional transportation or transit authority created under Ch. 343 or 349, F.S., to levy at a rate of up to 1 percent. Generally, the tax proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.

Concession Revenues: Non-toll revenues generated from concession contracts entered into by the Turnpike, such as the Service Plaza concession contract.

Constitutional Fuel Tax: A state tax of two cents per gallon of motor fuel. The first call on the proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds.

Cost Feasible Plan (CFP): A phased plan of transportation improvements that is based on (and constrained by) estimates of future revenues.

County Fuel Tax: A county tax of 1 cent per gallon. The proceeds are to be used by counties for transportation-related expenses, including the reduction of bonded indebtedness incurred for transportation purposes.

Discretionary Sales Surtaxes: These taxes include eight separate surtaxes, also known as local option sales taxes, are currently authorized in law and represent potential revenue sources for county governments generally. These surtaxes apply to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions, and other transactions authorized pursuant to Ch. 212, F.S., and communications services as defined for purposes of Ch. 202, F.S. The total potential surtax rate varies from county to county depending on the particular surtaxes that can be levied in that jurisdiction.

Documentary Stamps Tax: This tax is levied on documents, as provided under Chapter 201, Florida Statutes. Documents subject to this tax include, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness.

Fixing America's Surface Transportation Act (FAST) Act: Authorization of the federal surface transportation programs for highways, highway safety and transit for the five-year period 2016-2020.

Florida's Turnpike Enterprise (FTE): Florida's Turnpike Enterprise, part of the Florida Department of Transportation, oversees a 483-mile system of limited-access toll highways.

General Obligation Bonds: A municipal bond backed by the credit and taxing power of the issuing jurisdiction rather than the revenue from a given project.

Intelligent Transportation System (ITS): A wide range of advanced technologies and ideas, which, in combination, can improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): Legislative initiative by U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places an increased emphasis on public participation and transportation alternatives. (FHWA)

Local Option Fuel Taxes: County governments are authorized to levy up to 12 cents of local option fuel taxes in the form of three separate levies. The first is a tax of 1 cent on every net gallon of motor and diesel fuel sold within a county known as the Ninth-Cent Fuel Tax. The second is a tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold within a county. The third tax is a 1 to 5 cents levy upon every net gallon of motor fuel sold within a county, and diesel fuel is not subject to this tax. A local government may pledge any of its revenues from the tax to repay state bonds issued on its behalf and, in addition, may use such revenues to match state funds in the ratio 50%/50% for projects on the State Highway System, or for other road projects which would alleviate congestion on the State Highway System.

Long-Range Transportation Plan (LRTP): A long range, 20-year, strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every three years and may be amended as a result of changes in projected federal, state and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies.

Managed Lane Networks: In Florida, express lanes are a type of managed lane where congestion is managed with pricing, access, eligibility and dynamic tolling. Express lanes are implemented to address existing congestion, enhance transit services, accommodate future regional growth and development, enhance hurricane and other emergency evacuation and improve system connectivity between key limited access facilities.

Metropolitan Planning Organization (MPO): An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions.

Metropolitan Planning Organization Advisory Council (MPOAC): A statewide organization created by the Florida Legislature to augment the role of the individual Metropolitan Planning Organizations in the cooperative transportation planning process. The MPOAC assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy decisions.

Municipal Fuel Tax: This one-cent fuel tax is one of the revenue sources that fund the Municipal Revenue Sharing Program. Municipalities must use the funds derived from this tax for transportation-related expenditures.

New Starts Transit Program: Established by the 2005 Florida Legislature to assist local governments in developing and constructing fixed-guideway and bus rapid transit projects to accommodate and manage urban growth and development.

Ninth-cent Fuel Tax: A tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. The proceeds are used to fund specified transportation expenditures.

Non-capacity programs: FDOT programs designed to support, operate, and maintain the state transportation system including safety; resurfacing; bridge; product support; operations and maintenance; and administration.

Off-System Funds: Funds used for a project that is not on the State Highway System (SHS).

Performance Measures: A metric directly tied to achieving a goal or objective or used in a decision making process; or an indicator or context measure which is used to identify relevant background conditions and trends.

Program and Resource Plan (PRP): A 10-year plan that provides planned commitment levels for each of the department's programs. It guides program funding decisions to carry out the goals and objectives of the Florida Transportation Plan

Revenue: Income received.

Revenue Forecast: A forecast of State and Federal funds projected to be available for the FDOT Work Program for the long range (at least 20 years). The Revenue Forecast is usually prepared once every 5 years to help define funding available for the Systems Implementation Office Cost Feasible Plan (CFP) and to assist MPOs in fulfilling Federal requirements for their Long Range Transportation Plans (LRTPs).

Small County Outreach Program (SCOP): A program that allows municipalities and communities in Rural Areas of Opportunity designated under Section 288.0656(7)(a), Florida Statutes to request funding for qualifying projects under a special appropriation of \$9 million.

State Imposed Motor Fuel Taxes: Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: the Constitutional Fuel Tax (2 cents); the County Fuel Tax (1 cent); and the Municipal Fuel Tax (1 cent).

Statutory Formula: Formula used that is made up of equal parts population and motor fuel tax collections.

Strategic Intermodal System (SIS): Florida's transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Surface Transportation Program (STP): Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

TALL funds: Funding distribution code used by FDOT for a Transportation Alternatives Program project in areas of the State other than urban areas with a population greater than 5,000 but no more than 200,000.

TALN funds: Funding distribution code used by FDOT for a Transportation Alternatives Program project in areas of the State other than urban areas with a population of 5,000 or less.

TALT funds: Funding distribution code used by FDOT for a Transportation Alternatives Program project in any area of the State, not based on population.

TALU funds: Funding distribution code used by FDOT for a Transportation Alternatives Program project in urbanized areas of the State with an urbanized area population greater than 200,000.

Transportation Alternatives Funds: Funds from the Transportation Alternatives Program (TAP).

Transportation Alternatives Program (TAP): Federally-funded community-based projects that expand travel choices and improve the transportation experience by improving the cultural, historic, and environmental aspects of transportation infrastructure. Focuses on improvements that create alternatives to transportation for the non-motorized user and enhancements to the transportation system for all users.

Transportation Demand Management (TDM): Programs designed to reduce demand for transportation through various means, such as the use of transit and of alternative work hours.

Transportation Improvement Program (TIP): Short-term (three to five years) plan of approved policies developed by an MPO for a jurisdiction that is fiscally constrained.

Transportation Management Area (TMA): Urbanized areas with a population over 200,000 are designated as Transportation Management Areas (TMAs). These areas are subject to special planning and programming requirements.

Transportation Regional Incentive Program (TRIP): Created to improve regionally significant transportation facilities in "regional transportation areas". State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Transportation System Management and Operations (TSM&O): An integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system.

Work Program (Adopted): The five-year listing of all transportation projects planned for each fiscal year by the Florida Department of Transportation, as adjusted for the legislatively approved budget for the first year of the program.

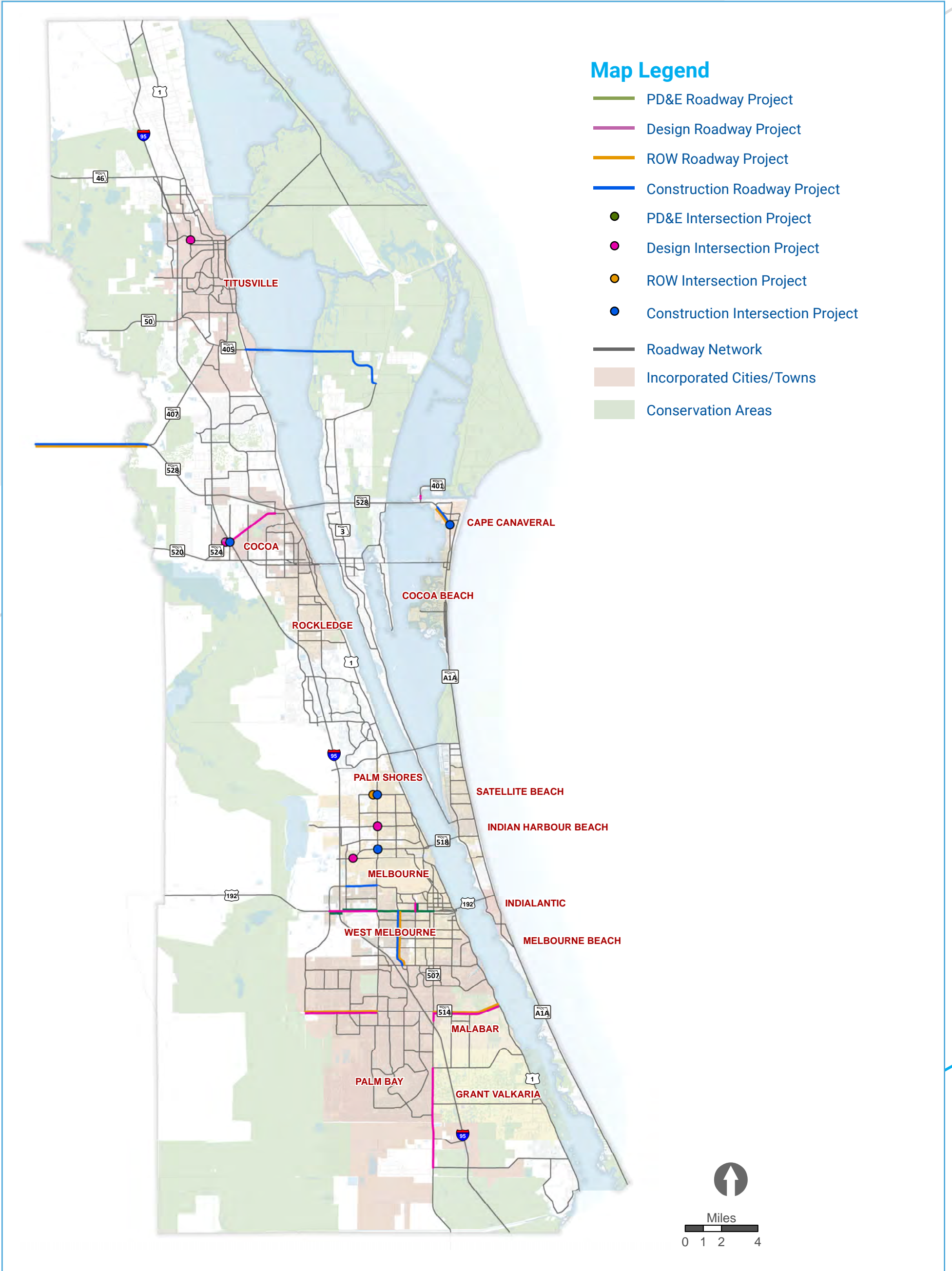
Work Program (Tentative): The 5-year listing of all transportation projects planned for each fiscal year which is developed by the central FDOT office based on the district work programs.

