Appendix D. Goals, Objectives, Performance Measures, and Targets Technical Memorandum

Goals, Objectives, Performance Measures, and Targets Technical Memorandum

Advance 2050 Long Range Transportation Plan

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1.0 Introduction

This technical memorandum summarizes the federal, state, regional, and local legislation, documents, plans, and best practices that were reviewed to inform the development of the Space Coast Transportation Planning Organization's (SCTPO) Advance 2050 Long Range Transportation Plan (LRTP) goals, objectives, performance measures, and targets. These elements (goals, objectives, performance measures, and targets) are intended to guide achievement of the established Advance 2050 LRTP vision and SCTPO Governing Board's Strategic Plan vision of providing a safe, multimodal, innovative, and resilient transportation system for all within the Space Coast region.

Each federal, state, regional, and local resource was carefully reviewed to identify relevant concepts and considerations that could be applied to the Advance 2050 LRTP, specifically the development of the plan's goals, objectives, performance measures, and targets. The concepts and considerations that were identified within the various resources focused on public transportation, freight movement, walking and cycling, context based design (formerly Complete Streets), Vision Zero, funding, innovative solutions, vulnerability and resiliency, and other focus areas recommended and supported by the SCTPO Governing Board and advisory committees.

This exercise helped to confirm if the goals, objectives, performance measures, and targets of the SCTPO's 2045 LRTP were still consistent with the region's vision and priorities. The elements were slightly modified for the Advance 2050 LRTP to reflect changes in priorities, initiatives, and policy direction of SCTPO agency partners and the United States Department of Transportation.

1.1 Alignment with SCTPO Partner Agency Plans and Initiatives

The SCTPO developed the Advance 2050 LRTP through a collaborative process that incorporates the plans and priorities of federal, state, regional, and local partner agencies. SCTPO partner agencies include the Federal Highway Administration (FHWA); Federal Transit Administration (FTA); Florida Department of Transportation (FDOT) District Five; regional planning entities; local governments; and other federal, state, and local modal and environmental resource agencies.

As part of this process, partner agencies contribute data, forecasts, and strategic goals to help shape the Advance 2050 LRTP's vision (including goals, objectives, performance measures, and targets) as well as identify transportation system needs

and project priorities. This information helps the SCTPO to confirm that the Advance 2050 LRTP goals, objectives, performance measures, and targets are aligned with partner agency initiatives.

In turn, the Advance 2050 LRTP is intended to inform the transportation and infrastructure plans and initiatives of the partner agencies. By aligning with the Advance 2050 LRTP framework, partner agencies can ensure their efforts are consistent with regional mobility, safety, and sustainability goals and position their respective projects for federal and state funding. This reciprocal relationship fosters a comprehensive, inclusive, and unified approach to transportation planning across the Space Coast region and ensures planning initiatives are aligned with the region's economic, environmental, and community goals.

2.0 Federal Transportation Planning Factors

The SCTPO is responsible for facilitating regional decision-making, including prioritizing and directing federal funds within Brevard County. As such, collaboration with federal partner agencies is critical to the SCTPO to satisfactorily meet planning requirements of federal laws/regulations and to fulfill essential duties to maintain eligibility for receiving and programing federal transportation funding.

At the federal level, FHWA and FTA provide oversight and funding for SCTPO planning activities. These two entities conduct certification reviews every four years to evaluate the effectiveness of the metropolitan planning process within Brevard County and ensure that the SCTPO is in compliance with federal regulations.

The SCTPO also coordinates with other federal agencies given the unique assets of the Space Coast region. Specifically, the SCPTO coordinates with Federal Land Management Agencies like the United States Fish and Wildlife Service and National Park Service regarding transportation projects within or proximate to Merritt Island National Wildlife Refuge and Canaveral National Seashore. Because there are military assets in the Space Coast region, such as Cape Canaveral Space Force Station and Patrick Space Force Base, the SCTPO coordinates with the United States Department of Defense on projects that provide or affect access to these facilities.

This section summarizes the federal transportation laws and associated planning factors as well as national best practices that guided the process for establishing the Advance 2050 LRTP goals, objectives, performance measures, and targets to ensure that they align with federal direction.

2.1 Moving Ahead for Progress in the 21st Century

Moving Ahead for Progress in the 21st Century (MAP-21), adopted in July 2012, introduced seven national transportation goals, performance management measures, and eight federal planning factors for MPOs to consider in the development of LRTPs, specifically in providing transparency as to how federal funds would be spent on projects that address the performance deficiencies of the transportation system. The national goals, performance management measures, and federal planning factors were carried over into subsequent transportation bills.

2.2 Fixing America's Surface Transportation Act

The Fixing America's Surface Transportation (FAST) Act was passed into law in December 2015. The act established a cooperative, continuous, and comprehensive metropolitan transportation planning process and framework to guide transportation investment decisions in metropolitan areas. The act encouraged MPOs to include projects and strategies in plans that would address the federal planning factors. Specifically, it added two additional planning factors to those that were implemented in MAP-21. These factors further helped MPOs in developing performance measures and targets that would align federal transportation funding with federal requirements and track progress towards achievement of the requirements.

2.3 Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL) became law in November 2021. The IIJA continues planning programs that provide funding and set procedural requirements for multimodal transportation planning in metropolitan areas and states that result in long- and short-range plans of transportation investment priorities. The IIJA maintains the previously introduced federal planning factors and further adds eight planning emphasis areas:

- Tackling the Climate Crisis or Weather Extremes – Transition to a Clean Energy, Resilient Future
- Equity and Justice 40 (or Areas of Persistent Poverty) in Transportation Planning
- Complete Streets or Context Based Design
- Public Involvement
- Strategic Highway Network | United States Department of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

Table 1 presents the relationship between the federal planning factors, national goals, and the Advance 2050 LRTP goals.

Table 1. Federal Planning Factors Related to Advance 2050 LRTP Goals

Federal Planning Factors			National Goals	Advance 2050 LRTP Goals			
				Safety	Multimodal Options	Transportation and Land Use	Sustainability & Resiliency
Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)	Goal 5: Freight Movement & Economic Vitality		X	X	
Safety	Increase the safety of the transportation system for motorized and nonmotorized users.	23 CFR 450.306(b)(2)	Goal 1: Safety	X	X		X
Security	Increase the security of the transportation system for motorized and nonmotorized users.	23 CFR 450.306(b)(3)	Goal 1: Safety | Goal 4: System Reliability	X		X	X
Accessibility & Mobility	Increase the accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)	Goal 4: System Reliability | Goal 5: Freight Movement & Economic Vitality		X	X	X
Environmental Quality	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.	23 CFR 450.306(b)(5)	Goal 6: Environmental Sustainability		X	X	X
Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)	Goal 4: System Reliability		X	X	
System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)	Goal 3: Congestion Reduction | Goal 4: System Reliability	X		X	X
System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)	Goal 2: Infrastructure Condition	X		X	X
Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)	Goal 2: Infrastructure Condition | Goal 4: System Reliability	X		X	X
Travel & Tourism	Enhance travel and tourism.	23 CFR 450.306(b)(10)	Goal 5: Freight Movement & Economic Vitality		X	X	

CFR = Code of Federal Regulations

2.4 National MPO Best Practices

2.4.1 Transportation for America: National Best Practices and Innovations

Transportation for America states that best practices in transportation planning are often able to be measured and supported by data, have a meaningful impact outside of transportation, and relate to policy goals. Transportation planning best practices often entail evaluating the influences of the transportation system and proposed projects on stormwater runoff, land use and preservation, air quality, resilience and sustainability, health, accessibility to destinations, equity, and safety.

Projects proposed as part of the Advance 2050 LRTP will be evaluated for influences or impacts to the above noted factors. These factors are already accounted for in the SCTPO's List of Project Priorities (LoPP) prioritization criteria and reflected through performance measures of the SCTPO's State of the System monitoring process. The continued monitoring of the Space Coast region's transportation system and prioritization of impactful projects inform the initiatives and plans prepared and executed by the SCTPO; in turn, SCTPO initiatives and plans work towards improving the area's transportation system based on monitoring and prioritization outcomes.

It is important to note that the evaluation of stormwater runoff and resilience is especially important in planning for transportation infrastructure on the Space Coast to reduce flooding damages that could result from Florida's climate and natural disasters. Additionally, resilience increases the ability for infrastructure to withstand storms, hurricanes, and other stressors. Further, monitoring accessibility and safety for all communities, preservation of resources and land, and early resident participation in transportation planning will help create a LRTP that achieves the vision of the Space Coast in providing a safe, multimodal, innovative, and resilient transportation system for all within the Space Coast region.

2.4.2 USDOT Best Planning Practices: Metropolitan Transportation Plans

The 2012 Best Planning Practices report assessed 30 Metropolitan Transportation Plans (MTPs) and seven case studies to identify the elements and practices found in successful MTPs. Two key elements, Critical Continuity and Dimensions of Public Support, are found to support the strength and efficiency of MTPs. Critical Continuity allows for MTPs to make continuous and consistent measurable progress on their goals. This best practice builds on previous successful plans, selects projects that meet the goals of the MTP, and includes cooperation with other groups and

organizations to reduce conflict and improve clarity during the development of the plan. Dimensions of Public Support strategically incorporates public feedback into the MTP to elevate support for transportation projects and ensure that residential needs are being met.

The Advance 2050 LRTP will build on the foundation set by previous SCTPO LRTPs, incorporate public feedback and support regarding needs, and keep projects consistent with the outlined Advance 2050 LRTP goals.

2.4.3 USDOT Model LRTPs: A Guide for Performance-Based Planning

The 2023 Guide for Performance-Based Planning identified notable practices from MPOs across the United States that related to key elements of a model performance-based transportation plan. The notable practices include scenario analysis, public and stakeholder engagement, integration of performance-based plans, evaluation of current demographics and emerging trends, understanding of baseline conditions, discussion of vulnerable populations, and future trends.

The data, performance measures and benchmarks, and analysis performed as part of the SCTPO State of the System monitoring will feed directly into the Advance 2050 LRTP prioritization criteria and process. The SCTPO will continue, as historically performed, to align performance-based planning with the 2050 LRTP and other core work products (LoPP and TIP) to support efficient project delivery, improve consistency between plans, and support more meaningful progress towards achieving performance targets.

