

Final Report

2026 Annual Update



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# TRANSIT DEVELOPMENT PLAN

ADVANCE

# 2035

# TOGETHER



# Advance 2035: Transit Development Plan – Report – 2026 Annual Update

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## Section 1: Introduction, Background, and Requirements

### 1. A. Transit Development Plan (TDP) Requirement

The Annual Transportation Development Plan (TDP) update is a streamlined process—due by March 1st in Florida—that revisits a transit agency's 10-year strategic guide to adjust for changing needs, updated financial plans, and progress on major projects. It ensures compliance with state funding requirements, updates the 10-year plan, and includes performance assessments, focusing on, but not requiring a full overhaul of, the previous major update. The key element of the Annual TDP Update requirement is the updated 10-year Schedule of Projects, Financial Plan, and List of Priority Projects.

### 1. B. TDP Annual Update Checklist

#### Checklist for Preparing Annual TDP Updates

- ❑ Brief overview of the TDP process
- ❑ Updated 10-year Schedule of Projects table
- ❑ Updated Financial Plan table with previous year removed and a new tenth year added
- ❑ Updated List of Priority Projects table
- ❑ Documents progress and achievements on coordination efforts with local MPO, including coordination on UPWP, TIP, and Corridor Development Studies during the Previous Year
- ❑ Draft report presented to the MPO Board as an informational item
- ❑ Final report submitted to FDOT by March 1st, or a revised date as agreed by FDOT

### 1. C. Summary

Changes have been made to the following Routes:

**Route 6** will service the Cocoa portion of the previous **Route 6** and travel past Cocoa Commons on SR 524, turn around at the Affordable Living Center on Friday Rd., at a 30-minute frequency

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with two buses. This will improve service reliability and route efficiency.

**Route 8** will now be combined with the Rockledge portion of the previous **Route 6** and travel 6am-7pm at a 60-minute frequency, with one bus. This provides all day service to West Cocoa.

**Route 11** will remain as it is until it can be replaced by Mobility on Demand. It has shown poor ridership since its inception.

### Financial Changes:

Updated Financial Plan table with previous year removed and a new tenth year added.

**Section 2: Route Service Changes Summary FY 2035-2035 TDP**



**2. A. 10-Year Route Service Changes (10 Year Schedule of Projects)**

Changes to Routes 6,8, and 11 (From page 96 - 2035 TDP)

Route	Service Change	Reason for Change	Estimated Implementation
<b>8 – West Cocoa</b>	Combine Route 6 Rockledge with Route 8 West Cocoa. One bus / 60 – minute frequency.	Improve service reliability and network connectivity.	<b>5 – 7 years</b>
<b>11 – Port St John</b>	Long Term Change: Consider replacing route with MOD.	Low Performing Route	<b>1 – 5 years</b>
<b>27 – East Palm Bay</b>	Increase frequency to 30 – minutes.	Improve service reliability and network connectivity.	<b>1 – 5 years</b>
<b>33 – Eau Gallie Arts District</b>	Remove route from network.	Better use of network resources and efficiency.	<b>1 – 3 years</b>
<b>4 – 520 Connector</b>	Increase frequency during peak hours. Reduce frequency during non-peak hours.	Improve service reliability and network connectivity to Intermodal Station.	<b>1 – 3 years</b>
<b>6 – Cocoa</b>	Operates two buses / Past Cocoa Commons / Turn around at the Affordable Living Center / 30 – minute frequency.	Improve service reliability and route efficiency.	<b>5 – 7 years</b>
<b>US – 192 (New Route)</b>	New US-192 Route from St. John's Heritage Parkway to SR-A1A. Routes 20 and 30 will need to be realigned to avoid overlapping of routes.	Improve service reliability, network connectivity, and on time performance.	<b>5 – 10 years</b>
<b>SR – 528 (New Route)</b>	New Express Bus route on SR-528 to connect Intermodal Station to Cruise Terminal and Cocoa Beach Pier.	Improve service reliability and network connectivity.	<b>5 – 10 years</b>

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### [10-Year Capital Changes \(10 Year Schedule of Projects\) No Changes to the Major TDP List of Projects](#)

#### Space Coast Area Transit Fleet Replacement

Based on the Peer and Trend Analysis, Space Coast Area Transit's average age of fleet (8.1 years) is older than the peer group mean (4.7 years). This aging fleet can present future operational challenges and safety issues. The transit agency will need to further evaluate efforts to maintain a state of good repair for the fleet in the future Transit Asset Management Plan and Fleet Replacement Program. Specifically, Space Coast Area Transit should establish a fleet replacement schedule for the long term. Additionally, the agency should explore further options for fleet electrification, such as hybrid, electric, or fuel alternatives. The transit agency would also need to assess feasibility and costs for fleet charging stations, if fleet electrification is pursued.