Year of Expenditure Dollars: Dollars that are adjusted for inflation from the present time to the expected year of construction.

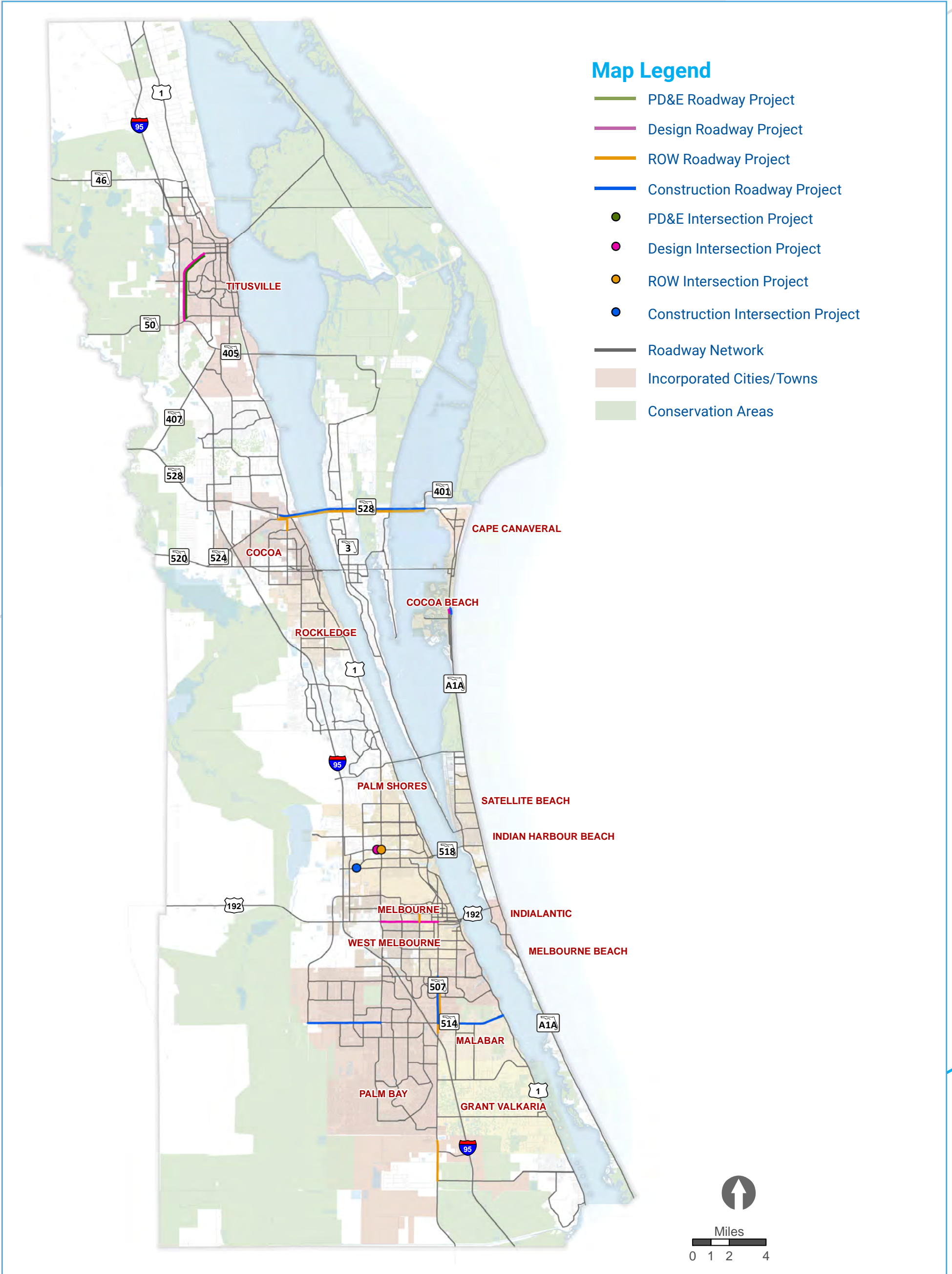


Appendix M Cost Feasible Plan

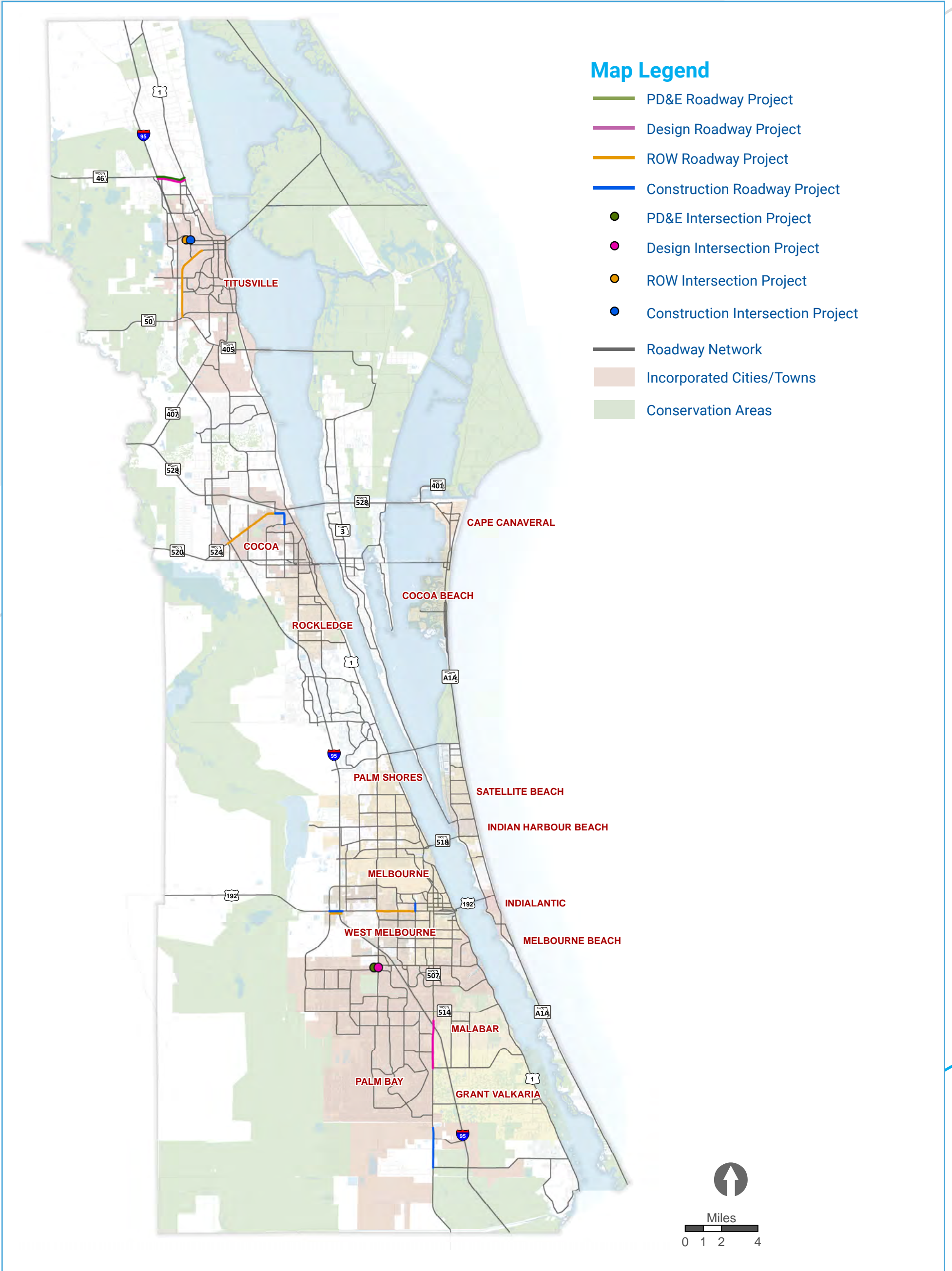
2026-2030 CFP Projects



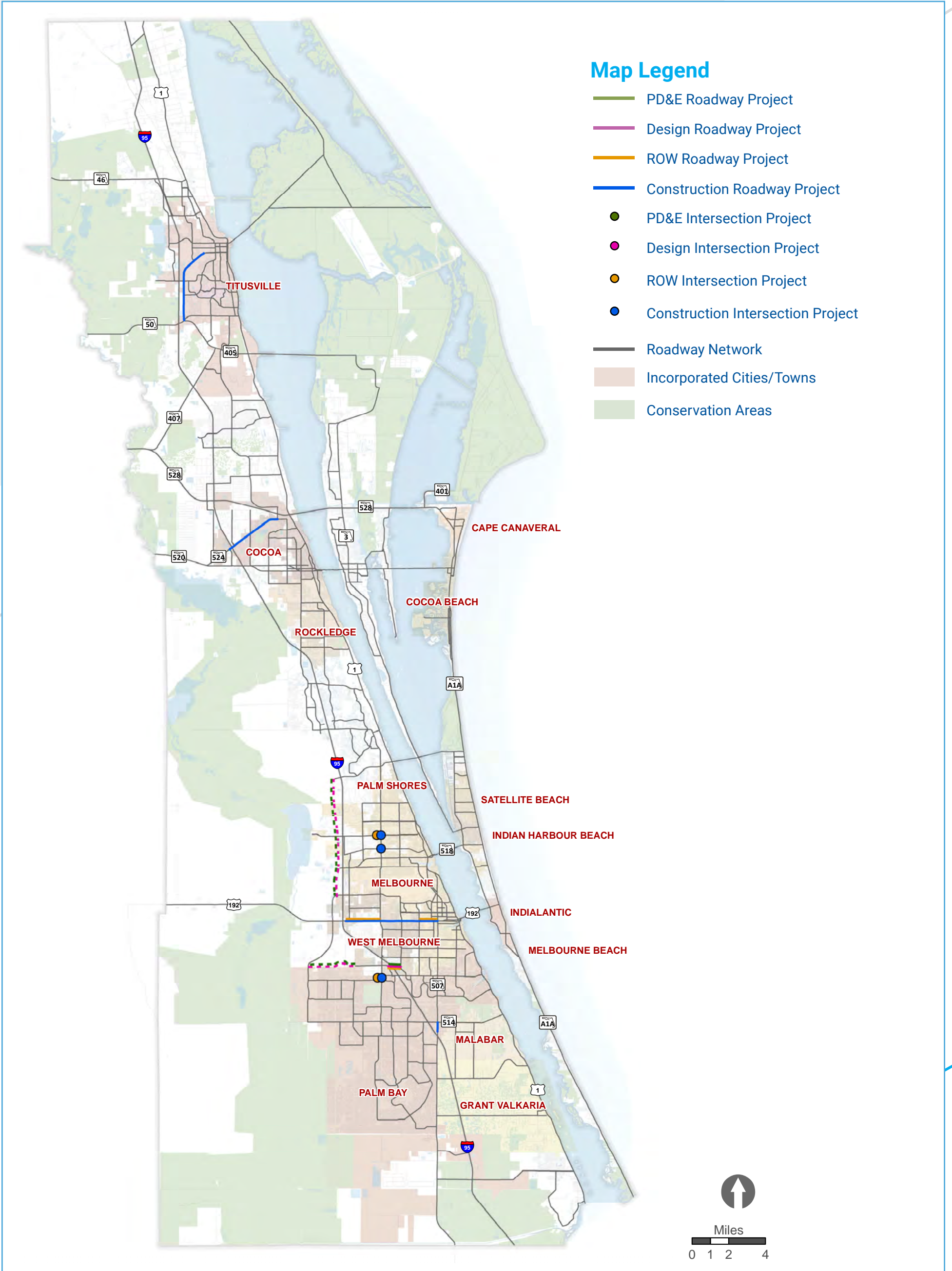
2031-2035 CFP Projects



2036-2040 CFP Projects



2041-2045 CFP Projects



2045 Long Range Transportation Plan



Priority BICYCLE Corridors from the Bicycle & Pedestrian Master Plan

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Past or Ongoing Study	Start Point of Bike Improvement	End Point of Bike Improvement	Bicycle Improvements Prioritization Rank	Bicycle Improvement Project No.	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	Unincorporated			No	Western End of Humphrey Bridge	Eastern End of Humphrey Bridge	1	B1			
50	SR 3 (N. Courtenay Parkway)		SR 520 (Merritt Island Causeway)	Unincorporated			Yes	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	2	B2			
118	Babcock Street	US 192 (New Haven Avenue)	US 1 (Harbor City Boulevard)	Melbourne			No	Hibiscus Boulevard	US 1 (Harbor City Boulevard)	3	B3			
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			No	Barna Avenue	SR 406 (Garden Street)	4	B4			
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated	Melbourne Beach	Indianalantic	No	Ocean Avenue	US 192 (5th Avenue)	5	B5			
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		Yes	Palm Bay Road	US 192 (New Haven Avenue)	6	B6			
69	SR 501 (Clearlake Road)	SR 520 (King Street)	Michigan Avenue	Unincorporated	Cocoa		Yes	SR 520 (King Street)	Michigan Avenue	7	B7			
85	Murrell Road	Wickham Road	Barton Boulevard	Rockledge	Unincorporated		No	Wickham Road	Barton Boulevard	8	B8			
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	Melbourne	Unincorporated		No	US 192 (Strawbridge Avenue)	Sarno Road	9	B9			
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay	Unincorporated	No	Palm Bay Road	US 1 (Harbor City Boulevard)	10	B10			
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville			No	S Of SR 405 (Columbia Boulevard)	Grace Street	11	B11			
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Evans Road	US 1 (Harbor City Boulevard)	12	B12			
110	Apollo Boulevard	Fee Avenue	Sarno Road	Melbourne			No	Fee Avenue	Babcock Street	13	B13			
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay	Unincorporated		Yes	RJ Conlan Boulevard	US 1 (Dixie Highway)	14	B14			
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	15	B15			
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Titusville			Yes	I-95	US 1 (NB S Washington Avenue)	16	B16			
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Wickham Road	US 1 (Harbor City Boulevard)	17	B17			
190	Wickham Road	Sarno Road	Parkway Drive	Melbourne			Yes	Sarno Road	Parkway Drive	18	B18			
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	Melbourne	Unincorporated		No	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	19	B19			
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Titusville			Yes	SR 50 (Cheney Highway)	Grace Street	20	B20			
73	Dixon Boulevard	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa			No	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	21	B21			
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	Lake Drive	22	B22			
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	23	B23			
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Rockledge	Cocoa		Yes	Barton Boulevard	SR 520 (King Street)	24	B24			
189	Wickham Road	Nasa Boulevard	Sarno Road	Melbourne	West Melbourne	Unincorporated	No	Nasa Boulevard	Sarno Road	25	B25			
174	San Filippo Drive	De Groot Road	Malabar Road	Palm Bay			No	Degroot Road	Jupiter Boulevard	26	B26			
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Pinecone Road	US 1 (Harbor City Boulevard)	27	B27			
124	SR 518 (Eau Gallie Boulevard)	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			No	Wickham Road	US 1 (Harbor City Boulevard)	28	B28			
303	Harrison Street	Knox Mcrae Drive	US 1 (S Washington Street)	Titusville			No	Park Avenue	US 1 (S Washington Street)	29	B29			
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	Melbourne			Yes	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	30	B30			
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Wickham Road	Stewart Avenue	31	B31			
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	Titusville	Unincorporated		No	Grissom Parkway	US 1 (S Washington Avenue)	32	B32			
