



## Chapter 1: Introduction

The Martin Metropolitan Planning Organization (MPO) is the primary agency responsible for transportation planning in Martin County. The MPO is comprised of elected officials representing local governments. The current Board consists



of seven voting members representing the Martin County Commission, City of Stuart, and Town of Sewall's Point. The MPO works to coordinate the improvement of all facets of the transportation network in Martin County. The MPO evaluates existing transportation conditions, develops improvement strategies to solve mobility and safety challenges, engages the public to inform and collect meaningful input, and prioritizes transportation funding strategies.

MPOs are designated and funded through Federal legislation directing the coordination of plans and improvements in areas with a population of 50,000 or more. The mission of the Martin MPO is to provide a continuing, comprehensive, and cooperative transportation planning – the “3C” planning approach towards projects.

Every five years, the MPO is required to review and update the Long Range Transportation Plan (LRTP). The LRTP sets the vision for transportation for all modes of travel throughout the County and influences projects included in the 5-year Transportation Improvement Program (TIP). The update of the Martin LRTP every five years is one of the primary activities of the Martin MPO to meet federal and state requirements. The 2040 LRTP, also known as *Moving Martin Forward*, details how Martin County's multimodal transportation system will evolve over the next 25 years.

The Martin MPO is one of the most active MPOs in Florida. According to the *FDOT District Four M/TPO Public Awareness Survey*, Martin County has the highest percentage of residents who are aware of the MPO and its activities of any county in the District Four area. The Martin MPO's recent *Household Travel Survey* (HTS) resulted in one of the highest response rates in the nation for similar studies.

This tradition of effective public engagement has continued throughout the *Moving Martin Forward* project. This results in an LRTP that is responsive to local concerns, such as re-allocating funding from roadway expansion to system maintenance, adding bus routes over time that are feasible to operate with reasonably anticipated operations funding, retro-fitting the existing roadway system to accommodate pedestrians and bicyclists in a safe and effective manner, increasing funding for





congestion management and livable communities, and ensuring that when roadway expansion does occur, multimodal facilities are included in the programming and design.

A major emphasis of the 2040 LRTP is the inclusion of projects that improve the operation of the existing system. The 2040 LRTP update includes in-depth consideration of multimodal improvement opportunities; “flexing” funds traditionally used for roadway expansion to go toward system maintenance; the utilization of quantitative metrics to measure the effectiveness of the LRTP and its impact on mobility, safety, and resiliency; and an increased focus on congestion management strategies designed to maximize the effectiveness and efficiency of the existing transportation system. Appendix I includes the FHWA Expectations Letter on meeting federal requirements for the 2040 LRTP.