#### Bus Stops

Long term, Space Coast Area Transit will need to prioritize bus stop improvements, including better lighting, shelters, bike racks, and enhanced safety features.

#### Mobility on Demand

Considerations for Mobility on Demand continue to evolve and will be finalized in the Mobility on Demand Study is being conducted by SCTPO. This TDP does not provide any modeling for MOD in its service changes. However, Downtown Melbourne could be a good candidate for a MOD pilot. Once the MOD study is completed, it is recommended that Space Coast Area Transit and SCTPO continue to work in collaboration to update future TDPs and implement Mobility on Demand recommendations for the future.

#### [New Transfer Station \(Design and Construction\) and New Administration/Operations/Maintenance Facility](#)

The Cocoa Transfer Center is critical component and location for the agency's bus transfers, operations, and maintenance. To better accommodate services, an expanded and updated facility will need to be pursued. Space Coast Area Transit needs to assess and establish funding sources for the design and construction of the refined Cocoa Transfer Center. Additionally, due to limited space for growth at current offices, Space Coast Area Transit needs to assess funding/feasibility for construction of a new office facility. This facility would be solely dedicated to housing the agency's administrative, operations, and maintenance efforts.

#### Intermodal Station

The development of the Intermodal Station provides many opportunities for Space Coast Area Transit to serve future visitors in the area. Long term, route connections to

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the Intermodal Station should be further explored. Additionally, bus bays along US-1 should be considered, to offer easier access and connection between the Intermodal Station and Space Coast Area Transit routes.

### Technology

Space Coast Area Transit currently offers Wi-Fi on all fixed routes, real-time bus status updates via app, and audio/visual announcements on buses that include upcoming stops and ADA features. Moving forward, the agency should focus on improving passenger amenities by adding more bus stop shelters and providing more bike racks at stops. Space Coast Area Transit could also explore implementing dynamic message boards at transfer stations and on buses for real-time updates. Additionally, expanding cell phone charging options, across all buses, will enhance convenience for riders.

### Policy and Financial

Further financial analysis and plans for the service changes will be outlined in the TDP's 10-Year Financial Plan and Implementation Plan. Below are considerations for Space Coast Area Transit to improve system awareness and funding strategies long-term.

### Marketing

Currently, Space Coast Area Transit plans to provide marketing materials to new apartment complexes along routes. Space Coast Area Transit should continue to increase marketing efforts to capture non-riders of the system. In the next 5-10 years, the agency should look at increasing advertisements and public awareness. This could be done through commercial advertising, social media, and public outreach events for targeted audiences.

### Funding

Space Coast Area Transit currently allows Melbourne residents to ride fare-free on all routes within Melbourne city limits. This is made possible through funding from the City of Melbourne. Additionally, the City of Palm Bay purchases and provides bus passes to residents. Long term, there is opportunity for similar approaches where local municipalities assist with funding. Expanding or adding certain routes could be achieved by requesting additional funding, if justified.

### Planning

#### Comprehensive Operations Analysis

A COA or a more targeted route analysis should be conducted to identify ways to reduce annual operating costs and enhance system efficiency. Refining the fixed route network could contribute to the long-term sustainability of the system.

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### MOD Pilot

After the MOD Study, Space Coast TPO and Space Coast Area Transit could launch a MOD pilot program, focusing on the ideal locations or areas identified in the study.

### Fleet Electrification Plan

While Space Coast Area Transit has an existing electrification plan, a comprehensive plan needs to be developed. This plan should assess a range of fleet electrification options, including hybrid, electric, and alternative fuel vehicles, to gradually transition part of the fleet to cleaner technologies.

### 2. B. Changes to Route 8

(From page 97 - 2035 TDP)

Route 8 – West Cocoa			
<b>Current Frequency</b>	6am - 9am:125 Minutes 9am - 3pm: 30 Minutes 5pm - 7pm 60 Minutes	<b>Proposed Frequency</b>	60 Minutes
<b>Current Service Hours</b>	6am – 3pm / 5pm – 7pm	<b>Proposed Service Hours</b>	6am – 7pm
<b>Proposed Network Change</b>	Remove Rockledge portion of Route 6 and combine with Route 8 West Cocoa. Route will be named Route 8 West Cocoa/Rockledge.		
<b>Change Justification</b>	All day service Route 8.		
<b>Support</b>	Rider Survey; community conversations.		
<b>TDP Goals</b>	Expanded Route 8 Service.		
<b>Impacted Routes</b>	Route 1, 4, and 6 possible Route time changes.		
<b>Timeline</b>	5 – 7 years		