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			No	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	33	B33	Safety	Goal 1: Improve Safety and Security for All Users	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	Unincorporated			No	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	34	B34			
157	Minton Road	Jupiter Boulevard	Palm Bay Road	Palm Bay			No	Jupiter Boulevard	Malabar Road	35	B35			
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	Unincorporated			No	SR 404 (Pineda Causeway)	Fortenberry Road	36	B36			
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	Unincorporated	Cocoa		No	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	37	B37			
58	S Tropical Trail	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	Unincorporated			No	S Courtenay Parkway	SR 520 (Merritt Island Causeway)	38	B38			
302	Deleon Avenue	Harrison Street	SR 406 (Garden Street)	Titusville			No	Harrison Street	SR 406 (Garden Street)	39	B39			
317	School Street	Lake Drive	Wilson Avenue	Cocoa	Unincorporated		No	Lake Drive	Wilson Avenue	40	B40			
123	SR 518 (Eau Gallie Boulevard)	I-95	Wickham Road	Melbourne	Unincorporated		No	I-95	Wickham Road	41	B41			
54	Plumosa Street	Cone Road	Merritt Avenue	Unincorporated			No	Cone Road	Merritt Avenue	42	B42			
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	Unincorporated			Yes	Fortenberry Road	SR 520 (Merritt Island Causeway)	43	B43			
165	SR 404 (Pineda Causeway)	I-95	US 1	Unincorporated	Palm Shores		No	W Of Fringetree Lane	US 1	44	B44			
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	Cocoa Beach	Unincorporated		No	S Banana River Drive	SR A1A (N Atlantic Avenue)	45	B45			
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa	Unincorporated		Yes	Michigan Avenue	Industry Road	46	B46			
125	SR 518 (EB Montral Avenue)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	US 1 (Harbor City Boulevard)	Pineapple Avenue	47	B47			
188	Wickham Road	US 192 (New Haven Avenue)	Nasa Boulevard	West Melbourne	Unincorporated		No	US 192 (New Haven Avenue)	Nasa Boulevard	48	B48			
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	Unincorporated			No	Grissom Parkway	US 1 (N Cocoa Boulevard)	49	B49			
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	Melbourne	Indian Harbour Beach	Unincorporated	Yes	South Patrick Drive	SR A1A	50	B50			
126	SR 518 (WB Eau Gallie Boulevard)	US 1 (Harbor City Boulevard)	SR 518 (Eau Gallie Causeway)	Melbourne			No	US 1 (Harbor City Boulevard)	Highland Avenue	51	B51			
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	West Melbourne	Unincorporated	No	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	52	B52			
41	Cone Road	S Tropical Trail	Kemp Street	Unincorporated			No	S Tropical Trail	Kemp Street	53	B53			
331	Eldron Boulevard	Bayside Lakes Blvd	Americana Boulevard	Palm Bay			No	Bayside Lakes Boulevard	Americana Boulevard	54	B54			
47	Merritt Avenue	SR 3 (N Courtenay Parkway)	Sykes Creek Parkway	Unincorporated			No	Plumosa Street	Sykes Creek Parkway	55	B55			
322	Bayside Lakes Boulevard	De Groot Road	Dateland Road	Palm Bay			No	Degroot Road	Walden Boulevard	56	B56			
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay			No	SR 507 (Babcock Street)	US 1 (Dixie Highway)	57	B57			
89	Range Road	Pluckebaum Road	Rosetine Street	Unincorporated	Cocoa		No	Pluckebaum Road	Rosetine Street	58	B58			
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	Titusville	Unincorporated		No	SR 405 (South Street)	SR 46 (W Main Street)	59	B59			
11	Grissom Parkway	Port St. John Parkway	Kings Highway	Unincorporated			No	Port St. John Parkway	Kings Highway	60	B60			
200	Oak Street	SR A1A	Ocean Avenue	Melbourne Beach	Unincorporated		No	SR A1A	Ocean Avenue	61	B61			
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	Unincorporated	Palm Bay		No	Babcock Street	US 1 (Dixie Highway)	62	B62			
205	SR 513 (S Patrick Drive)	SR 518 (Eau Gallie Boulevard)	Banana River Drive	Indian Harbour Beach	Unincorporated		No	SR 518 (Eau Gallie Boulevard)	Banana River Drive	63	B63			
1	Barna Avenue	SR 405 (Columbia Boulevard)	Park Avenue	Titusville	Unincorporated		No	SR 405 (Columbia Boulevard)	Park Avenue	64	B64			
19	Old Dixie Highway	Garden Street	Parker Street	Titusville	Unincorporated		No	Lagrange Road	Parker Street	65	B65			
130	Emerson Drive	Malabar Road	Minton Road	Palm Bay			No	Malabar Road	Minton Road	66	B66			