3.0 State Transportation Planning Initiatives

At the state level, the SCTPO works closely with FDOT District Five to program and implement state and federally funded transportation projects throughout the Space Coast region. FDOT provides revenue forecasts; policy guidance; and strategic direction on SCTPO planning initiatives and work products through the Florida Transportation Plan (as described in **Section 3.1**) and other transportation planning related guidance documents/initiatives. In addition, SCTPO is a member of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), a statewide organization created through the Florida Legislature to assist MPOs in carrying out the transportation planning process by serving as a forum for collective policy discussion.

Similar to the review of federal transportation planning factors, several state transportation planning related documents and initiatives were reviewed to identify goals and strategies to inform the development of the Advance 2050 LRTP goals, objectives, targets, and performance measures and to ensure consistency between SCTPO transportation planning initiatives and those of FDOT and MPOAC. These various documents and initiatives are summarized in the sections below.

3.1.1 University of South Florida Center for Urban Transportation Research: Multimodal Transportation Best Practices and Model Element

At the request of FDOT, the University of South Florida (USF) Center for Urban Transportation Research (CUTR) developed transportation practices and methods to guide Florida municipalities in meeting the 2011 Florida Community Planning Act provisions when updating transportation elements of comprehensive plans and other transportation related plans. To support the development of effective multimodal transportation goals, objectives, and measures, it was suggested that the following factors be considered:

- State, regional, and internal consistency
- Land use coordination
- Understanding of diverse community needs
- Coordination with other transportation plans or programs
- Transportation quality and level of service
- Roadway networks
- Access management
- Public transportation
- Bicycle and pedestrian safety
- Intermodal facilities

The Advance 2050 LRTP will use methodology that evaluates the coordination between communities, land uses, federal and state goals, other transportation plans, and multimodal alternatives. The LRTP will prioritize the safety, level of service, and management of existing and future transportation infrastructure and policies.

3.2 Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the long range transportation vision of the State of Florida as prepared by the FDOT. It provides a comprehensive framework and blueprint that outlines the next 30 years for transportation systems in Florida and

lays the foundation for FDOT Work Program investments. This document is currently being updated to horizon year 2055. Updated every five years, the FTP is important to help ensure that the continuously growing and evolving transportation system of the state remains safe, sustainable, and efficient. The FTP identifies goals and outlines objectives and performance measures to help MPOs achieve those goals.

The FTP consists of multiple elements covering Implementation, Policy, Performance, and Vision. The 2020 FTP Policy Element sets goals, objectives, and strategies to provide a guideline for future transportation system development. These elements are intended to improve the resiliency, efficiency, and safety of the transportation system statewide; accommodate diverse travel modes; and integrate newer technologies to address transportation system performance deficiencies. Key FTP strategies entail committing to Vision Zero, mitigating risks, transforming major hubs, strategically completing transportation networks, expanding infrastructure, prioritizing mobility, furthering accessibility, integrating land uses, and developing environmentally sound systems.

The 2020 FTP goals include:

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality transportation infrastructure
- Connected, efficient, and reliable mobility for people and freight
- Transportation choices that improve accessibility and equity
- Transportation solutions that strengthen Florida's economy
- Transportation systems that enhance Florida's communities
- Transportation solutions the enhance Florida's environment

The goals and objectives for the 2055 FTP are currently in development. However, the 2055 FTP will focus on enhancing safety, promoting the efficient movement of people and goods, engaging and connecting communities, supporting economic competitiveness, and preserving natural resources and quality of life within Florida.

As the FTP most directly relates to the Advance 2050 LRTP, **Table 2** illustrates how the specific goals of the FTP align with those of the Advance 2050 LRTP.

Table 2. FTP Goals Related to Advance 2050 LRTP Goals

FTP Goal		Advance 2050 LRTP Goals			
		Safety	**Multimodal Options**	**Transportation and Land Use**	**Sustainability & Resiliency**
Safety	Safety and Security for Florida's Residents, Visitors, and Businesses	X		X	X
Resiliency	Agile, Resilient, and Quality Infrastructure	X	X	X	X
Efficiency	Connected, Efficient, and Reliable Mobility for People and Freight	X	X	X	X
Choices	Transportation Choices that Improve Equity and Accessibility	X	X	X	X
Competitiveness	Transportation Solutions that Strengthen Florida's Economy		X	X	
Communities	Transportation Solutions that Enhance Florida's Communities	X	X	X	X
Environment	Transportation Systems that Enhance Florida's Environment			X	X

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3.3 Florida Safety Plans

Florida's Highway Safety Plan (HSP), Highway Safety Improvement Program (HSIP), and Strategic Highway Safety Plan (SHSP) are collaborative documents; all three plans cite the goal of reducing traffic crashes, fatalities, and serious injuries, with an ultimate target of zero fatalities and serious injuries. Per federal code, states are required to coordinate their HSP, data collection, and information systems with the SHSP, which serves as the overarching guide to continuous improvement of safety on Florida highways.

SCTPO and the 16 local municipalities, Brevard Public Schools, and the Brevard County Board of Commissioners have adopted Vision Zero resolutions, aligning with state and federal initiatives to eliminate traffic fatalities and serious injuries. SCTPO has also adopted the statewide performance measures and associated targets established by FDOT to collectively work towards meaningful progress in improving safety of the Space Coast region's transportation system. Performance measures and targets are the centerpiece of a performance-based LRTP as they 1) ensure an effective strategy is in place for the SCTPO to continually monitor and assess performance trends of the Space Coast area's transportation system and adjust targets to improve safety as consistent with federal and state requirements and 2) inform decisions about investments identified in the Advance 2050 LRTP as aligned with the plan's safety goals and objectives.

3.3.1 Florida Highway Safety Plan (HSP)

Florida's HSP is Florida's action plan for distribution of National Highway Traffic Safety Administration (NHTSA) highway safety funds. The HSP is based on Florida's SHSP goals and objectives, crash data, and federal requirements. The HSP focuses on priority areas that have been proven to be effective in reducing traffic crashes, serious injuries, and fatalities. The following priority areas are separate safety program categories and are the focus and foundation of Florida's HSP:

- Aging Road Users
- Community Traffic Safety Outreach
- Distracted or Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services
- Public Traffic Safety Professionals Training
- Speeding and Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety

The HSP vision of "Driving Down Fatalities" accompanies the national "Toward Zero Deaths" mission and aims to eliminate fatalities and serious injuries as a safety target. As part of this plan, FDOT created a matrix with criteria related to the aforementioned priority areas such as aging road users, distracted or impaired driving, speeding and aggressive driving, etc. to evaluate the number of serious injuries and fatalities occurring within Florida's counties. Within Group 1, which consisted of 25 counties, Brevard County had the 11th highest number of fatalities or serious injuries and the 9th highest number of aggressive driving incidents. The HSP helps FDOT to implement projects and programs that will seek to lower the number of fatalities and serious injuries with the ultimate target of zero fatalities. Performance measures and targets set by FDOT to achieve safety goals are reported in the HSP.

3.3.2 Florida Highway Safety Improvement Program (HSIP)

The HSIP is a core state-administered federal-aid highway program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to update the HSIP annually. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs that are anticipated to achieve the highest benefit in improving safety and addressing serious crash risks or safety problems identified through a data-driven process. FDOT Districts coordinate with MPOs, local governments, and community traffic safety teams to identify needs and potential projects. Proposed HSIP projects are authorized and funded based on assessments of District-level and statewide needs.

3.3.3 Florida Strategic Highway Safety Plan (SHSP)

The SHSP is a statewide safety plan developed as a framework to guide FDOT's safety partners in eliminating all transportation-related fatalities and serious injuries for all travel modes (motor vehicles, pedestrians, bicyclists, motorcyclists, transit users, and micromobility device users) on public roads over the next five years. It is a call to action for public, private, and civic safety partners as the plan identifies areas for collaboration, investment, and innovation. The SHSP is a data-driven, multi-year plan that establishes statewide strategies and emphasis areas that reflect the Safe System Approach (promoted by FHWA to address all elements [roads, road users, vehicles, speeds, post-crash care, etc.] of a safe transportation system in an integrated manner to increase responsibility and actions to achieve Vision Zero). The

SHSP specifically identifies Florida's key safety needs and guides investment decisions toward strategies and countermeasures with the greatest potential to save lives and prevent injuries. It improves and expands strategies pertaining to engineering, education, enforcement, emergency response, information intelligence, innovation, community insight, and investments and policies. It also identifies and reports data on several emphasis areas organized into the categories of roadways, road users, and user behavior; these emphasis areas help to focus safety initiatives. The SHSP affirms the target of zero for all federally-required performance measures, which is also affirmed in the HSIP and HSP on an annual basis.

3.3.4 Triennial Highway Safety Plan (3HSP)

The Triennial Highway Safety Plan (3HSP) provides a framework for eliminating fatalities and serious injuries on all public roads. Along with the HSIP, Florida's 3HSP implements the goals of the SHSP with a laser focus on Target Zero.

3.4 Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) is a risk-based plan that describes the policies and processes used in Florida to manage the condition and performance of the pavement and bridge assets pertaining to the National Highway System (NHS).

SCTPO adopted the statewide performance measures and associated targets established by FDOT to collaboratively work towards meaningful progress in improving state of good repair (pavement and bridge conditions) of the Space Coast region's transportation system. The performance measures and targets are included in the SCTPO's annual report summarizing the State of the System, a key component of the SCTPO's CMP. The performance measures track transportation infrastructure and service conditions focused on Interstate NHS and non-Interstate NHS roadways.

3.5 Transit Asset Management Plan

The Transit Asset Management Plan documents the conditions of statewide transit assets, such as facilities and vehicles, pertaining to FDOT Tier II transit agencies (those that receive Section 5311 federal funds) to determine the useful lifecycle of these assets and to provide strategies and projects to improve the assets.

3.6 Strategic Intermodal System Policy Plan

Established in 2003, the Strategic Intermodal System (SIS) is the state's largest multimodal transportation system and includes facilities such as hubs, corridors, and

connecters to make mobility more efficient. The objectives of the SIS Policy Plan of interregional connectivity, intermodal connectivity, and economic development aim to provide an intermodal transportation system that meets the strategic and essential state interest. Identified focus areas of the plan include safety, resilience, technology and innovation, urban mobility and connectivity, and rural mobility and connectivity.