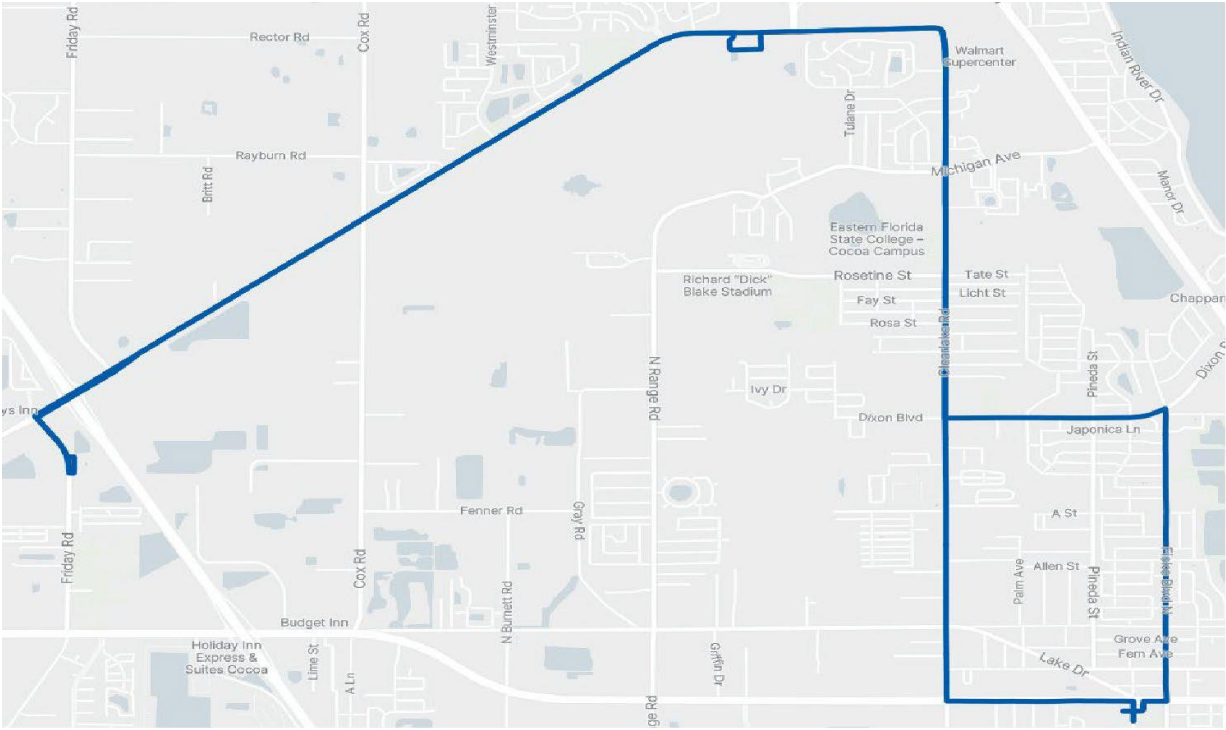


**2. C. Changes to Route 6**

(From page 102 from the 2035 TDP)

<b>Route 6 – Cocoa/Rockledge</b>			
<b>Current Frequency</b>	6 – 8 am: 30 Minutes 8 – 8pm: 20 Minutes 5 – 11pm: 60 Minutes	<b>Proposed Frequency</b>	6am - 8pm Every 30 Minutes
<b>Current Service Hours</b>	6am – 8pm	<b>Proposed Service Hours</b>	No Change
<b>Proposed Network Change</b>	Service to Cocoa Extend to cover SR 524/Removed Rockledge portion which will be serviced by Route 8.		
<b>Change Justification</b>	Improve coverage area and on-time performance.		
<b>Support</b>	Rider Survey; community conversations.		
<b>TDP Goals</b>	2 (Multi-Modal Options), 3 (Linking Transportation and Land Use).		
<b>Impacted Routes</b>	1, 4, 7, 8		
<b>Timeline</b>	5 – 7 years		

New Route 6 Map:



**2. D. Changes to Route 11**

(From page 112 - 2035 TDP)