2045 Long Range Transportation Plan



Priority BICYCLE Corridors from the Bicycle & Pedestrian Master Plan

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Past or Ongoing Study	Start Point of Bike Improvement	End Point of Bike Improvement	Bicycle Improvements Prioritization Rank	Bicycle Improvement Project No.	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
383	A. Max Brewer Memorial Parkway	Causeway	Max Brewer Memorial Parkway	Titusville	Unincorporated		No	Causeway	N Courtenay Parkway	67	867			
344	Melbourne Avenue	SR 507 (Babcock Street)	Front Street	Melbourne			No	SR 507 (Babcock Street)	Front Street	68	868			
4	Carpenter Road	Fox Lake Road	SR 46 (W Main Street)	Unincorporated	Titusville		No	Fox Lake Road	SR 46 (W Main Street)	69	869			
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	Titusville	Unincorporated		No	Kings Highway	SR 405 (Columbia Boulevard)	70	870			
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	Melbourne			No	Babcock Street	Oak Street	71	871			
10	Grissom Parkway	Industry Road	Port St. John Parkway	Unincorporated	Cocoa		No	Industry Road	Port St. John Parkway	72	872			
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	Palm Bay	Unincorporated		No	Palm Bay Road	US 1 (Dixie Highway)	73	873			
329	De Groot Road	San Filippo Drive	Jupiter Boulevard	Palm Bay			No	San Filippo Drive	Jupiter Boulevard	74	874			
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	Unincorporated			No	SR 528/SR A1A (Beachline Expressway)	Grant Road	75	875			
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	Unincorporated			Yes	SR 404 (Pineda Causeway)	S End Of One Way Pairs	76	876			
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	Titusville	Unincorporated		No	Fox Lake Park	Carpenter Road	77	877			
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	Unincorporated			No	Grant Road	SR 3 (N Courtenay Parkway)	78	878			
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	Cocoa	Rockledge		No	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	79	879			
351	Port Malabar Boulevard	SR 507 (Babcock Street)	Palm Bay Road	Palm Bay			No	Pebble Beach Avenue	SR 507 (Babcock Street)	80	880			
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	Titusville	Unincorporated		No	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	81	881			
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	Cocoa			No	SR 520 (King Street)	Dixon Boulevard	82	882			
382	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Kennedy Parkway	Unincorporated			No	A. Max Brewer Memorial Parkway	Kennedy Parkway	83	883			
187	Valkaria Road	Babcock Street	US 1	Grant Valkaria	Unincorporated		No	Babcock Street	US 1	84	884			
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	85	885			
146	Jupiter Boulevard	Malabar Road	Emerson Drive	Palm Bay			No	Malabar Road	Emerson Drive	86	886			
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	Melbourne	Unincorporated		No	SR 518 (Eau Gallie Boulevard)	Aurora Road	87	887			
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Unincorporated		No	Banana River Drive	SR 404 (Pineda Causeway)	88	888			
79	Friday Road	SR 520 (King Street)	SR 524	Cocoa	Unincorporated		No	SR 520 (King Street)	SR 524	89	889			
379	Courtenay Parkway	Kennedy Parkway	Volusia County Line	Unincorporated			No	Kennedy Parkway	Volusia County Line	90	890			
381	Kennedy Parkway	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	Unincorporated			No	Max Brewer Memorial Parkway	A. Max Brewer Memorial Parkway	91	891			
44	Hall Road	N Tropical Trail	SR 3 (N Courtenay Parkway)	Unincorporated			No	N Tropical Trail	SR 3 (N Courtenay Parkway)	92	892			
380	Grant Road	N Tropical Trail	N Courtenay Parkway	Unincorporated			No	N Tropical Trail	N Courtenay Parkway	93	893			
83	Michigan Avenue	Range Road	SR 501 (Clearlake Road)	Cocoa	Unincorporated		No	Range Road	SR 501 (Clearlake Road)	94	894			
64	Sykes Creek Parkway	Merritt Avenue	N Banana River Drive	Unincorporated			No	Old Audubon Road	N Banana River Drive	95	895			
16	Industry Road	SR 524/SR 501	Grissom Parkway	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	Grissom Parkway	96	896			

*Jurisdictions are local agencies with land area directly adjacent to roadway, not the local maintaining agency of the roadway