The Advance 2050 LRTP goals, objectives, performance measures, and targets reflect the focus areas of this plan.

3.7 Strategic Intermodal System 2033 – 2050 Long Range Cost Feasible Plan

This phased plan identifies SIS capacity improvement projects (oriented to surface transportation) that are considered financially feasible through FY 2050 based on current revenue forecasts. SIS projects and program revenues are managed statewide by the FDOT Central Office. As such, Brevard County SIS projects and funds do not compete with other projects and funds identified for the Space Coast region and will be adopted as part of the SCTPO's Advance 2050 LRTP for reference purposes.

3.8 Freight Mobility and Trade Plan (FMTP)

The Freight Mobility and Trade Plan (FMTP) is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in Florida.

Freight movement to and from major freight hubs/activity centers within Brevard County is critical to the economic growth of the Space Coast region and Florida. The area's freight landscape consists of principal roadways that are part of the NHS, SIS, and State Highway System as well as other important transportation assets, such as Port Canaveral, Cape Canaveral Spaceport, Melbourne Orlando International Airport, the Florida East Coast Railway, and the Atlantic Intracoastal Waterway.

The Advance 2050 LRTP goals, objectives, performance measures, and targets as well as project prioritization criteria of the SCTPO reflect the criticality of efficient freight movement and connectivity within the region.

3.9 Florida Seaport and Waterways System Plan

This plan documents Florida's seaport and waterway system needs for 5-, 10-, and 20-year periods. It outlines strategies to integrate seaport facilities with other

transportation facilities to guide investments that support sustainable growth, promote positive economic benefits from seaport activities, and ensure the safety and security of freight and passengers moving through the state's seaports. A continuing goal of the plan includes strategically managing the ever increasing seaport traffic from cruise ships and cargo ships that are essential to Florida's economy and quality of life. The plan also details the objectives and implementation processes for Florida seaports to invest in better access, capacity, and efficiency.

Port Canaveral is a SCTPO modal partner; this entity participates in the LRTP Working Group established to oversee and provide input on the development of the Advance 2050 LRTP, ensuring consistency of the plan with Por Canaveral initiatives.

3.10 Resilience Action Plan: State Highway System

The plan examines the vulnerabilities of the State Highway System to flooding, storm surge, and other outside forces. It prioritizes areas for investment and identifies strategies to enhance resilience from planning to maintenance of the State Highway System.

SCTPO adopted a Transportation Resiliency Master Plan, aligning with state and federal initiatives to enhance the resiliency of Brevard County's transportation system. The Advance 2050 LRTP goals, objectives, performance measures, and targets as well as project prioritization criteria of the SCTPO also reflect these resilience strategies.

3.11 Resilience Quick Guide: Incorporating Resilience in the MPO LRTP

This guide identifies opportunities for MPOs to incorporate resilience in each step of the LRTP process. It outlines noteworthy practices from MPOs in Florida and around the country that address resilience. The plan evaluated goals and objectives of LRTPs from Miami-Dade TPO, North Florida TPO, and Roanoke Valley TPO. Goals and objectives of these plans, identified as key practices, included increasing the resiliency of critical infrastructure faced with climate risks; designing new infrastructure to minimize exposure to sea level rise; incorporating climate risk in planning, preservation, and maintenance; supporting regional evacuation needs; addressing social equity in implementation; identifying investment priorities; and assessing how the LRTP goals are related to statewide guiding principles and identified needs. Performance measures and targets of plans from Martin MPO, Palm Beach Transportation Planning Agency (TPA), National Associate of

Development Organization (NADO), and Puget Sound Regional Council were also reviewed. Identified noteworthy practices related to performance measures and targets in these plans included monitoring evacuation routes surpassing level of service standards; preserving wetlands and wildlife habitats; identifying federal aid eligibility for infrastructure threatened by sea level rise; and evaluating where successful planning practices have been valuable in the area, incorporating economic resilience, and maintaining lifeline routes.

As noted above, SCTPO adopted a Transportation Resiliency Master Plan, which defined potential transportation-specific shocks and stressors; identified corridors vulnerable to the shocks and stressors while considering access to critical destinations (economic and emergency hubs and communities most at risk)/lifeline routes; and recommended strategies to improve the adaptability and recovery of the transportation system. The Advance 2050 LRTP goals, objectives, performance measures, and targets as well as project prioritization criteria of the SCTPO reflect resilience strategies recommended from the Transportation Resiliency Master Plan.

3.12 Florida Metropolitan Planning Organization Advisory Council (MPOAC)

The Florida MPOAC is a statewide transportation planning and policy organization created by Florida Statutes (F.S.) 339.115(11) to support MPOs in carrying out the urbanized area cooperative transportation planning process by serving as the principal forum for collective policy discussion. The goals of the MPOAC include:

- Represent the interests and priorities of MPOs with FDOT, federal partners, and other organizations to ensure policies and programs encompass MPOs' needs and perspectives
- Enhance knowledge and capacity to aid decision-making and strengthen the understanding of metropolitan planning practices
- Lead and support collaboration, innovation, and knowledge sharing among MPOs for continuous improvement of transportation planning products

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Table 3 presents some of the FDOT plans noted above and how they relate to the Advance 2050 LRTP.

Table 3. FDOT Plans Related to Advance 2050 LRTP Goals

FDOT Plan	FDOT Plan Description	Advance 2050 LRTP Goals			
		Safety	Multimodal Options	Transportation and Land Use	Sustainability & Resiliency
Florida Highway Safety Improvement Program (HSIP)	A federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads.	X			
Triennial Highway Safety Plan (3HSP)	A plan that provides a framework for eliminating fatalities and serious injuries on all public roads.	X			
Florida Strategic Highway Safety Plan (SHSP)	A statewide safety plan developed as a framework to guide the elimination of fatalities and serious injuries on all public roads.	X			
Transportation Asset Management Plan (TAMP)	A risk-based plan that describes the policies and processes used in Florida to manage the condition and performance of the pavement and bridge assets pertaining to the NHS.			X	X
Transit Asset Management Plan	A plan that documents the conditions of statewide transit assets, such as facilities and vehicles, pertaining to FDOT Tier II transit agencies (those that receive Section 5311 federal funds) to determine the useful lifecycle of these assets and to provide strategies and projects to improve the assets.		X	X	X
Strategic Intermodal System 2033 – 2050 Long Range Cost Feasible Plan	This phased plan identifies SIS capacity improvement projects that are considered financially feasible through FY 2050 based on current revenue forecasts.		X	X	X
Freight Mobility and Trade Plan (FMTP)	A comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in Florida.		X	X	
Florida Seaport and Waterways System Plan	This plan documents Florida's seaport and waterway system needs for 5-, 10-, and 20-year periods. It outlines strategies to integrate seaport facilities with other transportation facilities to guide investments that support sustainable growth, promote positive economic benefits from seaport activities, and ensure the safety and security of freight and passengers moving through the state's seaports.		X	X	
Resilience Action Plan: State Highway System	The plan examines the vulnerabilities of the SHS to flooding, storm surge, and other outside forces. It prioritizes areas for investment and identifies strategies to enhance resilience from planning to maintenance of the SHS.				X
Resilience Quick Guide: Incorporating Resilience into the MPO Long Range Transportation Plan	This guide identifies opportunities for MPOs to incorporate resilience in each step of the LRTP Process.				X
Florida Transportation Plan (FTP)	Statewide LRTP that outlines the next 30 years for transportation systems in Florida and directs FDOT Work Program investments.	X	X	X	X

4.0 Regional Planning Initiatives

Regionally, the SCTPO collaborates with neighboring MPOs through the Central Florida Metropolitan Planning Organization Alliance (CFMPOA) and the East Central Florida Regional Planning Council (ECFRPC). These partnerships help coordinate planning efforts to address shared mobility challenges and opportunities that cross jurisdictional boundaries, such as freight movement, emergency evacuation, and regional trails.

4.1 Central Florida Metropolitan Planning Organization Alliance (CFMPOA)

The CFMPOA is comprised of officials from transportation and other local government organizations that are committed to addressing transportation issues. The CFMPOA consists of six MPOs, including Lake-Sumter MPO, MetroPlan Orlando, Ocala/Marion Transportation Planning Organization (TPO), Polk TPO, SCTPO, and Volusia-Flagler TPO.

As a member of the CFMPOA, the SCTPO worked in collaboration with other CFMPOA member MPOs to include the Ellis Road widening project within the Space Coast region in the CFMPOA's LoPP. This important regional project is identified as the top priority of the CFMPOA's LoPP.

4.2 East Central Florida Regional Planning Council

Established in 1962 as an area-wide association of governments, the ECFRPC provides project, policy, and planning assistance to governments and organizations within the 8-County East Central Florida region, including Brevard, Lake, Marion, Orange, Osceola, Seminole, Sumter, and Volusia Counties. Florida Statutes recognize regional planning councils as "Florida's only multipurpose regional entities that plan for and coordinate intergovernmental solutions on multi-jurisdictional issues, support regional economic development, and provide assistance to local governments." The ECFRPC serves its members by identifying and addressing regional issues through communication and collaboration to develop strategies that create a healthy, sustainable, thriving, and resilient region for future generations.

The SCTPO is a member of the ECFRPC Steering Committee, a lead multidisciplinary group of stakeholders across east central Florida responsible for developing the process, framework, and direction of the Regional Resilience Collaborative to achieve a comprehensive, interdependent approach to increase resilience in the region.

Through the Regional Resilience Collaborative, a United States Department of Defense grant, and additional Resilient Florida Program financial support, ECFRPC has been engaging federal, state, and local partners and military installations to support and develop the region's first Military Installation Resilience Review for Patrick Space Force Base and Cape Canaveral Space Force Station in Brevard County. This project identifies climate related vulnerabilities and risks outside the fence line that may impact the mission of these military installations.