Route 11 – Port St John			
<b>Current Frequency</b>	60 Minutes	<b>Proposed Frequency</b>	No change
<b>Current Service Hours</b>	7am – 8pm	<b>Proposed Service Hours</b>	No change
<b>Proposed Network Change</b>	<b>Long Term Change:</b> Consider replacing route with MOD.		
<b>Change Justification</b>	Low ridership / More efficient use of transit resources.		
<b>Support</b>	Ridership totals below 45 per day.		
<b>TDP Goals</b>	Sustainability, equity, and resiliency.		
<b>Impacted Routes</b>	Route 1, and Route 6.		
<b>Timeline</b>	Long Term Change: 5 – 10 years		

## Section 3: TDP Alternative Ridership and Cost Comparison



### 3. A. Alternative Cost Comparison – Changes to Routes 6, 8, and 11

(From page 112 - 2035 TDP)

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Route	Service Change	Estimated Alternative 2025 Annual Ridership	% Change In Annual Ridership	Estimated Base Conditions 2035 Operating Cost	Estimated TDP Alternative Annual Operating Cost	Estimated TDP Alternative Cost Per Rider
<b>4 – 520 Connector</b>	Increase frequency during peak hours. Reduce frequency during non-peak hours.	264,948	9.40%	\$1,424,085	\$1,358,036	\$5.13
<b>6 – Cocoa</b>	Operate Two Buses / Past Cocoa Commons / Turn around at the Affordable Living Center. 30 Minute Frequency.	198,904	9.40%	\$1,215,644	\$708,639	\$3.56
<b>8 – West Cocoa/Rockledge</b>	Combine Route 6 Rockledge with Route 8 West Cocoa. 60 Minute Frequency.	73,000	*50%	\$284,392	\$490,118	\$6.71
<b>11 – Port St John</b>	Move to Mobility on Demand		-100%		(\$368,093)	
<b>27 – East Palm Bay</b>	Increase Frequency to 30 Minutes	102,902	9.40%	\$296,572	\$305,745	\$3.01
<b>33 – Eau Gallie/Arts Dist.</b>	** Remove from network	0.00%	-100%	\$30,200	(\$39,260)	
<b>US – 193 (New Route)</b>	New US - 192 Route from St. John's Heritage Pkwy to SR A1A	60,000	100%		\$409,198	\$6.82
<b>US – 528 (New Route)</b>	New Route on SR - 528 to connect Intermodal Station to Cruise Terminal and Cocoa	30,515	100%		\$712,401	***

\*Estimated Ridership of both Rockledge Portion of Route 6 when combined with Route 8 West Cocoa.

\*\*By removing Route 33, Eau Gallie Arts District, from the network, modeling assumes cost savings of \$30.2k annually. These resources could be shifted towards other route operations to alleviate costs.

\*\*\*Estimated ridership and costs for a new Express route on SR-528 will require further evaluation with the development of the Intermodal Station.

## Section 4: 10 – Year Service Change – Evaluation Scores and Ranking



### 4. A. 10 – Year Service Change – Evaluation Scores and Ranking

(From page 114 - 2035 TDP)

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Route	Service Change	Transit Markets	Productivity and Efficiency	Public Involvement	Weighted Score	Ranking
<b>33 – Eau Gallie Arts</b>	Remove route from service	1	2	2	5	1
<b>4 – 520 Connector</b>	Increase frequency during peak hours. Reduce frequency during non-peak hours.	2.5	2.5	3	8	2
<b>27 – East Palm Bay</b>	Increase frequency to 30 – Minutes.	2	2.5	2	6.5	3
<b>8 – West Cocoa</b>	Combine Route 6 Rockledge with Route 8/ One bus / 60 – Minute Frequency.	2	2.5	3	7.5	4
<b>6 – Cocoa</b>	Operate two buses / Past Cocoa Commons / Turn around at the Affordable Living Center / 30 – Minute Frequency.	1	2	2	5	5
<b>US – 192 (New Route)</b>	*New US 192 route from St. John’s Heritage Parkway to SR-A1A.	3	2	3	8	6
<b>SR – 528 (New Route)</b>	*New route on 528 to connect Intermodal Station to cruise terminal and Cocoa Beach Pier.	3	1.5	3	7.5	7

## Section 5: Operating and Capital Costs



### 5. A. Operating and Capital Costs – Actual for 2026 – Projected for 2036

(From page 119 - 2035 TDP)