2045 Long Range Transportation Plan

Priority PEDESTRIAN Corridors from the Bicycle & Pedestrian Master Plan



Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Past or Ongoing Study	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Pedestrian Improvements Prioritization Rank	Pedestrian Improvement Project No.	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
60	SR 520 (Merritt Island Causeway)	Humphrey Bridge	S. Banana River Drive	Unincorporated			No	Humphrey Bridge	Intercoastal Waterway Park	1	P1			
209	SR A1A	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	Satellite Beach	Indian Harbour Beach	Unincorporated	No	SR 518 (Eau Gallie Boulevard)	SR 404 (Pineda Causeway)	2	P2			
50	SR 3 (N. Courtenay Parkway)	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			Yes	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	3	P3			
186	US 192 (Strawbridge Avenue)	SR 507 (Babcock Street)	New Haven Avenue	Melbourne	Unincorporated		No	Riverview Drive	New Haven Avenue	4	P4			
35	US 1 (N Cocoa Boulevard)	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	Unincorporated	Titusville	Cocoa	Yes	SR 528/SR A1A (Beachline Expressway)	SR 405 (Columbia Boulevard)	5	P5			
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			No	SR 405 (South Street)	Knox McRae Drive	6	P6			
207	SR A1A	Indian River County Line	US 192 (5th Avenue)	Unincorporated	Melbourne Beach	Indianlantic	No	Avenue B	US 192 (5th Avenue)	7	P7			
117	SR 507 (Babcock Street)	Palm Bay Road	US 192 (New Haven Avenue)	Melbourne	Palm Bay		Yes	Palm Bay Road	US 192 (New Haven Avenue)	8	P8			
324	Prospect Avenue/Lipscomb Street	Palm Bay Road	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay	Unincorporated	No	Palm Bay Road	US 1 (Harbor City Boulevard)	9	P9			
85	Murrell Road	Wickham Road	Barton Boulevard	Rockledge	Unincorporated		No	Barnes Boulevard	Gus Hipp Boulevard	10	P10			
181	US 1 (Harbor City Boulevard)	US 192 (Strawbridge Avenue)	Sarno Road	Melbourne	Unincorporated		No	Bon Air Avenue	Babcock Street	11	P11			
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville			No	SR 405 (Columbia Boulevard)	Knox Mcrae Drive	12	P12			
163	Palm Bay Road	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay	Unincorporated		Yes	Glenham Drive	US 1 (Dixie Highway)	13	P13			
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Woody Burke Drive	Babcock Street	14	P14			
94	SR 520 (EB) (King Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	Riveredge Boulevard	SR 520 (Humphrey Bridge)	15	P15			
190	Wickham Road	Sarno Road	Parkway Drive	Melbourne			Yes	Sarno Road	Parkway Drive	16	P16			
32	SR 406 (Garden Street)	I-95	US 1 (NB S Washington Avenue)	Titusville			Yes	I-95	US 1 (NB S Washington Avenue)	17	P17			
95	SR 520 (WB) (Willard Street)	US 1 (S Cocoa Boulevard)	SR 520 (Humphrey Bridge)	Cocoa	Unincorporated		Yes	SR 520 (EB) (King Street)	SR 520 (Humphrey Bridge)	18	P18			
171	Sarno Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Wickham Road	US 1 (Harbor City Boulevard)	19	P19			
15	Hopkins Avenue	SR 50 (Cheney Highway)	Grace Street	Titusville			Yes	SR 50 (Cheney Highway)	Grace Street	20	P20			
345	E New Haven Avenue	US 192 (New Haven Avenue)/Franklin Street	US 192 (Melbourne Causeway)	Melbourne	Unincorporated		No	Front Street	US 192 (Melbourne Causeway)	21	P21			
174	San Filippo Drive	De Groot Road	Malabar Road	Palm Bay			No	Degroot Road	Malabar Road	22	P22			
189	Wickham Road	Nasa Boulevard	Sarno Road	Melbourne	West Melbourne	Unincorporated	No	Nasa Boulevard	Fountainhead Boulevard	23	P23			
75	SR 519 (Fiske Boulevard)	Barton Boulevard	SR 520 (King Street)	Rockledge	Cocoa		Yes	Barton Boulevard	SR 520 (King Street)	24	P24			
168	Post Road	Pinecone Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Pinecone Road	Estancia Way	25	P25			
28	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	Titusville	Unincorporated		No	SR 50 (Cheney Highway)	US 1 (S Washington Avenue)	26	P26			
139	Hickory Street	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	Melbourne			Yes	US 192 (Strawbridge Avenue)	SR 508 (Nasa Boulevard)	27	P27			
113	Aurora Road	Wickham Road	US 1 (Harbor City Boulevard)	Melbourne			Yes	Wickham Road	Stewart Avenue	28	P28			
178	US 1	Indian River County Line	SR 514 (Malabar Road)	Grant Valkaria	Malabar	Unincorporated	No	Indian River County Line	SR 514 (Malabar Road)	29	P29			
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			No	Sandpiper Street	SR 528/SR A1A (Beachline Expressway)	30	P30			
55	S Courtenay Parkway/Tropical Trail	SR 404 (Pineda Causeway)	Fortenberry Road	Unincorporated			No	SR 404 (Pineda Causeway)	Cone Road	31	P31			
38	US 1 (SB S Hopkins Avenue)	SR 406 (Garden Street)	Grace Street	Titusville			Yes	SR 406 (Garden Street)	Grace Street	32	P32			
333	Florida Avenue	Hollywood Boulevard	Northview Street	Melbourne	West Melbourne	Unincorporated	No	Hollywood Boulevard	Northview Street	33	P33			
52	N Tropical Trail	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	Unincorporated			No	SR 520 (Merritt Island Causeway)	SR 3 (N Courtenay Parkway)	34	P34			
157	Minton Road	Jupiter Boulevard	Palm Bay Road	Palm Bay			No	Jupiter Boulevard	Malabar Road	35	P35			
102	US 1	SR 404 (Pineda Causeway)	Barnes Boulevard	Unincorporated			Yes	SR 404 (Pineda Causeway)	Barnes Boulevard	36	P36			
81	Lake Drive	SR 520 (King Street)/Cox Road	SR 520 (King Street)/Varr Avenue	Unincorporated	Cocoa		No	SR 501 (Clearlake Road)	SR 520 (King Street)/Varr Avenue	37	P37			
164	Parkway Drive	SR 520 (King Street)/Cox Road	US 1 (Harbor City Boulevard)	Melbourne	Unincorporated		No	Turtle Mound Road	Wickham Road	38	P38			
317	School Street	Lake Drive	Wilson Avenue	Cocoa	Unincorporated		No	Lake Drive	Wilson Avenue	39	P39			
5	Dairy Road	Carpenter Road	US 1	Titusville	Unincorporated		Yes	Singleton Avenue	Old Dixie Highway	40	P40			
179	US 1 (Dixie Highway)	SR 514 (Malabar Road)	RJ Conlan Boulevard	Palm Bay	Malabar	Unincorporated	No	SR 514 (Malabar Road)	RJ Conlan Boulevard	41	P41			
54	Plumosa Street	Cone Road	Merritt Avenue	Unincorporated			No	Cone Road	Merritt Avenue	42	P42			
177	University Boulevard	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	Melbourne	Palm Bay		No	SR 507 (Babcock Street)	US 1 (Harbor City Boulevard)	43	P43			
217	SR 520 (Cocoa Beach Causeway)	S Banana River Drive	SR A1A (N Atlantic Avenue)	Cocoa Beach	Unincorporated		No	S Banana River Drive	SR A1A (N Atlantic Avenue)	44	P44			
208	SR A1A	US 192 (5th Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	Indianlantic	Unincorporated	No	Grosse Pointe Avenue	SR 518 (Eau Gallie Boulevard)	45	P45			
176	Turtlemound Road	SR 518 (Eau Gallie Boulevard)	Pine Cone Road	Melbourne	Unincorporated		No	Aurora Road	Parkway Drive	46	P46			
197	SR 518 (Eau Gallie Boulevard)	SR 518 (Western End of Eau Gallie Causeway)	SR A1A	Melbourne	Indian Harbour Beach	Unincorporated	Yes	South Patrick Drive	SR A1A	47	P47			
112	Aurora Road	John Rodes Boulevard	Wickham Road	Unincorporated	Melbourne		No	John Rodes Boulevard	Wickham Road	48	P48			
41	Cone Road	S Tropical Trail	Kemp Street	Unincorporated			No	S Tropical Trail	Kemp Street	49	P49			
70	SR 501 (Clearlake Road)	Michigan Avenue	Industry Road	Cocoa	Unincorporated		Yes	Michigan Avenue	Industry Road	50	P50			
142	John Rodes Boulevard	US 192 (New Haven Avenue)	SR 518 (Eau Gallie Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Rodgers Place	SR 518 (Eau Gallie Boulevard)	51	P51			
56	S Courtenay Parkway	Fortenberry Road	SR 520 (Merritt Island Causeway)	Unincorporated			Yes	Fortenberry Road	SR 520 (Merritt Island Causeway)	52	P52			
200	Oak Street	SR A1A	Ocean Avenue	Melbourne Beach	Unincorporated		No	Driftwood Avenue	Ocean Avenue	53	P53			
156	Micco Road	Babcock Street	US 1 (Dixie Highway)	Unincorporated	Palm Bay		No	Babcock Street	US 1 (Dixie Highway)	54	P54			
10	Grissom Parkway	Industry Road	Port St. John Parkway	Unincorporated	Cocoa		No	Industry Road	Port St. John Parkway	55	P55			
11	Grissom Parkway	Port St. John Parkway	Kings Highway	Unincorporated			No	Port St. John Parkway	Bridge Road	56	P56			
22	Singleton Avenue	SR 405 (South Street)	SR 46 (W Main Street)	Titusville	Unincorporated		No	SR 405 (South Street)	Parrish Road	57	P57			
12	Grissom Parkway	Kings Highway	SR 405 (Columbia Boulevard)	Titusville	Unincorporated		No	Ranch Road	SR 405 (Columbia Boulevard)	58	P58			
51	SR 3 (N Courtenay Parkway)	SR 528/SR A1A (Beachline Expressway)	Space Commerce Way	Unincorporated			No	Grant Road	N Tropical Trail	59	P59			
159	Nasa Boulevard	Wickham Road	Eddie Allen Road	Melbourne	Unincorporated		No	Wickham Road	Eddie Allen Road	60	P60			
359	Weber Rd	Valkaria Road	SR 514 (Malabar Road)	Malabar	Grant Valkaria		No	Valkaria Road	SR 514 (Malabar Road)	61	P61			
43	Fortenberry Road	S Courtenay Parkway	Sykes Creek Parkway	Unincorporated			No	Imperial Street	Sykes Creek Parkway	62	P62			
132	Evans Road	US 192 (New Haven Avenue)	Nasa Boulevard	Unincorporated	Melbourne	West Melbourne	No	US 192 (New Haven Avenue)	Nasa Boulevard	63	P63			
9	Fox Lake Road	Fox Lake Park	SR 405 (South Street)	Titusville	Unincorporated		No	Carpenter Road	SR 405 (South Street)	64	P64			
29	SR 405 (South Street)	SR 50 (Cheney Highway)	Singleton Avenue	Titusville			No	SR 50 (Cheney Highway)	Fox Lake Road	65	P65			
169	RJ Conlan Boulevard	Palm Bay Road	US 1 (Dixie Highway)	Palm Bay	Unincorporated		No	Commerce Park Drive	US 1 (Dixie Highway)	66	P66			