4.3 Indian River County Metropolitan Planning Organization

Indian River County MPO plans that were reviewed included:

2045 Long Range Transportation Plan

The Indian River County MPO's 2045 LRTP identified goals that aligned with the FAST Act, federal transportation planning requirements, and the FTP. The five main goals included providing an efficient, connected, and responsive transportation plan; enhancing mobility and providing alternatives; protecting the natural and social environment; maintaining a safe transportation system; and preserving the transportation system and infrastructure. The objectives and measures that supported each goal related to maintaining level of service; optimizing efficiency of existing infrastructure and right-of-way; improving bicycle, pedestrian, and transit facilities; limiting harmful emissions; increasing resiliency of infrastructure for weather hazards; reducing serious injuries and fatalities to zero; and maintaining highways, bridges, and multimodal infrastructure.

The 2045 LRTP goals, objectives, and measures are similar to the SCTPO's Advance 2050 LRTP elements. Consistencies include improving multimodal facilities, increasing sustainability and resiliency, and enhancing safety through Vision Zero initiatives.

2022 Transit Development Plan Annual Update

The 2022 Transit Development Plan (TDP) of Indian River County stated the progress of objectives supporting the five goals developed as part of the 2018 TDP Major Update. The five goals included enhancing the quality and quantity of service, building community support for maintaining funding sources for public transit growth, coordinating activities with surrounding organizations, enhancing accessibility of transit, and pursuing transit-friendly land use. The objectives included increasing transit ridership and on-time performance; analyzing cost effectiveness; continuing

regional coordination and public involvement; and reviewing land development codes, regulations, and proposals.

The TDP goals and objectives pertaining to transit improvements, land use coordination, and public involvement mimic goals and objectives of SCTPO's Advance 2050 LRTP and Space Coast Area Transit's Advance 2035 TDP being developed in conjunction with the Advance 2050 LRTP.

4.4 MetroPlan Orlando

MetroPlan Orlando plans that were reviewed included:

2050 Metropolitan Transportation Plan (MTP)

Five long-term goals supported by 15 objectives were developed as part of MetroPlan Orlando's 2050 Metropolitan Transportation Plan (MTP). The goals included:

- Safety: Provide a safe and secure transportation system for all users
- Reliability: Provide a reliable transportation system across all modes for people and freight
- Connectivity: Enhance lives through improved access to jobs and services for people of all ages and abilities
- Community: Enhance the health and vitality of our region's communities and environments
- Prosperity: Strengthen our region's economy

The 2050 MTP goals and objectives are interconnected and promote a more comprehensive and connected transportation system, similar to those of SCTPO's Advance 2050 LRTP.

2050 Active Transportation Plan

The Active Transportation Plan: Rise and Stride 2050 identified areas for improvement and strategies to encourage communities to become more physically active. The recommendations were centered around public input. The goals of the plan reflected safety for walkers and bikers; better access to transit facilities; feasible projects that support the 2050 MTP; and realistic, non-automobile travel alternatives to reduce reliance on cars. The Active Transportation Plan was adopted by the MetroPlan Orlando Board in April 2024.

Like the interrelationship between MetroPlan Orlando's 2050 MTP and Active Transportation Plan: Rise and Stride 2050, the SCTPO's Advance 2050 LRTP will support implementation of SCTPO's Bicycle & Pedestrian Master Plan through goals and projects that promote safe alternative travel modes and facilities and encourage physical activity within the region's communities.

4.5 Volusia-Flagler Transportation Planning Organization

Volusia-Flagler TPO plans that were reviewed included:

2045 Long Range Transportation Plan

The Connect 2045 LRTP focused on laying the groundwork for establishing a sustainable transportation system that preserved existing transportation infrastructure, enhanced the area's economic competitiveness, and improved travel choices and mobility. The plan also focused on three key themes of technology, resiliency, and funding choices that stemmed from the plan's overarching theme of connectivity. Specific goals of the plan included:

- Multimodal: Developing and maintaining a balanced and efficient multimodal transportation system
- Economic Development: Supporting economic development and growth of the TPO area and region
- Connectivity: Enhancing and expanding transportation connecting and choices for all users
- Safety: Eliminating or reducing crash related fatalities and serious injuries (safety) and improving security throughout the transportation network
- Livability: Promoting livability by providing, protecting, and enhancing social, cultural, physical, and natural environmental places
- Involvement: Promoting equity, transparency, and opportunities for the public to be involved with their transportation system

Goals and themes of the SCTPO's Advance 2050 LRTP are similar to those noted within Volusia-Flagler TPO's 2045 LRTP. However, the Connect 2045 LRTP specifically identifies public involvement as a goal. While public involvement is not a separate goal of the SCTPO's Advance 2050 LRTP, meaningful and effective public engagement is at the heart of all SCTPO activities and work products as the SCTPO recognizes the value community input brings in improving the transportation system and associated decision making.

2018 Bicycle and Pedestrian Plan

The 2018 Bicycle and Pedestrian Plan vision, goals, and objectives were established around the "4 Es" of bicycle and pedestrian planning – education, encouragement, engineering, and enforcement. The goals included reducing injuries and fatalities for all users, making safer facilities, enhancing connectivity and multimodal alternatives, identifying existing and proposed facilities, and providing safety for all mobility-impaired users. The plan aimed to provide continuing enhancement and expansion of a sustainable and connected bicycle and pedestrian network.

Consistent with practices of MetroPlan Orlando and Volusia-Flagler TPO in connecting and integrating the LRTP with the bicycle and pedestrian plan, the SCTPO's Advance 2050 LRTP will support implementation of SCTPO's Bicycle & Pedestrian Master Plan through goals and projects that promote safe alternative travel options by providing an enhanced and expanded sustainable and connected bicycle and pedestrian network.

5.0 Local Planning Initiatives

Locally, the SCTPO routinely partners with Brevard County, its municipalities, Space Coast Area Transit, Port Canaveral, Space Florida, and other stakeholders. These partners participate in SCTPO's Governing Board and advisory committees and help champion and secure funding to implement transportation projects through the SCTPO's planning and programming processes.

Several plans, policies, and priorities of various local partner agencies (Brevard County, the 16 municipalities, and modal stakeholders) were reviewed to:

- Confirm that the Advance 2050 LRTP goals, objectives, performance measures, and targets were aligned with their respective initiatives
- Verify consistency of the LRTP with their respective visions
- Help identify additional mobility needs to be captured within the LRTP

Sources that were reviewed included comprehensive plans, strategic plans, sustainability action plans, and annual reports. The review focused on transportation related topics, including safety, efficiency, convenience, accessibility, multimodal alternatives, and sustainability. The reviewed sources are summarized in the sections below. A comparison of the sources to the Advance 2050 LRTP is provided in **Section 5.1.8** (at the end of Section 5.0).

5.1 County and Municipal Partner Planning Initiatives

5.1.1 Brevard County

Evaluating Brevard County's 2022 Comprehensive Plan was critical in verifying and establishing the Advance 2050 LRTP goals, objectives, performance measures, and targets. Specific Comprehensive Plan elements that were reviewed included Transportation, Capital Improvements, Recreation & Open Space, and Future Land Use. Specifically, the Transportation Element of the Comprehensive Plan was reviewed in detail to inform the Advance 2050 LRTP goals, objectives, performance measures, and targets as it outlined a safe, convenient, and energy efficient transportation system within Brevard County that worked to enhance the mobility of people and goods while it reduced car dependance and minimized impacts to neighborhoods, cultural resources, and the environment.

5.1.2 City of Cape Canaveral

City of Cape Canaveral plans that were reviewed included:

2021 Comprehensive Plan

The Transportation Element of the City of Cape Canaveral's 2021 Comprehensive Plan outlined achievement of a comprehensive transportation system through goals of meeting the needs of all residents, supporting the land use plan, providing safe access to surrounding areas, using public resources effectively, and promoting efficient energy usage. Objectives included improving the transportation system to make it safe and efficient, coordinating transportation with land use, and protecting the right-of-way. A key measure stated for achieving the goals and objectives was to evaluate compliance of development policies.

Resiliency Action Plan

The City of Cape Canaveral's 2021 Resiliency Action Plan highlighted resiliency and sustainability, especially in terms of encouraging alternative modes of transportation such as biking and walking. The plan additionally mentioned adopting Vision Zero policies to reduce traffic and pedestrian fatalities to zero.

5.1.3 City of Cocoa

City of Cocoa plans that were reviewed included:

2020 Comprehensive Plan

The Transportation Element of the City of Cocoa's 2020 Comprehensive Plan stated the main goal of providing an inclusive multimodal transportation system that enhanced Cocoa's greenways. Unique objectives outlined to achieve this goal included functionality, concurrency during development, equitable cost participation to high-traffic developments, reduction of greenhouse gases, scenic roadways, and accessible public transit.

2022 Strategic Plan

The Planning and Priorities document of the City of Cocoa's 2022 Strategic Plan highlighted opportunities to enhance transportation within the city through the connection of pathways and to the multimodal station hosting Brightline service, an inner-city and high-speed railway along Florida's east coast. The Investment in Public Infrastructure section discussed how the Brightline station could help enhance public transportation service within the city. Other transportation networks were planned to be improved, including train, bicycle, walking, driving, public transit, and annual upgrades for streets and sidewalks to ensure safety as a priority. Additional parking (both on property and on-street) was also incorporated into the investment strategy.

Cocoa Community Redevelopment Agency Plan

The Cocoa Community Redevelopment Agency (CRA) was created in 1980 to enhance the physical and economic environments of the city through redevelopment action. Complete Streets or context based design streets, which offer multiple transportation alternatives in a single area, are included in the 2018 CRA Plan as a method to address the needs of all people regardless of transportation mode.

5.1.4 City of Cocoa Beach

City of Cocoa Beach plans that were reviewed included:

2015 Comprehensive Plan

The Mobility Element of the City of Cocoa Beach's 2015 Comprehensive Plan covered traffic and alternative modes of transportation, population and land use patterns, and emergency transportation routes to achieve the goal of providing a functional, accessible, safe, and sustainable transportation network that accommodates

automobile use, pedestrians, bicycles, and public transit and supports the future land use map and all other elements of the plan.

2019 Strategic Plan

The 2019 Strategic Plan of the City of Cocoa Beach aimed to provide an efficient transportation system equipped with mobility alternatives to meet residential and visitor needs for safety and affordability. The plan emphasized the importance of accessibility, both for the disabled community and the community as a whole. Methods outlined within the plan to address transportation needs and issues were to improve infrastructure, adjust policies, and establish a maintenance schedule to continuously keep the transportation networks safe and reliable.