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	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
<b>Operating Expenses</b>											
Existing Operating Expenses	\$17,023,406.29	\$17,534,108.48	\$18,060,131.73	\$18,601,935.68	\$19,159,993.76	\$19,734,793.57	\$20,326,837.38	\$20,936,642.50	\$21,564,741.77	\$22,211,684.02	\$22,878,034.54
Maintenance of Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Security	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Route #4 - 20 min Pk Freq	\$2,323.20	\$2,392.90	\$2,464.69	\$2,538.63	\$2,614.79	\$2,693.23	\$2,774.03	\$2,857.25	\$2,942.97	\$3,031.25	\$3,122.19
Route #6 - 20 min Pk Freq					(\$366,941.00)	(\$377,949.23)	(\$389,287.71)	(\$400,966.34)	(\$412,995.33)	(\$425,385.19)	(\$438,146.74)
Route #8 - 60 min Freq & Extend	\$ -	\$ -	\$ -	\$ -	\$123,177.00	\$126,872.31	\$130,678.48	\$134,598.83	\$138,636.80	\$142,795.90	\$147,079.78
Route #11 - Route Reduction		(\$379,135.79)	(\$390,509.86)	(\$402,225.15)	(\$414,291.91)	(\$426,720.67)	(\$439,522.29)	(\$452,707.96)	(\$466,289.19)	(\$480,277.87)	(\$494,686.21)
Route #27 - 30 Min Freq	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$305,745.00	\$314,917.35	\$324,364
Route #192 - New Route	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,174,851.95	\$1,210,097.51	\$1,246,400.44
Route # 528 - New Route	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$806,647.88	\$830,847.31	\$855,772.73
<b>Subtotal Operating Expenses</b>	<b>\$17,025,729.49</b>	<b>\$17,157,365.59</b>	<b>\$17,672,086.56</b>	<b>\$18,202,249.16</b>	<b>\$18,504,552.64</b>	<b>\$19,059,689.21</b>	<b>\$19,631,479.89</b>	<b>\$20,220,424.28</b>	<b>\$23,114,281.85</b>	<b>\$23,807,710.28</b>	<b>\$24,521,940.73</b>
<b>Capital Expenses</b>											
Capitalized Maintenance	\$9,004,070.48	\$9,274,192.59	\$9,552,418.37	\$9,838,990.92	\$10,134,160.65	\$10,438,185.47	\$10,751,331.03	\$11,073,870.97	\$11,406,087.09	\$11,748,269.71	\$12,100,717.80

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	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Replacement Non-Revenue Vehicles											
Replacement Buses - Maintain Existing Service (35' to 40')	\$4,502,113.00	\$945,443.73	\$308,716.32	\$701,043.31	\$2,881,352.32	\$3,698,164.25					
Replacement Buses - Maintain Existing Service (30')											
Replacement ADA Vehicles - Maintain Existing (30')					\$937,440.00		\$330,400.00			\$1,355,200.00	\$694,400.00
Replacement ADA Vehicles - Maintain Existing (Vans)				\$1,177,200.00			\$1,486,800.00	\$1,524,600.00			
Replacement Vans - Maintain Paratransit Vanpool											
Replacement Vans - Maintain Commuter Vanpool											

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	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Route #8 - 60 min Freq & Extend	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Route #27 - 30 Min Freq	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$830,540.32	\$ -	\$ -	
Route #192 - New Route	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,661,080.64	\$ -	\$ -	
Route # 528 - New Route	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$830,540.32	\$ -	\$ -	
Security Equipment/ Cameras	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Radios	\$71,027.00	\$73,158.00	\$75,353.00	\$77,613.00	\$79,942.00	\$82,340.00	\$84,810.00	\$87,354.30	\$89,974.93	\$92,674.18	95,454.41
Computer Hardware	\$2,429	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Fare Equipment	\$3,213,326	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Facility Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Bus Stop Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
MOD Application/ Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
New Cocoa Transfer Center - Design	\$ -	\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
New Cocoa Transfer Center - Construction	\$ -	\$ -	\$ -		\$2,086,693.00	\$ -	\$ -	\$ -	\$ -	\$ -	
New Centralized Transit Facility - Design	\$ -	\$ -	\$300,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Software Procurement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

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	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
New Centralized Transit Facility - Construction	\$ -	\$ -	\$ -	\$ -	\$11,068,865.00	\$11,400,931.00	\$ -	\$ -	\$ -	\$ -	
Bus Cameras	\$153,656	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Security Equipment	\$184,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Support Hardware	\$90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Subtotal Capital Expenses</b>	<b>\$16,801,069.48</b>	<b>\$10,300,902.32</b>	<b>\$10,544,599.69</b>	<b>\$11,802,963.23</b>	<b>\$27,196,572.97</b>	<b>\$25,627,744.72</b>	<b>\$12,661,469.03</b>	<b>\$16,016,118.55</b>	<b>\$11,504,198.02</b>	<b>\$13,204,283.89</b>	<b>\$12,898,716.21</b>