2045 Long Range Transportation Plan



Priority PEDESTRIAN Corridors from the Bicycle & Pedestrian Master Plan

Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Past or Ongoing Study	Start Point of Pedestrian Improvement	End Point of Pedestrian Improvement	Pedestrian Improvements Prioritization Rank	Pedestrian Improvement Project No.	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
53	N Tropical Trail	Grant Road	SR 3 (N Courtenay Parkway)	Unincorporated			No	Grant Road	Entrance Drive (Tropical Trail Village)	67	P67	Safety	Goal 1: Improve Safety and Security for All Users	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
210	SR A1A (S Atlantic Avenue)	SR 404 (Pineda Causeway)	S End Of One Way Pairs	Unincorporated			Yes	Indian Bay Boulevard	SR 3 (N Courtenay Parkway)	68	P68			
187	Valkaria Road	Babcock Street	US 1	Grant Valkaria	Unincorporated		No	Babcock Street	Corey Road	69	P69			
20	Parrish Road	Holder Road	US 1	Unincorporated	Titusville		No	Singleton Avenue	Old Dixie Highway	70	P70			
103	US 1 (Rockledge Boulevard)	Barnes Boulevard	Eyster Boulevard	Rockledge	Unincorporated		Yes	Barnes Boulevard	Park Avenue	71	P71			
23	Sisson Road	SR 405 (Columbia Boulevard)	SR 50 (Cheney Highway)	Titusville	Unincorporated		No	SR 405 (Columbia Boulevard)	Little League Lane	72	P72			
88	Pluckebaum Road	Range Road	SR 519 (Fiske Boulevard)	Rockledge			No	Rumor Avenue	SR 519 (Fiske Boulevard)	73	P73			
62	Sykes Creek Parkway	Fortenberry Road	SR 520	Unincorporated			No	Fortenberry Road	SR 520	74	P74			
16	Industry Road	SR 524/SR 501	Grissom Parkway	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	Grissom Parkway	75	P75			
67	Barnes Boulevard	Murrell Road	US 1	Rockledge	Unincorporated		No	W Of Waterford Drive	US 1	76	P76			
2	Camp Road	Grissom Parkway	US 1 (N Cocoa Boulevard)	Unincorporated			No	Grissom Parkway	US 1 (N Cocoa Boulevard)	77	P77			
79	Friday Road	SR 520 (King Street)	SR 524	Cocoa	Unincorporated		No	Fleetwood Place	SR 524	78	P78			
84	Michigan Avenue	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	US 1 (N Cocoa Boulevard)	79	P79			
143	John Rodes Boulevard	SR 518 (Eau Gallie Boulevard)	Aurora Road	Melbourne	Unincorporated		No	SR 518 (Eau Gallie Boulevard)	Aurora Road	80	P80			
57	S Tropical Trail	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Unincorporated		No	Banana River Drive	SR 404 (Pineda Causeway)	81	P81			
348	Pine Cone Road	Turtle Mound Road	Post Road	Melbourne	Unincorporated		No	Turtle Mound Road	Post Road	82	P82			
380	Grant Road	N Tropical Trail	N Courtenay Parkway	Unincorporated			No	N Tropical Trail	N Courtenay Parkway	83	P83			

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2045 Long Range Transportation Plan

Priority SIDEWALK GAP Corridors from the Bicycle & Pedestrian Master Plan



Corridor ID	Road Name	Corridor Road Start	Corridor Road End	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Past or Ongoing Study	Start Point of Sidewalk Gap Improvement	End Point of Sidewalk Gap Improvement	Sidewalk Gaps Improvements Prioritization Rank	Sidewalk Gaps Improvement Project No.	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
307	Park Avenue	SR 405 (South Street)	SR 406 (Garden Street)	Titusville			No	S of Ravenswood Drive	Harrison Street	1	SG1	Safety	Goal 1: Improve Safety and Security for All Users	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
							Vista Terrace	Barna Avenue						
							Tropic Street	SR 406 (Garden Street)						
206	SR 513 (S Patrick Drive)	Banana River Drive	SR 404 (Pineda Causeway)	Indian Harbour Beach	Satellite Beach	Unincorporated	No	Neptune Drive	Coral Reef Drive	2	SG2			
							Ocean Boulevard	SR 404 (Pineda Causeway)						
36	US 1 (S Washington Avenue)	SR 405 (Columbia Boulevard)	Grace Street	Titusville			No	Knox McRae Drive	Grace Street	3	SG3			
110	Apollo Boulevard	Fee Avenue	Sarno Road	Melbourne			No	Fee Avenue	Babcock Street	4	SG4			
138	Hibiscus Boulevard	Evans Road	US 1 (Harbor City Boulevard)	Melbourne	West Melbourne	Unincorporated	No	Evans Road	Just W of Gateway Drive	5	SG5			
							Medical Park Drive	US 1 (Harbor City Boulevard)						
27	SR 50 (Cheney Highway)	I-95	US 1 (S Washington Avenue)	Titusville			No	I-95	SR 405 (Columbia Boulevard)	6	SG6			
191	Wickham Road	Parkway Drive	SR 404 (Pineda Causeway)	Melbourne	Unincorporated		No	Conservation Place	Summer Brook Street	7	SG7			
								S of Pineda Crossing Drive	N of Deer Lakes Drive	8	SG8			
86	Peachtree Street	SR 501 (Clearlake Road)	Forrest Avenue	Cocoa	Unincorporated		No	SR 501 (Clearlake Road)	Lake Drive					
305	Knox Mcrae Drive	US 1 (S Washington Avenue)	Fox Hall Road	Titusville			No	Rosehill Avenue	Jupiter Avenue	9	SG9			
140	Hollywood Boulevard	Riviera Drive	US 192 (New Haven Avenue)	West Melbourne	Palm Bay	Unincorporated	Yes	Imagine Way	Eber Boulevard	10	SG10			
							Henry Avenue	US 192 (New Haven Avenue)						
300	Country Club Drive	S Park Avenue	US 1 (S Washington Avenue)	Titusville			No	S Park Avenue	Nicklaus Drive	11	SG11			
							Raney Road	US 1 (S Washington Avenue)						
49	N Banana River Drive	SR 520 (Merritt Island Causeway)	SR 528/SR A1A (Beachline Expressway)	Unincorporated			No	In front of BP Gas Station on E side, just N of SR 520	In front of BP Gas Station on E side, just N of SR 520	12	SG12			
							Inside triangle area where N Banana River, Sykes Creek Parkway, and Triangle Road meet	Inside triangle area where N Banana River, Sykes Creek Parkway, and Triangle Road meet						
211	SR A1A (NB N Atlantic Avenue)	S End Of One Way Pairs	N End Of One Way Pairs	Cocoa Beach			Yes	N 3rd Street	N End of One Way Pairs	13	SG13			
3	Canaveral Groves Boulevard	Pine Street	US 1 (N Cocoa Boulevard)	Unincorporated			No	Grissom Parkway	Hess Avenue	14	SG14			
							Morris Avenue	Railroad Tracks						
212	SR A1A (SB N Orlando Avenue)	N End Of One Way Pairs	S End Of One Way Pairs	Cocoa Beach			Yes	S 7th Street	S 6th Street	15	SG15			
							N 4th Street	N End of One Way Pairs						
167	Port Malabar Boulevard	SR 507 (Babcock Street)	US 1 (Dixie Highway)	Palm Bay			No	Cable Lane	US 1 (Dixie Highway)	16	SG16			
323	Bulldog Boulevard/Sheridan Road	Babcock Street	Oak Street	Melbourne			No	Apollo Boulevard	Valentine Street	17	SG17			
316	Rosa Jones Drive	SR 519 (Fiske Boulevard)	US 1 (S Cocoa Boulevard)	Cocoa	Rockledge		No	Pond Access Road	US 1 (S Cocoa Boulevard)	18	SG18			
26	SR 50 (Cheney Highway)	Orange County Line	I-95	Titusville			No	Helen Hauser Boulevard	I-95	19	SG19			
76	Fiske Boulevard	SR 520 (King Street)	Dixon Boulevard	Cocoa			No	Grove Avenue	Park Drive	20	SG20			

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2045 Long Range Transportation Plan



ITS Projects (New Fiber)

Roadway	From	To	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
Babcock St. (SR 507)	Malabar Rd.	Palm Bay Rd.	System Performance	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce	Goal 1: Improve Safety and Security for All Users
Barton Blvd.	Murrell Rd.	US 1			
Clearlake Rd. (SR 501)/Industry Rd.	SR 520	SR 528			
Courtenay Pkwy./Kennedy Pkwy.	SR 528	Nasa Pkwy.			
Dairy Rd.	Palm Bay Rd.	US 192			
Dixon Blvd.	Clearlake Rd. (SR 501)	US 1			
Eau Gallie Blvd. (SR 518)	US 1	SR A1A			
Ellis Rd./Nasa Blvd.	John Rodes Blvd.	US 1			
Emerson Dr.	St. Johns Heritage Pkwy.	Malabar Rd.			
Emerson Dr.	Jupiter Blvd.	Malabar Rd.			
George King Blvd.	SR A1A	George King Blvd.			
Hickory St./Nasa Blvd.	US 192	MLB Airport			
Hollywood Blvd.	Palm Bay Rd.	US 192			
Jupiter Blvd.	Malabar Rd.	San Filippo Dr.			
Jupiter Blvd.	Emerson Dr.	San Filippo Dr.			
Malabar Rd.	St. Johns Heritage Pkwy.	San Filippo Dr.			
Marlin St.	George King Blvd.	Glen Cheek Dr.			
Minton Rd.	Malabar Rd.	South of Emerson Dr.			
Nasa Pkwy.	US 1	Kennedy Pkwy.			
Patrick Dr.	Eau Gallie Blvd. (SR 518)	Pineda Cswy. (SR 404)			
Pineda Cswy. (SR 404)	US 1	SR A1A			
Pineda Cswy./Pineda Plaza Wy.	Wickham Rd.	US 1			
Port Malabar Blvd.	Babcock St.	US 1			
Riverside Dr.	Falcon Dr.	Eau Gallie Blvd. (SR 518)			
San Filippo Dr.	South of Treeland Blvd.	Malabar Rd.			
South St. (SR 405)	SR 50	South of Singleton Ave.			
Space Commerce Way	Nasa Pkwy.	Kennedy Pkwy.			
SR 401	SR 528	Port Canaveral			
SR 520	Milford Point Dr.	SR A1A			
SR A1A	Minuteman Cswy.	North of Central Blvd.			
SR A1A	Pineda Cswy. (SR 404)	Minuteman Cswy.			
SR A1A	Eau Gallie Blvd. (SR 518)	Pineda Cswy. (SR 404)			
SR A1A/Oak St.	Driftwood Ave.	US 192			
St. Johns Heritage Pkwy.	North of Emerson Dr.	US 192			
St. Johns Heritage Pkwy.	Malabar Rd.	North of Emerson Dr.			
Stadium Pkwy.	North of Judge Fran Jamieson Wy.	North of Viera Blvd.			
Stadium Pkwy./Fiske Blvd.	North of Viera Blvd.	Barton Blvd.			
US 1	SR 405	SR 406			
US 1	Pineda Cswy. (SR 404)	Bonaventure Dr.			
US 1	North of Cidco Rd.	SR 405			
US 1	Hiawatha St.	Pineda Cswy. (SR 404)			
US 1	Barnes Blvd.	Rinker Wy.			
US 192/SR A1A	US 1	Eau Gallie Blvd. (SR 518)			
Viera Blvd.	Stadium Pkwy.	US 1			