5.1.5 Town of Indialantic

The **2019 Comprehensive Plan** of the Town of Indialantic was reviewed. The comprehensive plan aimed at providing a cost efficient, environmentally friendly, and well-integrated transportation system within the Town of Indialantic. Key objectives included the protection of rights-of-way, coordination with the SCTPO and FDOT, provision of safe and convenient multimodal transportation systems that meet resident needs, incorporation of the Future Land Use Plan, and maintenance of roadways to Level of Service standards.

5.1.6 Town of Malabar

The Transportation Element of the Town of Malabar's **2010 Comprehensive Plan** stated the goal of providing a dynamic transportation system that would be accessible to current and future system users. The goal would be achieved through the implementation of Level of Service standards, protection of rights-of-way/right-of-way acquisition, roadway improvements, creation of bicycle and pedestrian facilities, traffic planning coordination, and management of traffic and land uses.

5.1.7 City of Melbourne

The City of Melbourne's **2011 Comprehensive Plan** established the goal of providing a safe, efficient, and convenient transportation system that is financially feasible and meets all accessibility needs. Outlined objectives to achieve this goal included using energy-efficient designs; protecting rights-of-way; providing multimodal alternatives; implementing comprehensive wayfinding signage; and supporting context-appropriate sideways, bikeways, and transit facilities to meet community needs. Additionally, six key mobility districts were established to support alternative modes of

transportation, enhance streetscapes, and promote pedestrian and bicyclist safety. Primary mobility strategies and focuses, such as transit shelters, Intelligent Transportation Systems (ITS), or pedestrian connectivity, were specified for each mobility district.

5.1.8 Town of Melbourne Beach

Transportation goals of the Town of Melbourne Beach's **2022 Comprehensive Plan** emphasized the ability for transportation to support the community and enhance mobility outside of automobiles. The preservation of neighborhoods and cultural and natural resources were also key factors. The Transportation Element focused on establishing a transportation system that provided "ecologically friendly" mobility alternatives.

5.1.9 Merritt Island Redevelopment Agency

In 1989, the Brevard County Board of County Commissioners established the Merritt Island Redevelopment Agency (MIRA) with the purpose of eliminating slum and blight conditions within the Merritt Island area. The 2013 Merritt Island Redevelopment Plan Update assessed previously established goals and objectives as they pertained to economic changes and created an instrument for the adoption of policies to improve the overall environment of Merritt Island. The plan focused on reducing blighted conditions, establishing community policing, improving infrastructure such as stormwater systems and multimodal networks, encouraging brighter landscapes, motivating economic development, and fostering community resources and activities.

5.1.10 Mims

The Census Designated Place of Mims, Brevard County is undergoing redevelopment through a variety of projects, including large-scale residential subdivisions and commercial development areas. In 2020, residents of the area raised concerns regarding the continued development, noting suburban sprawl threatening to transform the rural, low traffic community that they enjoy; environmental impacts, particularly impacts to the Indian River Lagoon; and increased flooding. Residents encouraged the prioritization of sustainable development over profit motives.

5.1.11 City of Palm Bay

City of Palm Bay plans that were reviewed included:

2023 Comprehensive Plan

The City of Palm Bay's 2023 Comprehensive Plan contextualized most of the area as consisting of single-family residences with poor transportation infrastructure and options. The resulting isolation and barriers between neighborhoods introduced the goal of "Advancing Equity" in infrastructure. Goals of the plan focused on the assessment of existing needs, consistent maintenance of infrastructure, and development of innovative infrastructure that would use smarter technology.

2021 Sustainability Action Plan

Similarly, the City of Palm Bay's 2021 Sustainability Action Plan emphasized the goal of designing multimodal transportation networks with safety as the priority.

5.1.12 Town of Palm Shores

The Town of Palm Shores **Future Land Use Map** revealed a disconnect in the transportation network between the low-density residential uses and the commercial use clusters located on the north and southeast sides of the town.

5.1.13 City of Rockledge

The Transportation Element of the City of Rockledge's **2022 Comprehensive Plan** stated the goal of developing a safe and efficient multimodal transportation system. This would be achieved by improving efficiency in the transportation system, ensuring safe multimodal transportation options for all, improving coordination of the transportation and land use processes, and implementing multimodal transportation study recommendations.

5.1.14 City of Satellite Beach

City of Satellite Beach plans that were reviewed included:

2021 Comprehensive Plan

The 2021 Comprehensive Plan of the City of Satellite Beach promoted creation of a healthy and attractive physical environment by enhancing residential areas, preserving natural resources, and providing public safety. Key policies identified to achieve this vision included maintaining Level of Service standards, reviewing drainage and stormwater management techniques, and maintaining the low-density character of the city. To additionally enhance quality of life in the area, the

Transportation Element of the plan stated the goal of establishing a multimodal transportation system that prioritized connectivity, safety, and efficiency.

2022 Sustainability Action Plan

The 2022 Sustainability Action Plan of the City of Satellite Beach noted improving affordable access to public transportation through the use of energy-efficient and environmentally friendly resources was a goal of the city. Additionally, a subgoal in the Quality-of-Life section of the plan stated the need for the city to create a more walkable and bikeable community through the addition or widening of sidewalks and beautification of pathways.

5.1.15 City of Titusville

City of Titusville plans that were reviewed included:

2018 Comprehensive Plan

The Transportation Element of the City of Titusville's 2018 Comprehensive Plan stated the vision of the city to provide a safe, convenient, and energy efficient transportation system that serves all residents with emphasis on connectivity and multimodal transportation choices. The goals and objectives of the element introduced the following unique concepts:

- Creation of multimodal transportation options would encourage stability and improve quality of life
- Improvements to the transportation network should be coordinated with other government infrastructure projects to be efficient and cost effective/use financial resources responsibly

2017 Strategic Plan

The City of Titusville's 2017 Strategic Plan identified transportation, including transit, as a sector for economic growth and noted that enhancement of multimodal transportation options in terms of availability and efficiency would boost economic success. The plan included an objective to expand trail systems and bike paths as a means of transportation to accommodate increased visitors to the area. Strategies identified to enhance state roadways and strengthen economic drive in the area included expansion of wayfinding signage, code enforcement, and taking advantage of state incentives to improve streetscapes.

2020 Mobility Plan

Through input received from community residents, representatives, and business owners, the City of Titusville's 2020 Mobility Plan identified bicycle, pedestrian, and transit improvements to promote connectivity and safety. Key goals included the installment of sidewalks near schools, landscaping improvements on trails and roads, addition of bus facilities for accessibility and shelter, prioritization of trails for economic development and revitalization, and enhancement of trail systems and other resources to provide connections between origins and key destinations to improve conditions for commuters.

5.1.16 City of West Melbourne

The City of West Melbourne's **2023 Comprehensive Plan** encouraged the use of alternative transportation modes and choices to connect communities of people (specifically connections between neighborhoods, commercial areas, and civic spaces) through the integration of land use and transportation planning.

5.1.17 Other Municipalities

No planning related documents could be retrieved (and, therefore, were not reviewed) for the following municipalities within the Space Coast region:

- Town of Grant-Valkaria
- City of Indian Harbour Beach
- Town of Melbourne Village

5.1.18 Consistency/Alignment with County and Municipal Partner Planning Initiatives

Table 4 presents consistency elements between the SCTPO Advance 2050 LRTP goals and objectives and county and municipal partner planning initiatives.

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Table 4. County and Municipal Partner Planning Initiatives Related to Advance 2050 LRTP Goals and Objectives

Advance 2050 LRTP			County and Municipal Partner Planning Initiatives	
Goals		Objectives	Planning Initiatives	Consistency Elements
	Safety	• Promote Vision Zero as a top priority for the transportation system for all motorized and non-motorized users. • Support the Highway Safety Improvement Program and Safe Systems Approach. • Provide a system of bikeways, sidewalks, and shared use paths, connecting residential areas, job centers, schools, and other destinations.	• Brevard County Comprehensive Plan • City of Cape Canaveral Comprehensive Plan and Resiliency Action Plan • City of Cocoa Comprehensive Plan • City of Melbourne Comprehensive Plan • City of Titusville Mobility Plan • Town of Indialantic Comprehensive Plan	• Provide a safe transportation network through regular maintenance, improvements, and access management on local corridors. • Include landscaping, streetscaping, and/or roadway design components that enhance the safety of pedestrians and cyclists.
	Multimodal Options	• Promote economic development through the improved performance of multimodal facilities providing connections to intermodal hubs and commerce centers. • Promote enhanced connectivity to affordable housing by improving system connectivity and mode choice. • Improve coordination with modal agencies.	• City of Cape Canaveral Resiliency Action Plan • City of Cocoa Comprehensive Plan and Strategic Plan • City of Cocoa Beach Strategic Plan • City of Palm Bay Sustainability Action Plan • City of Titusville Comprehensive Plan, Strategic Plan, and Mobility Plan • Town of Palm Shores Future Land Use Map	• Support, maintain, and expand alternative transportation networks (sidewalks and trails) for walking and cycling. • Enhance regional transit connections that drive ridership, growth, and development. • Design and plan for multimodal transportation systems to meet needs of all citizens.
	Transportation and Land Use	• Improve connectivity by encouraging Transit Oriented Development (TOD) and the development of dense, walkable communities with access to modal options. • Improve the mobility of people and freight by increasing the use of emerging technologies. • Enhance access to tourist attractions. • Improve reliability of the transportation system through operational and incident management strategies. • Enhance access to travel options in areas of persistent poverty.	• City of Cocoa Beach Comprehensive Plan • City of Melbourne Comprehensive Plan • City of Rockledge Comprehensive Plan • City of West Melbourne Comprehensive Plan • Cocoa Community Redevelopment Agency Plan • Merritt Island Redevelopment Agency • City of Palm Bay Comprehensive Plan	• During the site review process, encourage and/or incentivize transit-oriented development and transportation alternatives for new developments and redevelopment projects. • Concentrate future mixed uses and higher densities along major corridors to maximize proximity and use of public transportation services. • Enhance physical and economic environments of blighted areas through context based design/multiple travel options. • Implement Intelligent Transportation Systems (ITS)/smart technology improvements and other energy efficient designs.
	Sustainability and Resiliency	• Improve the resiliency of the transportation system through mitigation and adaptation strategies to address vulnerabilities, such as sea level rise and flooding. • Improve security by enhancing the capacity and efficiency of Brevard County's evacuation routes. • Integrate a "fix-it-first" mentality to keep existing infrastructure (roads, bridges, transit assets, etc.) in a State of Good Repair.	• City of Cape Canaveral Comprehensive Plan and Resiliency Action Plan • City of Satellite Beach Comprehensive Plan and Sustainability Action Plan • City of Palm Bay Sustainability Action Plan • Town of Malabar Comprehensive Plan • Town of Melbourne Beach Comprehensive Plan • Mims Sustainable Development	• Promote and expand access to ecotourism destinations through alternative modes of transportation and networks for residents and visitors. • Adapt city infrastructure to the impacts of climate change, including long-term sea level rise, flooding, and storm events. • Provide a dynamic transportation system that would be accessible to current and future users. • Establish a transportation system that provided "ecologically friendly" mobility alternatives

5.2 Modal Partner Planning Initiatives

5.2.1 Canaveral Port Authority

The 2018 **30-Year Strategic Vision Plan** of Canaveral Port Authority identified key port infrastructure requirements as well as designated port land uses as major economic hubs (mainly those uses pertaining to cruise and cargo operations). The plan proposed an intermodal ground transportation center and shuttle system to connect cruise terminals to help address public concerns raised regarding increased traffic and parking needs. Other concerns raised by the public surrounding improvements recommended in the plan pertained to feasibility and environmental protection.