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## 5. B. Operating and Capital Costs – Actual for 2026 – Projected for 2036

(From page 120 - 2035 TDP)

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Fiscal Year	2026	2027	2028	2029
<b>Current Revenue Sources</b>				
Federal Funding	\$8,610,257.40	\$9,021,641.20	\$9,433,050.00	\$10,336,790.90
Balance Forward - Federal Funds	\$ -	\$ -	\$ -	\$ -
State Grants	\$7,903,481.63	\$8,864,113.13	\$9,824,744.63	\$10,785,376.13
Farebox Existing System	\$929,448.60	\$934,839.40	\$940,261.47	\$945,714.98
General Fund	\$2,417,482.10	\$2,490,006.56	\$2,564,706.76	\$2,641,647.96
Misc Local Revenue	\$971,709.00	\$1,122,140.00	\$1,272,571.00	\$1,423,002.00
<b>Current Revenue Sources</b>				
Fares for New/Expanded Services	\$ -	\$ -	\$ -	\$ -
Local Revenue for New Service (Match & Continued Funding)	\$2,323.20	\$2,392.90	\$2,464.69	\$2,538.63
FDOT Intermodal Development Grant (50% of Costs)				
FDOT Corridor Funds (100% of Costs)				
FDOT Service Development Grant (50%)	\$ -	\$ -	\$ -	\$ -
<b>Total Revenue</b>	<b>\$20,834,701.93</b>	<b>\$22,435,133.19</b>	<b>\$24,037,798.55</b>	<b>\$26,135,070.60</b>

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Fiscal Year	2030	2031	2032	2033
<b>Current Revenue Sources</b>				
Federal Funding	\$10,255,792.60	\$10,997,029.41	\$13,682,832.00	\$13,924,848.28
Balance Forward - Federal Funds	\$ -	\$ -	\$ -	\$ -
State Grants	\$11,746,007.63	\$12,706,639.13	\$13,667,270.63	\$14,627,902.13
Farebox Existing System	\$951,200.13	\$956,717.09	\$962,266.05	\$967,847.19
General Fund	\$2,720,897.40	\$2,802,524.32	\$2,886,600.05	\$2,973,198.05
Misc Local Revenue	\$1,573,433.00	\$1,723,864.00	\$1,874,295.00	\$2,024,726.00
<b>Current Revenue Sources</b>				
Fares for New/Expanded Services	\$6,025.88	\$6,062.00	\$6,099.00	\$6,136.00
Local Revenue for New Service (Match & Continued Funding)	\$112,477.34	\$119,298.66	\$126,324.82	\$243,640.93
FDOT Intermodal Development Grant (50% of Costs)				
FDOT Corridor Funds (100% of Costs)				
FDOT Service Development Grant (50%)	\$110,078.05	\$110,078.05	\$110,078.05	\$ -
<b>Total Revenue</b>	<b>\$27,475,912.03</b>	<b>\$29,422,212.66</b>	<b>\$33,315,765.60</b>	<b>\$34,768,298.58</b>

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Fiscal Year	2034	2035	2036
<b>Current Revenue Sources</b>			
Federal Funding	\$13,802,031.90	\$17,108,355.77	\$17,621,605
Balance Forward - Federal Funds	\$ -	\$ -	
State Grants	\$15,588,533.63	\$16,549,165.13	\$17,045,639
Farebox Existing System	\$973,460.71	\$979,106.78	1,008,479
General Fund	\$3,062,394.00	\$3,154,265.82	3,248,893.79
Misc Local Revenue	\$2,175,157.00	\$2,325,588.00	2,395,355.64
<b>Current Revenue Sources</b>			
Fares for New/Expanded Services	\$45,673.00	\$45,942.00	47,320.26
Local Revenue for New Service (Match & Continued Funding)	\$1,994,170.89	\$2,077,597.21	2,139,925.12
FDOT Intermodal Development Grant (50% of Costs)			
FDOT Corridor Funds (100% of Costs)			
FDOT Service Development Grant (50%)	\$750,000.00	\$750,000.00	\$750,000
<b>Total Revenue</b>	<b>\$38,391,421.13</b>	<b>\$42,990,020.71</b>	<b>44,257,217.81</b>

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## 5. C. 10 – Year Expenses and Summary

(From page 121 - 2035 TDP)