2045 Long Range Transportation Plan



Study Implementation and Future Corridor Studies

Roadway	From	To	Improvement Type	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
BREVARD COUNTY									
SR 3 (Courtenay Pkwy.)	Fortenberry Rd.	McAuliffe Bridge	Implement Study Findings	Brevard County (D2)			Safety	Goal 1: Improve Safety and Security for All Users	Goal 2: Improve Economic Development with a Connected Multi-Modal System
SR A1A	Pineda Cswy. (SR 404)	Sherry Lee Ln.	Implement Study Findings	Brevard County (D2)					Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
SR 519 (Fiske Blvd.)	Barnes Blvd.	Rosa Jones Blvd.	Implement Study Findings	Brevard County (D2/D4)	Cocoa	Rockledge			Goal 2: Improve Economic Development with a Connected Multi-Modal System
SR A1A	US 192	SR 404 (Pineda Cswy.)	Implement Study Findings	Brevard County (D4)	Indianlantic	Indian Harbour Beach/Melbourne/Satellite Beach			Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
SR 518 (Eau Gallie Blvd.)	SR 513 (S Patrick Dr.)	SR A1A	Implement Study Findings	Brevard County (D4/D5)	Indian Harbour Beach	Melbourne			Goal 2: Improve Economic Development with a Connected Multi-Modal System
Wickham Rd.	SR 518 (Eau Gallie Blvd.)	Lake Washington Rd.	Implement Study Findings	Brevard County (D4/D5)	Melbourne				
US 1	SR 404 (Pineda Cswy.)	Park Ave.	Implement Study Findings	Brevard County (D2/D4)	Rockledge				
Minton Rd.	Palm Bay Rd.	US 192	Implement Study Findings	Brevard County (D3/D5)	West Melbourne				
CAPE CANAVERAL									
SR A1A	SR 520	N Atlantic Ave.	Implement Study Findings	Cape Canaveral	Cocoa Beach		Safety	Goal 1: Improve Safety and Security for All Users	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
COCOA									
SR 520	US 1	Riveredge Blvd.	Implement Study Findings	Cocoa			Safety	Goal 1: Improve Safety and Security for All Users	Goal 2: Improve Economic Development with a Connected Multi-Modal System
Dixon Blvd.	SR 501 (Clearlake Rd.)	FEC Railroad	Future Corridor Study	Cocoa					
Cox Rd.	SR 520	SR 524	Future Corridor Study	Cocoa					
Michigan Ave.	SR 501 (Clearlake Rd.)	US 1	Future Corridor Study	Cocoa					

2045 Long Range Transportation Plan



Study Implementation and Future Corridor Studies

Roadway	From	To	Improvement Type	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
INDIAN HARBOUR BEACH									
Banana River Dr.	Mathers Bridge	SR A1A	Implement Study Findings	Indian Harbour Beach			Safety	Goal 1: Improve Safety and Security for All Users	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
MELBOURNE									
SR 5054 (Sarno Rd.)	SR 518 (Eau Gallie Blvd.)	Wickham Rd.	Implement Study Findings	Melbourne			Safety	Goal 1: Improve Safety and Security for All Users	Goal 2: Improve Economic Development with a Connected Multi-Modal System
Sarno Rd.	Wickham Rd.	US 1	Implement Study Findings	Melbourne					
SR 507 (Babcock St.)	Palm Bay Rd.	US 192	Implement Study Findings	Melbourne	Palm Bay				
SATELLITE BEACH									
Jackson St.	SR 513 (S Patrick Dr.)	SR A1A	Future Corridor Study	Satellite Beach			Safety	Goal 1: Improve Safety and Security for All Users	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce

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2045 Long Range Transportation Plan



Safety Projects

Project	Roadway	From	To	Jurisdiction 1*	Jurisdiction 2*	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
BREVARD COUNTY								
Clearlake Road Pedestrian/ Bicycle Safety Review	SR 501 (Clearlake Rd.)	Dixon Rd.	Michigan Ave.	Brevard County (D2)	Cocoa	Safety	Goal 1: Improve Safety and Security for All Users	Goal 2: Improve Economic Development with a Connected Multi-Modal System
Wickham Road Safety Audit	Wickham Rd.	Sarno Rd.	Parkway Dr.	Brevard County (D4/D5)	Melbourne			
COCOA								
Fiske Blvd. Corridor Planning Study	SR 519 (Fiske Blvd.)	Rosa Jones Blvd.	SR 520	Cocoa		Safety	Goal 1: Improve Safety and Security for All Users	Goal 2: Improve Economic Development with a Connected Multi-Modal System
MELBOURNE								
US 1 Pedestrian/Bicycle Safety Review	US 1	University Blvd.	New Haven Ave.	Melbourne		Safety	Goal 1: Improve Safety and Security for All Users	Goal 2: Improve Economic Development with a Connected Multi-Modal System
PALM BAY								
Malabar Road Safety Audit	Malabar Rd.	Emerson Dr.	San Filippo Dr.	Palm Bay		Safety	Goal 1: Improve Safety and Security for All Users	Goal 2: Improve Economic Development with a Connected Multi-Modal System
Emerson Drive Road Safety Audit	Emerson Dr.	Jupiter Blvd.	Minton Rd.	Palm Bay				
Palm Bay Road Pedestrian/ Bicycle Safety Review	Palm Bay Rd.	SR 507 (Babcock St.)	Lipscomb St.	Palm Bay				

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2040 LRTP CFP vs 2045 LRTP CFP Comparison

Facility	From	To	Description	2040 CFP Construction Time Period	In 2045 CFP?	2045 CFP Construction Time Period	2040 vs 2045 Comparison
SR 528	SR 524	SR 3	Widen to 6 lanes	2030	Yes	2035	Construction Year Different between 2040 and 2045 CFP
SR 528	SR 3	W of SR 401 Bridge	Widen to 6 lanes	2030	Yes	2035	Construction Year Different between 2040 and 2045 CFP
SR 528	I-95	SR 524	Widen to 6 lanes	2030	No	-	Included in Unfunded Needs List
Space Commerce Way	NASA Pkwy W	Kennedy Pkwy N	Widen to 4 lanes	2030	No	-	Grant Funded Project
SR A1A	at SR 520		Intersection improvements	2025	No	-	Constructed
Babcock St	Malabar Rd	Palm Bay Rd	Widen to 6 lanes	2025	Yes	2035	Construction Year Different between 2040 and 2045 CFP
Clearlake (SR 501)	Michigan	Industry Rd	Widen to 4 lanes	2025	Yes	2040	Construction Year Different between 2040 and 2045 CFP
Eau Gallie Blvd	at US 1		Left turn lane	2025	No	-	Project Not in 2045 CFP or Unfunded Needs List
International Dr	SR A1A	Atlantic Ave	Intersection realignment	2025	Yes	2030	Construction Year Different between 2040 and 2045 CFP
Sarno Rd	at US 1		Right turn lane	2025	No	-	Constructed
US 192	at Wickham/Minton Rd		Intersection Imp. - Add Turning Lanes	2025	No	-	Constructed
Malabar Rd	Babcock St	US 1	Widen to 4 lanes	2030	Yes	2035	Construction Year Different between 2040 and 2045 CFP
US 1	Pineda Cswy	Barnes Blvd	Widen to 6 lanes	2030	No	-	Included in Implement Study Findings Boxed Funds Project List
US 1	Barnes Blvd	Park Ave	Widen to 6 lanes	2030	No	-	Included in Implement Study Findings Boxed Funds Project List
SR 524	I-95 Interchange	Industry Rd	Widen to 4 lanes	2025	Yes	2045	Construction Year Different between 2040 and 2045 CFP
South St (SR 405)	Existing 4 lane section	State Road 50	Widen to 4 lanes	2035	Yes	2045	Construction Year Different between 2040 and 2045 CFP
US 192	Wickham Rd	Dairy Road	Widen to 6 lanes	2040	Yes	2045	Construction Year Different between 2040 and 2045 CFP
US 192	St Johns Heritage Parkway	Wickham Rd	Widen to 6 lanes	2040	Yes	2040/2045	Construction Year Same between 2040 and 2045 CFP
US 1	Malabar Rd	RJ Conlan Blvd	Widen to 6 lanes	2040	No	-	Project Not in 2045 CFP or Unfunded Needs List
Wickham Rd	at Eau Gallie Blvd		Add Turning Lanes	2025	Yes	2030	Construction Year Different between 2040 and 2045 CFP
Wickham Rd	at Post Rd		Add Turning Lanes	2025	Yes	2030	Construction Year Different between 2040 and 2045 CFP
Norfolk Parkway East Extension	Current Norfolk Pkwy	Hollywood Dr.	New 2 lane	2035	Yes	Unfunded	Included in Unfunded Needs List
Ellis Road	John Rodes Blvd	Wickham Rd	Widen 4 lanes	2025	Yes	2030	Construction Year Different between 2040 and 2045 CFP
SJHP Washingtonia Ext	Ellis Rd	Pineda Cswy	New 4 lane	2025	Yes	Unfunded	Included in Unfunded Needs List
Babcock St.	St. Johns Heritage Pkwy (SJHP)	Malabar Rd	Widen 4 lanes	2035	Yes	2045/Unfunded	Construction Year Different between 2040 and 2045 CFP Included in Unfunded Needs List
Malabar Rd	St. Johns Heritage Pkwy (SJHP)	Minton Rd	Widen 4 lanes	2030	Yes	2035	Construction Year Different between 2040 and 2045 CFP
Babcock St.	Indian River County	St. Johns Heritage Pkwy (SJHP)	Widen 4 lanes	2040	Portion	2040	Construction Year Same between 2040 and 2045 CFP Project Not in 2045 CFP or Unfunded Needs List
Pirate Ln	Babcock St	Lipscomb St	Widen 4 lanes	2025	No	-	Constructed
St. Johns Heritage Pkwy	Degroodt Rd	Babcock St	New 4 lane	2025	No	-	Included in Unfunded Needs List
Bombardier Blvd	St. Johns Heritage Pkwy	Degroodt Rd	Widen 4 lanes	2030	No	-	Project Not in 2045 CFP or Unfunded Needs List