5.2.2 Melbourne Orlando International Airport

The Melbourne Orlando International Airport (MLB) **2023 Annual Report** highlighted the strategic areas for MLB and its achievements through 2023.

The strategic areas for MLB included:

- Passenger Experience
- Infrastructure and Technological Advancements
- Strengthening Air Service
- Tenant Relations

In 2023, MLB received eight transportation grants totaling approximately $17,480,800 from both the Federal Aviation Administration and FDOT. These grants are intended for infrastructure improvements, terminal renovations, and terminal expansions.

5.2.3 National Aeronautics and Space Administration (NASA)

The **Future Transportation Plan** of the National Aeronautics and Space Administration (NASA) outlined opportunities and planning initiatives for Kennedy Space Center, specifically transforming the center into a multi-user spaceport.

Planning initiatives and actions included:

- Integration of transportation and land use planning to leverage the quinti-modal network of the Space Coast region
    - Use the five available transportation systems (space, air, sea, rail, and road) to expedite the rapid transformation of the center to a multi-user

spaceport; for maximum benefit, interconnect the functional centers of the multi-modal network
    - Optimize the existing roadway network by concentrating development along existing corridors and intersections
- Leveraging public-private partnerships and public-public partnerships to reduce demands for recapitalization of existing assets
    - Reduce ongoing operations and maintenance costs, and enable development of new capabilities to support the center's multi-user requirements
    - Relocate guard houses/entry gates and implement a new security plan to create an opportunity for the FDOT to own and maintain some roads for the center
    - Create a public-private partnership to own the railroad track on the center's property, which could reduce operation and maintenance costs of the center and expand transportation options for Port Canaveral
- Restructuring access to provide secured versus unsecured areas based on user requirements
    - As the multi-user spaceport matures, relocate guard houses away from main roads to maintain security while providing daily access and emergency egress for non-NASA tenants

Kennedy Space Center

To support achievement of NASA's objectives and non-NASA access to space, the **Master Plan 2012-2032** of Kennedy Space Center (KSC) outlined steps over a 20-year period to transform NASA and KSC from a single government user launch complex to a multi-user spaceport.

The following specific actions were identified:

- Modify policies/practices to support a multi-user spaceport on federal property
- Divest without diminishing capability to serve government missions and programs while also encouraging commercial space growth
- Analyze cost and revenue impacts to project financial needs/considerations to become economically sustainable
- Capture space market share
- Integrate non-space related commercial opportunities
- Attract new business supported by efficient procedures

The following strategic goals and objectives were also included:

- Goal 1: Ensure mission success by enabling government and commercial access to space
- Goal 2: Develop, operate, and sustain a robust launch and payload processing complex for all providers
- Goal 3: Conduct research and develop technology representative of KSC expertise to enable NASA mission success
- Goal 4: Provide a flexible, cost-effective institution to enable success
- Goal 5: Inspire, engage, and educate through programs, internships, and partnerships

5.2.4 Space Coast Area Transit

The Advance 2050 LRTP is being prepared in conjunction with the Space Coast Area Transit's Advance 2035 Transit Development Plan (TDP) to better align planning efforts and horizons, increase collaboration, and create a more efficient multimodal transportation system. This alignment of transit planning and long range planning extends to aligning the Advance 2050 LRTP with the performance measures and state of good repair standards established within the Space Coast Area Transit's Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management (TAM) Plan.

Brief descriptions of the PTASP and TAM Plan are provided below.

• PTASP: This plan describes the policies, procedures, and requirements to be adhered to by Space Coast Area Transit management to ensure a safe environment for transit employees, riders, and the general public. The plan establishes safety performance measures to eliminate the human and fiscal cost of avoidable personal injury and vehicle crashes related to the Space Coast Area Transit's system.

• TAM Plan: This plan is Space Coast Area Transit's roadmap to systematically identify and manage transit assets and address assets in need of improvement. It also establishes investment strategies so that the agency's capital assets are kept in a state of good repair. It establishes state of good repair standards and performance measures for rolling stock, equipment, transit infrastructure, and facilities.

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5.2.5 Consistency/Alignment with Modal Partner Planning Initiatives

Modal partner planning initiatives contributed to the development of the Multimodal Options goal as well as objectives and performance measures associated with this goal. Representatives of these agencies participate in the Advance 2050 LRTP Working Group. This group has been established to review milestones and deliverables and provide feedback on the process and products of the Advance 2050 LRTP. This group is intended to verify the accuracy of initial information collected through the plan review, help identify any additional transportation problem areas or issues, and formulate the Needs List/prioritize Cost Feasible Plan projects.

6.0 SCTPO Planning Process Alignment

The Advance 2050 LRTP also considered various SCTPO plans developed as a result of the SCTPO's Congestion Management System (CMS) or Congestion Management Process (CMP). The annual monitoring and management of the Space Coast region's transportation system will inform the Advance 2050 LRTP Needs List and is an opportunity to review project priorities. SCTPO plans that were reviewed included:

6.1 Vision Zero Action Plan

The SCTPO adopted its first Vision Zero Action Plan in 2020 and an updated version in 2024. The 2020 Vision Zero Action Plan identified strategies to address community challenges and needs related to safety and crash data. As part of the 2020 Vision Zero Action Plan efforts and following the SCTPO's adoption of a Vision Zero resolution, Vision Zero resolutions were adopted by each of the Space Coast region's 16 municipalities, Brevard County, and Brevard Public Schools.

The 2024 Vision Zero Action Plan focused specifically on strategies that addressed factors and roadway characteristics pertaining to the prevalence, location, and severity of crashes that resulted in fatalities and serious injuries. The 2024 Vision Zero Action Plan strategies were based on and aligned with FDOT's SHSP emphasis areas (organized into three categories – Roadways, Road users, and User Behavior). The strategies focused on corridors of the High Injury Network (where the most serious crashes were concentrated) to make the greatest possible impact in eliminating fatal and serious injury crashes and had associated timelines for implementation to track action progress. The strategies were also organized around seven objectives that were related to the Safe System Approach (which considered five elements of a safe transportation system – safe road users, safe vehicles, safe speeds, safe roads, and post-crash care) as listed below.

Objective	Safe System Approach Element
Facilitate Collaboration between Allied Agencies	Safe Road Users | Safe Speeds | Safe Roads
Increase Awareness of the Vision Zero Program, Objectives, and Actions	Safe Road Users | Safe Speeds | Safe Roads
Improve Data Collection and Reporting	Safe Road Users | Safe Speeds | Safe Roads
Encourage and Support the Implementation of Proven Safety Countermeasures and People-First Roadway Design	Safe Roads | Safe Speeds | Safe Vehicles
Identify Funding Opportunities and Resources for Transportation Safety Projects	Safe Roads | Safe Speeds
Increase Support of Transportation Safety Legislation and Policy	Safe Road Users | Safe Roads | Safe Speeds | Safe Vehicles
Educate Road Users on the Relationship between Individual Behaviors and Crashes	Safe Road Users

This plan ties directly to the Advance 2050 LRTP's Safety goal and associated objectives, performance measures, and targets.

6.2 Intelligent Transportation Systems (ITS) Master Plan

The SCTPO adopted the Intelligent Transportation Systems (ITS) Master Plan Update in 2021. The ITS Master Plan provided a framework for determining the region's future ITS needs or use of technology to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. The vision statement, objectives, and evaluation criteria/performance measures of the plan were compared to the 2045 LRTP goals, objectives, and performance measures to ensure programmatic activities/actions of the ITS Master Plan were aligned with the LRTP. The ITS Master Plan formulated a strategy for the development and maintenance of Brevard County's ITS network; incorporated various methodologies in conformance with national, statewide, and regional architecture; and aided in the formation of a sound basis for design, plans, specifications, estimates, operations and maintenance to phase implementation of the identified ITS projects within the Space Coast region. This plan ties directly to the Advance 2050 LRTP's Linking Transportation and Land Use goal and associated objectives, performance measures, and targets.

6.3 Transportation Resiliency Master Plan

In 2022, the SCTPO adopted a Transportation Resiliency Master Plan, promoted through the Ride the Wave to Resiliency campaign. The plan analyzed the vulnerability of roadways within the Space Coast region to shocks and stressors such as hurricanes, sea level rise, coastal erosion, wildfires, and flooding. The plan also identified next steps and funding opportunities to make the roadway network more resilient to these shocks and stressors. The plan aligns with FDOT's Resilience Quick Guide as it incorporates climate risks into planning and identifies investment priorities to improve the adaptability and recovery of the Space Coast region's transportation system. This plan ties directly to the Advance 2050 LRTP's Sustainability & Resiliency goal and associated objectives, performance measures, and targets.