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10-Year Expenses & Revenue Summary	2026	2027	2028	2029	2030
Total Revenue	\$20,834,701.93	\$22,435,133.19	\$24,037,798.55	\$26,135,070.60	\$27,475,912.03
Total Expenses	\$33,818,694.97	\$27,450,159.91	\$28,208,574.25	\$29,997,096.39	\$45,693,005.61
Total Expenses					
Revenue less Expenses	(\$12,983,993.04)	(\$5,015,026.60)	(\$4,170,775.70)	(\$3,862,025.79)	(\$18,217,093.58)
Rollover Funds from Prior Year Funding Balance					
Annual Funding Balance - Surplus / (Shortfall)	(\$12,983,993.04)	(\$5,015,026.60)	(\$4,170,775.70)	(\$3,862,025.79)	(\$18,217,093.58)

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10-Year Expenses & Revenue Summary	2031	2032	2033	2034	2035	2036
Total Revenue	\$29,422,212.66	\$33,315,765.60	\$34,768,298.58	\$38,391,421.13	\$42,990,020.71	44,257,217.81
Total Expenses	\$44,679,309.93	\$32,284,820.92	\$36,228,410.83	\$34,610,343.87	\$37,003,854.17	\$37,412,512.94
Total Expenses						
Revenue less Expenses	(\$15,257,097.27)	\$1,030,944.68	(\$1,460,112.25)	(\$3,781,077.26)	\$5,986,166.01	\$6,844,704.06
Rollover Funds from Prior Year Funding Balance						
Annual Funding Balance - Surplus / (Shortfall)	(\$15,257,097.27)	\$1,030,944.68	(\$1,460,112.25)	(\$3,781,077.26)	\$5,986,166.01	6,844,704.06



## Section 6: List of Funded Needs for Routes 6 and 8

### 6. A. List of Funded Needs for Routes 6

(From page 126 - 2035 TDP)

Route 6 – Cocoa	
<b>Current Frequency</b>	6 – 8 am: 30 Minutes 8 – 8pm: 20 Minutes 5 – 11pm: 60 Minutes
<b>Proposed Frequency</b>	6am – 8pm Every 30 Minutes
<b>Current Service Hours</b>	6am – 8pm
<b>Proposed Service Hours</b>	6am – 8pm
<b>Proposed Network Change</b>	Service to Cocoa Extend to cover SR 524.
<b>Change Justification</b>	Improve coverage area and on-time performance / Route 6 will run two buses instead of three, which added to the additional surplus.
<b>Support</b>	Rider Survey; community conversations.
<b>TDP Goals</b>	2 (Multi-Modal Options), 3 (Linking Transportation and Land Use).
<b>Impacted Routes</b>	1, 4, 7, 8 – Improves transfers and connectivity.
<b>Capital Costs</b>	None.
<b>Operating Costs</b>	\$1,075,765 for current operating cost. \$708,624 in implementation year when adjusted for inflation. Surplus of \$366,941 can be applied to New Route 8.
<b>Implementation</b>	<b>Annual Operating Costs:</b> New Route will run at \$708,624 a surplus of \$366,941 which can be applied to Route 8.

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## 6. B. List of Funded Needs for Routes 8

(From page 127 - 2035 TDP)

Route 8 – West Cocoa			
<b>Current Frequency</b>	6 – 9am: 125 Minutes 9am – 3pm: 30 Minutes 5pm – 7pm: 60 Minutes	<b>Proposed Frequency</b>	60 Minutes
<b>Current Service Hours</b>	6am – 3pm / 5pm – 7pm	<b>Proposed Service</b>	06:20am – 5:50pm
<b>Proposed Network Change</b>	Combine Route 6 Rockledge with Route 8 West Cocoa.		
<b>Change Justification</b>	All day Service Route 8.		
<b>Support</b>	Rider Survey; community conversations.		
<b>TDP Goals</b>	Expanded Route 8 Service.		
<b>Impacted Routes</b>	1, 4, and 6		
<b>Capital Costs</b>	None.		
<b>Operating Costs</b>	\$218,778 for existing operating cost. \$490,118 for implementation year when adjusted for inflation. Shortage covered by Surplus of new Route 6 (\$366,941)		
<b>Implementation</b>	<b>Annual Operating Costs:</b> \$490,118 in total per year, after implementation. \$366,941 will be covered by the Surplus gained by route 6. Route 8 will run at an actual cost of \$123,177.		



## Section 7: MPO Coordination Update

### 7. A. Organizational Context

The Space Coast Transportation Planning Organization (SCTPO) routinely coordinates with Space Coast Area Transit through participation in the SCTPO boards and committees, including the Governing Board, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Transportation Disadvantaged Local Coordinating Board (TDLCB).