2040 LRTP CFP vs 2045 LRTP CFP Comparison

Facility	From	To	Description	2040 CFP Construction Time Period	In 2045 CFP?	2045 CFP Construction Time Period	2040 vs 2045 Comparison
Culver Dr.	Emerson Dr	Palm Bay Rd	Widen 4 lanes	2030	No	-	Constructed
Degroodt Extension	CR 512 (Fellsmere)	San Filippo	New 4 lane	2030	No	-	Included in Unfunded Needs List
Minton Rd	Malabar Rd	US 192	Widen 6 lanes	2030	No	-	Included in Implement Study Findings Boxed Funds Project List
St. Johns Heritage Pkwy (SJHP)	Bombardier Blvd	Malabar Rd	New 4 lane	2030	No	-	Included in Unfunded Needs List
Norfolk Parkway West Ext	St. Johns Heritage Pkwy	Minton Rd	New 2 lane	2035	Yes	Unfunded	Included in Unfunded Needs List
Garvey Rd	Bombardier Blvd	Garbelmann Rd	Widen to 4 lanes	2035	No	-	Project Not in 2045 CFP or Unfunded Needs List
Hollywood Blvd	Palm Bay Rd	US 192	Widen to 4 lanes	2035	Yes	2030	Construction Year Different between 2040 and 2045 CFP
Babcock Connector	Egan Rd (IR Co)	Babcock St	New 2 lane	2040	No	-	Project Not in 2045 CFP or Unfunded Needs List
Stadium Pkwy	Wickham Rd	Judge Fran Jamieson	Widen to 4 lanes	2035	No	-	Included in Unfunded Needs List
Palm Bay Parkway local access roads	Babcock St	I-95 Interchange	New 4 lane	2025	No	-	Constructed
Palm Bay Parkway local access roads	Micco Rd	I-95 Interchange	New 4 lane	2025	No	-	Included in Unfunded Needs List
Lake Andrew Dr	Judge Fran Jamieson	Stadium Pkwy	New 4 lane	2025	No	-	Constructed
Viera Blvd	Powerline Rd	US 1	Widen to 4 lanes	2025	No	-	Constructed
Deering Pkwy	I-95	Brevard/Volusia Co Line	Widen to 4 lanes	2035	No	-	Included in Unfunded Needs List
Stadium Pkwy	Pineda	Wickham Rd	New 4 lane	2040	No	-	Included in Unfunded Needs List



Appendix N Unfunded Needs List

2045 Long Range Transportation Plan



Space Coast Area Transit 2018-2027 Transit Development Plan Projects (New Service Routes Only)

Service Type/Mode	Description	Original Implementation Year	New Implementation Year	Status	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
Alternative 1: EFSC (formerly Brevard Community College) to UCF Express	New Service	2015	2025	Project not moving forward at this time due to insufficient local grant matching funds.	Transit Asset Management	Goal 2: Improve Economic Development with a Connected Multi-Modal System	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
Alternative 2: Port St. John to Titusville Circulator	New Service	2018	N/A	Project not moving forward at this time due to insufficient local grant matching funds.			
Alternative 3: Grissom Parkway North-South Corridor	New Service	2018	N/A	Project not moving forward at this time due to insufficient local grant matching funds.			
Alternative 5: US 1/Heritage Corridor via Malabar	New Service	2018	N/A	Route 22 was extended along Malabar Road to the Palm Bay Hospital. The route extension helped to achieve a portion of this project.			
Alternative 6: West Cocoa Circulator	New Service	2018	N/A	Postponed dependent on available funding.			
Alternative 7: SR 520 to Port Canaveral	New Service	2019	N/A	2020			
Alternative 8: Viera	New Service	2019	N/A	2020			
Alternative 9: Minuteman Causeway East-West Connector	New Service	2019	N/A	2020			
Alternative 10: US 192 East-West Connector	New Service	2019	N/A	2020			
Alternative 11: Babcock Road	New Service	2019	N/A	2020			
Alternative 12: Palm Bay Circulator	New Service	2019	N/A	2020			
Alternative 13: Downtown Melbourne to A1A Condo Park	New Service	2019	N/A	2020			
Alternative 14: Heritage High School	New Service	2019	N/A	2020			
Alternative 16: Orlando Airport Express	New Service	2021	N/A	2022			
Alternative 17: Kennedy Space Center Express	New Service	2021	N/A	2022			
Alternative 18: BCC Connector	New Service	2021	N/A	2022			
Alternative 19: US 1 Express	New Service	2021	N/A	2022			
Alternative 20: Sebastian and South County	New Service	2022	N/A	2023			
Alternative 21: Canaveral National Seashore	New Service	2022	N/A	2023			

2045 Long Range Transportation Plan



Potential Bus Rapid Transit Projects

Roadway	Project Number	From	To	Jurisdiction 1*	Jurisdiction 2*	Jurisdiction 3*	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
US 1 North	1A	Mims	Country Club Dr.	Brevard County	Titusville		Transit Asset Management	Goal 2: Improve Economic Development with a Connected Multi-Modal System	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
	1B	SR 50	Fay Blvd.	Brevard County	Titusville				
	1C	Williams Point	SR 520	Brevard County	Cocoa				
US 1 Central	2A	Downtown Cocoa	Viera Blvd.	Brevard County	Cocoa	Rockledge			
	2B	Viera Blvd.	Lake Washington Rd.	Brevard County	Melbourne				
	2C	Lake Washington Rd.	Downtown Melbourne	Melbourne					
US 1 South	3A	US 192	Port Malabar Blvd.	Melbourne	Palm Bay				
	3B	Port Malabar Blvd.	Valkaria Rd.	Grant-Valkaria	Palm Bay	Malabar			
	3C	Valkaria Rd.	Micco Rd.	Brevard County	Grant-Valkaria				
SR 528	4A	Orange County Line	US 1	Brevard County	Cocoa				
	4B	US 1	Port Canaveral	Brevard County	Cape Canaveral	Cocoa			
I-95	5A	Pineda Cswy.	Ellis Rd.	Melbourne	West Melbourne				
Ellis Rd./Nasa Blvd.	5B	I-95	US 1	Brevard County	Melbourne	West Melbourne			
SR 520	6	West of I-95	Cocoa Beach	Brevard County	Cocoa	Cocoa Beach			
Fiske Blvd./Stadium Pkwy.	7	SR 520	Viera Blvd.	Brevard County	Cocoa	Rockledge			
Wickham Rd.	8A	Stadium Pkwy.	Lake Washington Rd.	Brevard County	Melbourne	Palm Shores			
Wicham Rd./Minton Rd.	8B	Lake Washington Rd.	Palm Bay Rd.	Melbourne	Palm Bay	West Melbourne			
Minton Rd./Malabar Rd.	8C	Palm Bay Rd.	US 1	Brevard County	Palm Bay	Malabar			
Babcock St.	9A	US 1	Malabar Rd.	Melbourne	Palm Bay				
	9B	Malabar Rd.	I-95	Grant-Valkaria	Palm Bay	Malabar			
SR A1A	10A	Port Canaveral	Cocoa Beach	Brevard County	Cape Canaveral	Cocoa Beach			
	10B	Cocoa Beach	Satellite Beach	Brevard County	Cocoa Beach	Satellite Beach			
	10C	Satellite Beach	US 192	Indianantic	Indian Harbour Beach	Satellite Beach			

*Jurisdictions are local agencies with land area directly adjacent to roadway, not the local maintaining agency of the roadway

2045 Long Range Transportation Plan



Proposed Intermodal Facilities

Project	Type	Jurisdiction 1*	Jurisdiction 2*	Primary Performance Measure	Primary LRTP Goal	Secondary LRTP Goal
Freight Intermodal Hub at Melbourne Airport	Railroad Terminal	Melbourne		System Performance	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce	Goal 2: Improve Economic Development with a Connected Multi-Modal System
Cocoa Intermodal Hub (Brightline/SCAT)	Passenger Rail/Bus	Brevard County (D2)	Cocoa		Goal 2: Improve Economic Development with a Connected Multi-Modal System	Goal 3: Enhance Mobility and Reliability of the Transportation System for Communities, Tourism and Commerce
Virgin Trains Intermodal Hub	Passenger Rail/Bus	Brevard County (D1/D2)	Cocoa			

*Jurisdictions are local agencies with land area directly adjacent to roadway, not the local maintaining agency of the roadway