6.4 Bicycle & Pedestrian Master Plan

The SCTPO adopted a Bicycle & Pedestrian Master Plan (BPMP) in 2019 which aimed to create a better connected system of bicycling and pedestrian facilities to serve the needs and interests of Brevard County's residents, businesses owners, employees, and visitors. The BPMP updated the SCTPO's 2013 Mobility Plan. As such, the BPMP reviewed the goals and objectives identified as part of the 2013 Mobility Plan and reported on progress in meeting these elements since 2013. Informed by the 2013 Mobility Plan goals organized around the "5 E's" – Engineering, Enforcement, Encouragement, Education, and Equity, the BPMP refreshed the goals which included:

- Create a Network: Establish a Well-Connected, Safe, and Comfortable Bicycle and Pedestrian Network
- Partner with Organizations: Partner to Educate, Enforce, and Engineer Safe Use of Facilities
- Empower: Empower People of All Ages and Abilities to Walk or Ride Bicycles Regularly
- Generate Awareness: Increase Awareness of the Network, Safe Practices, and Public Health Benefits
- Pursue Equity: Pursue Equitable Distribution of Projects, Programs, and Funding

The BPMP resulted in specific, prioritized bicycle, pedestrian, and sidewalk gap projects on identified Priority Corridors. The recommendations were intended to be organized to assist the SCTPO, FDOT, and local jurisdictions in prioritizing funding for implementation of bicycle and pedestrian infrastructure projects in the region. This

plan ties directly to the Advance 2050 LRTP's Safety goal and associated objectives, performance measures, and targets.

6.5 Performance-Based Planning and Project Prioritization

The SCTPO has been conducting a performance-based planning prioritization process for decades. The data, performance measures and benchmarks, and analysis performed as part of their State of the System monitoring feed directly into the LRTP and LoPP prioritization criteria and process, and eventually into project programming as part of the TIP. **Figure 1** shows the relationship between the various plans and data as provided through the CMS diagram.

Historically, projects of the SCTPO's LRTP were prioritized based on level of regional need; the LRTP project prioritization process was generally conducted in isolation from other SCTPO processes and core work products, such as the annual development of the LoPP and TIP. Recognizing the benefits in aligning SCTPO processes and core work products (such as improved project delivery, improved consistency between plans, and more meaningful progress towards achieving performance targets, etc.), the SCTPO elected to utilize the same project prioritization criteria and process across the LRTP and LoPP and to help develop the TIP.

Consistent with the 2045 LRTP, the project prioritization criteria of the Advance 2050 LRTP reflect information provided through the State of the System monitoring, as well as federal and state performance measures, national planning goals, federal planning factors and planning emphasis areas, LRTP goals, the SCTPO Governing Board Strategic Plan goals, and other available data resources. Conversely, the Advance 2050 LRTP confirms that the goals, objectives, and targets for the Space Coast region support the federal and state performance measures. The alignment of the performance-based planning and project prioritization process across the three SCTPO core work products supports efficient project delivery.

Table 5 shows the alignment between the Advance 2050 LRTP goals and objectives and LoPP prioritization criteria.

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Figure 1. Congestion Management System Diagram

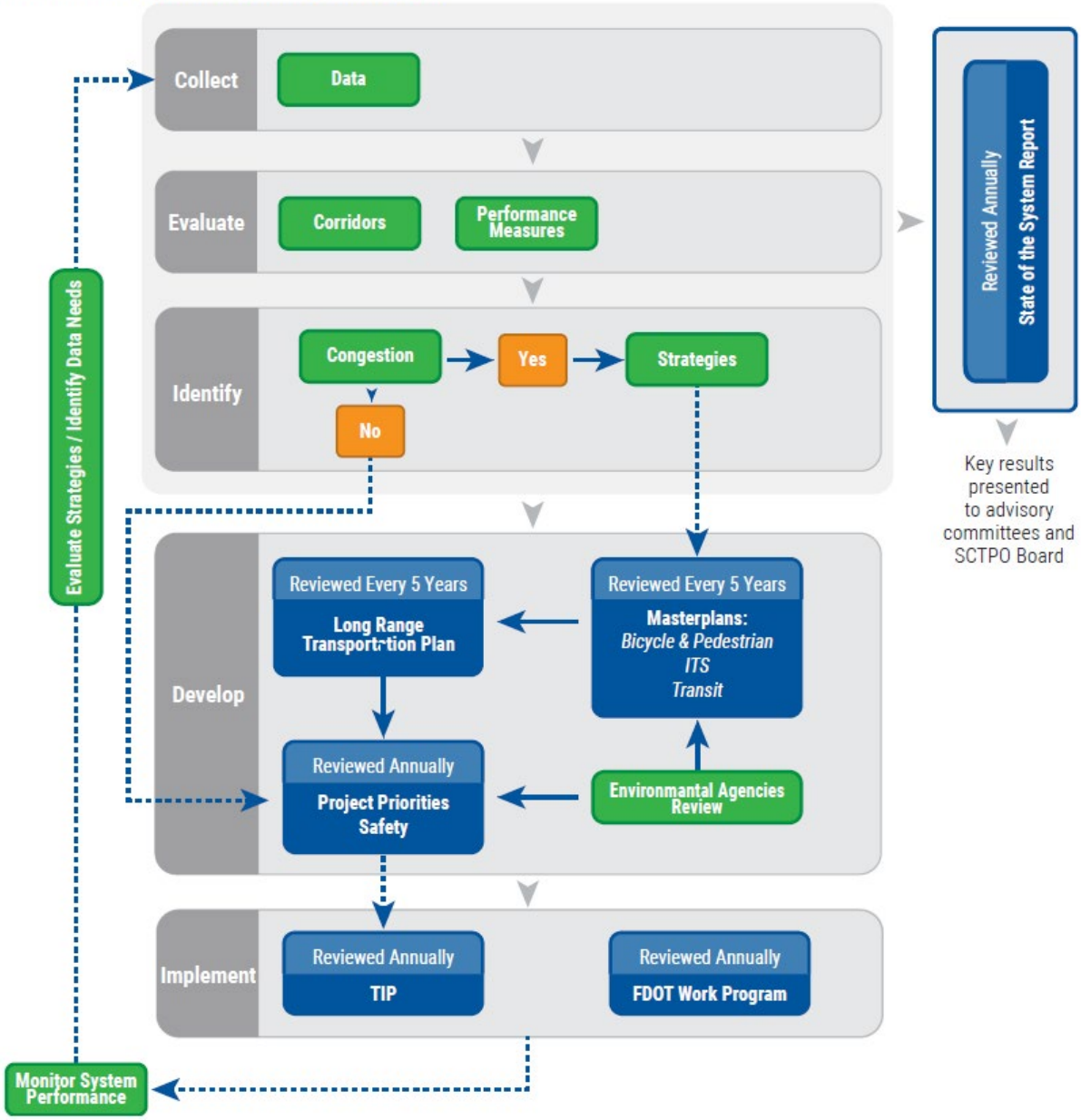

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Table 5. Comparison of LoPP Prioritization Criteria to Advance 2050 LRTP Goals and Objectives

LoPP Prioritization Criteria			Advance 2050 LRTP Goals
	Criteria	**Definition**	
Safety	A1. Provides new vulnerable road user facility	Project would establish a new designated bicycle lane, sidewalk or trail utilizing the most current Florida Design Manual (FDM) standards.	Multimodal Options
	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, minimum 8-foot sidewalk/multi-use trail, HAWKs, RRFBs, mid-block crossings, installation of medians, improved travel time reliability, etc. (Off road trail projects default to 20 mph)	Safety
	A3. Addresses the Vision Zero High Injury Network	Project is on the latest Vision Zero High Injury Network and includes safety improvements or addresses a safety issue.	Safety
	A4. Is the project on a 4 or 5 lane, undivided roadway with no median?	This type of facility has been documented to have a higher number of crashes, especially for vulnerable road users.	Safety
	A5. In SOS top 25 list for vehicular, motorcyclist, bicycle, or pedestrian frequency or crash severity?	Project corridor/intersection is listed in latest State of the System report	Safety

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Table 5. Comparison of LoPP Prioritization Criteria to Advance 2050 LRTP Goals and Objectives (continued)

LoPP Prioritization Criteria			Advance 2050 LRTP Goals
	Criteria	**Definition**	
Linking Transportation and Land Use	B1. Is project nearing, at or over capacity (V/C)?	Addresses monitoring of congestion on system. Corridors are considered congested if volume/capacity (v/c) is .85 or above. Those over 1.0 are over capacity. V/C scores provided in SOS.	Linking Transportation and Land Use
	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.	Linking Transportation and Land Use
	B3. Economic Impact within or connects to an Existing or Planned 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, spaceports, or intermodal hubs. Planned Activity Centers must be identified in a formal document.	Multimodal Options, Linking Transportation and Land Use, and Sustainability & Resiliency
	B4. Community Connections	Project improves direct access to a community asset: Parks, Education Facility, Community Centers, Library.	Linking Transportation and Land Use
	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, Merritt Island National Wildlife Refuge/Canaveral National Seashore.	Linking Transportation and Land Use

Table 5. Comparison of LoPP Prioritization Criteria to Advance 2050 LRTP Goals and Objectives (continued)

LoPP Prioritization Criteria			Advance 2050 LRTP Goals
	Criteria	**Definition**	
Sustainability & Resiliency	C1. Improves evacuation routes	Corridor either is an evacuation route or directly connects to one - mapped corridors are in State of the System.	Sustainability & Resiliency
	C2. Drainage / Stormwater	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.	Sustainability & Resiliency
	C3. Project improves transportation choices within a designated TD/EJ Area (or Area of Persistent Poverty)	Project is located within a Transportation Disadvantaged (TD) Population Area with a 1.8 score or higher as adopted in the Transportation Resiliency Master Plan, located in an area identified by the Climate Economic Justice Screening Tool (CEJST) or USDOT Equitable Transportation Community (ETC) (or Area of Persistent Poverty). All layers are displayed in the updated Vision Zero Action Plan.	Linking Transportation and Land Use and Sustainability & Resiliency
	C4. Identified on Transportation RMP Vulnerability and Criticality Analysis	Corridors that have a total higher score are prioritized based on corridor vulnerability to all five shocks and stressors and criticality of corridor. Projects should improve the resiliency of the corridor.	Safety and Sustainability & Resiliency
	C5. Improves bridge or causeway condition	Project includes rehabilitation or replacement of an existing bridge or causeway.	Sustainability & Resiliency