### 7. B. Project Coordination Efforts

Document progress and achievements on coordination efforts with Space Coast Transportation Planning Organization (SCTPO), including coordination on Ununified Planning Work Program (UPWP), Transportation Improvement Program, and Corridor Development Studies during the previous year.

The SCTPO and Space coast Area Transit collaborated on several core work products including the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP), and Mobility on Demand Study (MOD). In addition to the committee meetings SCTPO and Space Coast Area Transit (SCAT) leadership hold quarterly coordination meetings to promote close collaboration and ensure cohesive regional planning is prioritized.

#### UPWP

The Unified Planning Work Program (UPWP) is the SCTPO's two-year work plan for transportation planning. The document describes and lists transportation planning activities for the next two years, includes a proposed budget for those activities, and identifies work tasks that will be accomplished using federal transportation planning funds. These planning activities help support efforts such as improving safety, studying traffic issues, planning for future transportation needs, and advancing mobility solutions throughout Brevard County.

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Transportation and Transportation Disadvantaged Work Products – Collaborative Responsibility of SCTPO and SCAT:

- Administer Transportation Disadvantaged Grant
- Community Transportation Coordinator Evaluation
- Assist with data analysis and coordination of Transit Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management (TAM)
- General Planning Consultant Support for the Transit plans and programs related data and analysis
- Space Coast Area Transit Transportation Disadvantaged Service Plan updates
- Space coast Area Transit Bus Rapid Transit Analysis
- Mobility on Demand Project

The UPWP covers the fiscal years July 1, 2026 – June 30, 2028.

### TIP

The Transportation Improvement Program (TIP) lists each transportation project to be implemented over the next five years. The TIP is a staged program encompassing a five-year period consisting of all regionally significant transportation improvements to all modes of travel in Brevard County. The TIP identifies projects for maintaining and improving the transportation system funded by federal and state sources. It's a realistic forecast of projects that have committed state or federal funds, so it serves as the SCTPO's short range plan. The list of funded transportation projects is developed annually with input from the community and updated throughout the year.

Transit and Transportation Disadvantaged Projects:

- 420642-1 Brevard-Space Coast Area Transit Bus Service SR 520
- 420643-1 Brevard-Space Coast Area Transit SR A 1A Beach Trolley
- 431532-1 Brevard-Space Coast Area Transit 5307 Capital Fixed Route Palm Beach UZA (LG) Titusville UZA (SM)
- 442456-1 Brevard-Block Grant Operating Assistance
- 442456-2 Brevard-Block Grant Operating Assistance

The FY 2026-30 TIP was adopted by the Governing Board on July 10, 2025.

### L RTP

The Long Range Transportation Plan is developed by the SCTPO every five years. It is a core work product that is federally required to receive and program

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federal transportation funds. The Advance 2050 LRTP outlines the 25-year transportation vision of the Space Coast region or Brevard County, identifying which transportation needs can be funded with available transportation revenues from federal, state, and local sources to address mobility, efficiency, and reliability. It was prepared in conjunction with the Space Coast Area Transit's Advance 2035 Transit Development Plan (TDP) 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.

Advance 2050 LRTP was adopted by the SCTPO Governing Board on September 11, 2025.

### **MOD**

Space Coast Area Transit initiated a Mobility on Demand (MOD) Study in coordination with the Space Coast Transportation Planning Organization (SCTPO) to explore potential MOD alternatives in different “zones” of Brevard County. Key stakeholders included Brevard County, City of Cape Canaveral, City of Cocoa, City of Cocoa Beach, City of Melbourne, City of Palm Bay, and City of West Melbourne.

The MOD study consisted of several key steps for identifying potential MOD service zones and the selection of one MOD service zone to move forward for a pilot project. MOD is an on-demand service, like that of Uber or Lyft, that allows customers to request a ride when needed, rather than hours or days in advance. MOD service provides a shared ride by picking up multiple customers and optimizing the route based on pick-up or drop-off locations. To provide a framework for Space Coast Area Transit's potential MOD service, the Study Team conducted an existing conditions analysis with a literature review of best practices, interviews with peer agencies, and coordinated efforts with other ongoing studies. Ongoing studies included the 2035 Transit Development Plan (TDP) as part of the 2050 Long Range Transportation Plan (LRTP) update and the intermodal station Feasibility Study. MOD service goals were developed in consideration with the TDP goals.

### **7. C. Document Report**

Per FLA. Admin. Code 14-73.001, this Annual Update will be presented to the SCTPO Board in May 2026 as an informational item