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Table 5. Comparison of LoPP Prioritization Criteria to Advance 2050 LRTP Goals and Objectives (continued)

LoPP Prioritization Criteria			Advance 2050 LRTP Goals
	Criteria	**Definition**	
Technology & Data (Innovation)	D1. Project utilizes advanced technologies referenced in ITS Master Plan	Project utilizes advanced technologies referenced in ITS Master Plan including, but not limited to: CCTV, DMS, wireless or fiber communications, connected signals, and PedSafe.	Safety, Multimodal Options, and Linking Transportation and Land Use
	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.	Linking Transportation and Land Use
	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/Construction Phases: Project is including design of innovative solution: diverging diamond interchanges, roundabouts, HAWKs, RRFBs, road diet, etc.	Safety, Multimodal Options, and Linking Transportation and Land Use
	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.	Linking Transportation and Land Use

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Table 5. Comparison of LoPP Prioritization Criteria to Advance 2050 LRTP Goals and Objectives (continued)

LoPP Prioritization Criteria			Advance 2050 LRTP Goals
	Criteria	**Definition**	
Multimodal	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.	Safety and Multimodal Options
	E2. Part of Regional or Showcase Trail network or provides direct connection to	Trail = Project/corridor is on Office of Greenways and Trails (OGT) network or SCTPO showcase trail network. Connector = Project provides direct connection to a trail.	Safety and Linking Transportation and Land Use
	E3. Improves Bicycle, Pedestrian, Trail facility?	Project would establish a bicycle lane, sidewalk, or both. A trail or a complete street/ context based design project would be considered both. OR Project updates existing facility to current design standards.	Safety and Multimodal Options
	E4. New or improved multimodal station, transit facility, bus stop or shelter	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.	Multimodal Options, Linking Transportation and Land Use, and Sustainability & Resiliency

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7.0 Advance 2050 LRTP Goals, Objectives, Performance Measures, and Targets

The Advance 2050 LRTP goals, objectives, performance measures, and targets help the SCTPO to continually monitor the conditions of the transportation system within Brevard County, addressing needs or deficiencies and documenting expectations for future transportation system performance. In turn, these elements inform priorities, effective investment decisions, and project delivery based on data-driven outcomes.

As noted in the sections above, these elements were compared to federal and state planning goals, planning factors, and planning emphasis areas as well as federal, state, regional, and local partner agency planning initiatives to ensure alignment with the shared vision and priorities for the Space Coast region. **Figure 2** presents the interrelationship and integration opportunities between the reviewed performance-based plans, programs, and processes and the Advance 2050 LRTP.

Figure 2. Plan Integration Opportunities

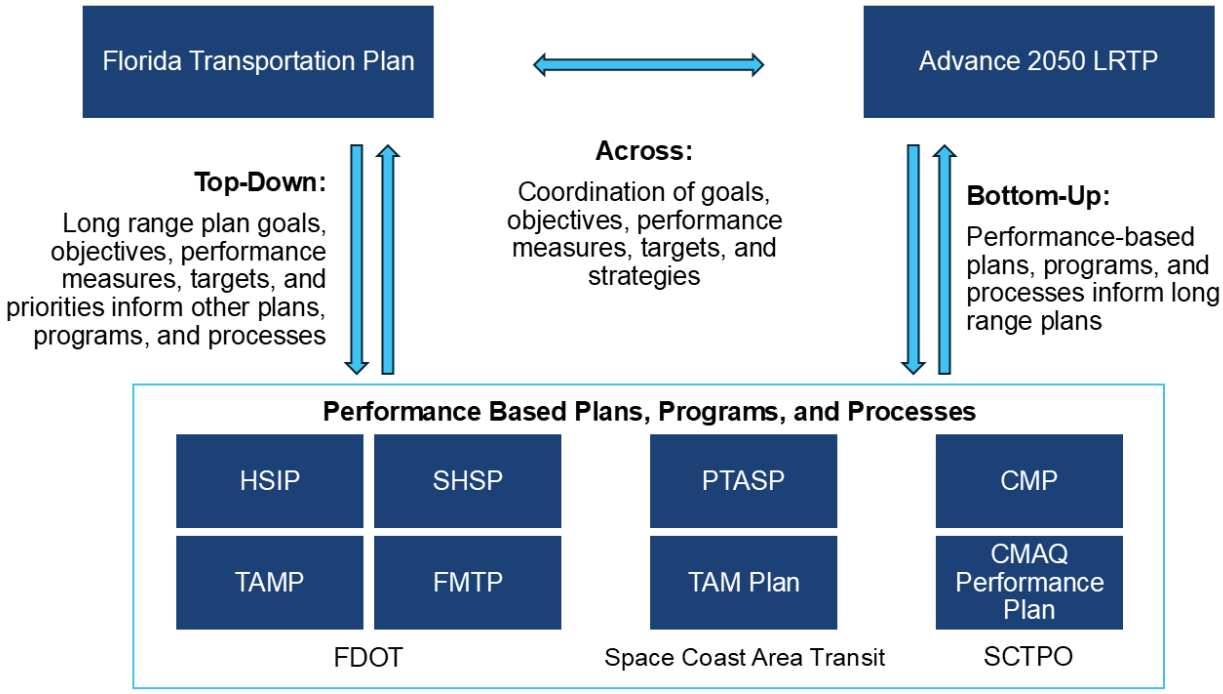

Table 6 presents the Advance 2050 LRTP goals, objectives, performance measures, and targets. These elements will be shared with the public, stakeholders, and decision makers to seek feedback and confirm that they are still consistent with the region's vision and priorities.

Table 6. Advance 2050 LRTP Goals, Objectives, Performance Measures, and Targets

	**Goal 1 - Safety:** **Provide a safe and secure multimodal system for all users.**	
Objectives	**Performance Measures**	**Targets**
Promote Vision Zero as a top priority for the transportation system for all motorized and non-motorized users.	Hold Vision Zero Leadership Team Meetings on a regular basis.	Conduct a minimum of two Leadership Team Meetings per year.
Support the Highway Safety Improvement Program and Safe Systems Approach.	Monitor crash statistics through Annual State of the System Report (FDOT Performance Measure 1).	Annually update State of the System Report and Dashboard.
Provide a system of bikeways, sidewalks, and shared use paths, connecting residential areas, job centers, schools, and other destinations.	Implement Bicycle & Pedestrian Master Plan.	Program Transportation Alternatives (TA) funds as boxed funds in Advance 2050 LRTP Cost Feasible element for bicycle & pedestrian improvements.

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Table 6. Advance 2050 LRTP Goals, Objectives, Performance Measures, and Targets (continued)

	**Goal 2 - Multimodal Options:** **Improve economic growth and overall quality of life with a connected & accessible multimodal system.**	
Objectives	**Performance Measures**	**Targets**
Promote economic development through the improved performance of multimodal facilities providing connections to intermodal hubs and commerce centers.	Prioritize projects that support the movement of goods and services between Ports, Intermodal Hubs, and Major Destinations.	Support development of Passenger Rail Intermodal Station. Support development of Transit Transfer Station.
Promote enhanced connectivity to affordable housing by improving system connectivity and mode choice.	Complete Mobility on Demand (MOD) Study and prioritize locations for MOD. Support Transit Comprehensive Operation Analyses (COA) as identified in the Advance 2035 TDP.	Conduct MOD Pilot Project. Participate in Transit COAs.
Improve coordination with modal agencies.	Meet on a regular basis with the transit provider. Monitor modal agency activities, programs, & projects.	Conduct a minimum of two coordination meetings with the transit agency per year. Attend modal agency board meetings on a regular basis.

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Table 6. Advance 2050 LRTP Goals, Objectives, Performance Measures, and Targets (continued)

	**Goal 3 - Linking Transportation and Land Use:** **Enhance mobility and reliability of the transportation system for communities, tourism, and commerce.**	
Objectives	**Performance Measures**	**Targets**
Improve connectivity by encouraging Transit Oriented Development (TOD) and the development of dense, walkable communities with access to modal options.	Support redevelopment areas that increase mobility options. Participate in planning activities that support sustainable development.	Assist with the development of municipal policies and programs that support TOD and Context Based Design.
Improve the mobility of people and freight by increasing the use of emerging technologies.	Implement the Intelligent Transportation Systems (ITS) Master Plan. Plan and support state and regional advanced air mobility efforts.	Support construction of the Brevard County Transportation Management Center. Continue financial support of advanced and emerging technologies.
Enhance access to tourist attractions.	Prioritize projects that support the movement of goods and services between major tourist destinations.	Prioritize projects that improve/enhance access to one or more of the following high tourism areas/facilities: Beaches, Port Canaveral, Kennedy Space Center, Brevard Zoo, and Merritt Island National Wildlife Refuge/Canaveral National Seashore. Assist with the implementation of transit route changes that support tourist destinations.
Improve reliability of the transportation system through operational and incident management strategies.	Monitor reliability and performance of transportation system (FDOT Performance Measure 3).	Develop the State of the System Report annually.
Enhance access to travel options in areas of persistent poverty.	Prioritize projects located within areas of persistent poverty.	Track number of projects prioritized or funded that support areas of persistent poverty.

Table 6. Advance 2050 LRTP Goals, Objectives, Performance Measures, and Targets (continued)

	**Goal 4 – Sustainability & Resiliency:** **Preserve and provide a sustainable and resilient transportation system by balancing social and environmental resources.**	
Objectives	**Performance Measures**	**Targets**
Improve the resiliency of the transportation system through mitigation and adaptation strategies to address vulnerabilities, such as sea level rise and flooding.	Implement the Transportation Resiliency Master Plan.	Prioritize projects that address resiliency.
Improve security by enhancing the capacity and efficiency of Brevard County's evacuation routes.	Monitor capacity and efficiency of designated evacuation routes.	Prioritize improvements along designated evacuation routes.
Integrate a "fix-it-first" mentality to keep existing infrastructure (roads, bridges, transit assets, etc.) in a State of Good Repair.	Monitor federal Performance Measures (FDOT Performance Measure 2) for Pavement and Bridge State of Good Repair.	Include targets and latest performance of system annually in the Transportation Improvement Program.

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