



Florida Department of Transportation

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Cost Analysis Certification

Martin MPO

Unified Planning Work Program - FY 18/19-19/20

Adopted 5/7/2018

Revision Number: Revision 2

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by Section 216.3475, F.S. Documentation is on file evidencing the methodology used and the conclusions reached.

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MPO Liaison District Four
Title and District

Yanique S. Kelly
Signature

9/11/2019

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MPO ACRONYMS* - (*Note: not all acronyms listed here are referred to in this document)

AADT Annual Average Daily Traffic
AOR Annual Operating Report
AAR..... Administrative Approval Request
AADT Annual Average Daily Traffic
ACES..... Automated/Connected/Electric/Shared-use
ADA..... Americans with Disabilities Act
ARC..... Advocates for the Rights of Challenged
AARP..... American Association of Retired Persons
BOCC Board of County Commissioners
BPAC..... Bicycle and Pedestrian Advisory Committee
BPSAP Bicycle and Pedestrian Safety Action Plan
CFP..... Cost Feasible Plan
CFR Code of Federal Regulations
CIP Capital Improvement Program
CAC..... Citizens Advisory Committee
CMS Congestion Management System
CMP..... Congestion Management Process
CTC Community Transportation Coordinator
CTD..... Commission for the Transportation Disadvantaged
CTPP Census Transportation Planning Program
CR County Road
CRA..... Community Redevelopment Area
CUTR..... Center for Urban Transportation Research
DOPA Designated Official Planning Agency
EJ..... Environmental Justice
EPA..... Environmental Protection Agency
ETAT Environmental Technical Advisory Team
ETDM..... Efficient Transportation Decision Making
FAA..... Federal Aviation Administration
FAC..... Florida Administrative Code
FAST..... Fixing America’s Surface Transportation
FCTS..... Florida Coordinated Transportation System
FDOT..... Florida Department of Transportation
FHWA Federal Highway Administration
FPTA Florida Public Transportation Association
FS..... Florida Statutes
FSUTMS Florida Standard Urban Transportation Model Structure
FTA Federal Transit Administration
FTP..... Florida Transportation Plan
FY..... Fiscal Year
GIS-TM..... Geographical Information System - Transportation Modeling
GUI Graphic User Interface
HPMS..... Highway Performance Monitoring System

ITS..... Intelligent Transportation System
 JPA..... Joint Participation Agreement
 LCB-TD..... Local Coordinating Board for the Transportation Disadvantaged
 LCI..... Livable Communities Initiative
 LGCP Local Government Comprehensive Plan
 LOS Level of Service
 LRTP..... Long-Range Transportation Plan
 MCPT..... Martin County Public Transit
 MCTV..... Martin County Television
 MMUNP... Multimodal Unfunded Needs Plan
 MPA..... Metropolitan Planning Area
 MPO Metropolitan Planning Organization
 MPOAC..... MPO Advisory Council
 NAAQS... National Ambient Air Quality Standards
 NAC Neighborhood Advisory Committee
 NEPA..... National Environmental Policy Act
 OMD..... Office of Modal Development
 PD&E Project Development & Environmental (Study)
 PEA Planning Emphasis Areas
 PIP Public Involvement Plan
 POP..... Program of Projects
 RFP Request for Proposal
 RFS Request for Service
 RTTAC.....Regional Transportation Technical Advisory Committee
 SAFETEA-LU.....Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
 SEE..... Sociocultural Effects Evaluation
 SEFTEC.... Southeast Florida Transportation Council
 SFRTA South Florida Regional Transportation Authority
 SIS..... Strategic Intermodal System
 SR State Road
 STIP..... State Transportation Improvement Program
 SUN..... Shared-Use Nonmotorized
 TAC..... Technical Advisory Committee
 TAZ Traffic Analysis Zone
 TCQSM Transit Capacity and Quality of Service Manual
 TCRPC Treasure Coast Regional Planning Council
 TCRPM..... Treasure Coast Regional Planning Model
 TCSP Transportation and Community and System Preservation (Grant)
 TCTAC..... Treasure Coast Technical Advisory Committee
 TCTC..... Treasure Coast Transportation Council
 TEA-21..... Transportation Equity Act for the 21st Century
 TDM..... Transportation Demand Management
 TDP..... Transit Development Plan
 TD Transportation Disadvantaged
 TDSP Transportation Disadvantaged Service Plan

TEA-21 Transportation Equity Act for the 21st Century
TIMAS Transportation Inventory Management and Analysis
TIP Transportation Improvement Program
Title VI..... Title VI of the Civil Rights Act of 1964
TMA Transportation Management Area
TPO.....Transportation Planning Organization
TRIP..... Transportation Regional Incentive Program
ULAM Urban Land use Allocation Model
UPWP Unified Planning Work Program
USC..... United States Code
USDOT United States Department of Transportation
UZA..... Urbanized Area

**MARTIN METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
FY18/19 – FY19/20
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SECTION I – INTRODUCTION

1.1 Definition, Purpose and Process of the Unified Planning Work Program (UPWP)

The Martin Metropolitan Transportation Organization (MPO) works with local citizens and agencies to prioritize State and Federal transportation funding for the Martin County planning area. This Unified Planning Work Program (UPWP) defines the planning studies and tasks that will be undertaken by the MPO over the next two years, specifically from July 1, 2018 to June 30, 2020. This document outlines the Martin MPO transportation planning tasks and initiatives as well as on-going, regional coordination efforts.

The objective of the UPWP is to ensure that the Martin MPO's continuing, cooperative and comprehensive (3-C) approach to planning for transportation needs is maintained and coordinated with other parties as appropriate and required. This effort includes the monitoring and evaluation of existing conditions, the development of improvement strategies, the facilitation of meaningful public input, and the implementation of evaluated and funded strategies. The UPWP is a comprehensive document which communicates to the public and stakeholders how Federal and State transportation dollars will be used for transportation planning activities. MPO plans are often the earliest stage of any major transportation project implemented within the planning area. The MPO provides the public with information about these activities and with opportunities to comment very early in the planning process.

The UPWP is required in order for the MPO to receive funds from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Florida Commission for the Transportation Disadvantaged (CTD) and Florida Department of Transportation (FDOT). The major funding categories are FHWA Planning (PL) and FTA Section 5305(d) funds. The UPWP is reviewed and endorsed biannually by the MPO Policy Board and is submitted for review and approval by various Federal funding agencies. Indirect cost rate is not applicable.

The MPO Policy Board includes elected officials from the Martin County Board of County Commissioners, the City of Stuart, the Town of Sewall's Point and a non-voting member from Indiantown. FDOT is not a voting member on the MPO Board and committees but serves in an advisory capacity.

The Martin MPO will continue to promote regional coordination by participating in local, regional and State organizations. These include but are not limited to FDOT, FHWA, FTA, Martin County, the City of Stuart, and the Towns of Ocean Breeze, Jupiter Island and Sewall's Point, the St. Lucie TPO and Indian River MPO. Coordination of planning and projects has also occurred with the Palm Beach MPO through MPO staff attendance at meetings of the Regional Transportation Technical Advisory Committee (RTTAC) and the Southeast Florida Transportation Council (SEFTC) on regional planning issues.

1.2 Transportation Planning Activities

The Martin MPO has ongoing comprehensive transportation planning activities as follows:

- 2045 Long Range Transportation Plan (LRTP) – 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 Planning Area 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.
- Complete Streets: Access to Transit Study – In the FY16/17-FY17/18 Unified Planning Work Program (UPWP), the Martin MPO identified the need to prepare an assessment of Complete Streets with improved access to transit. The Study will assess transportation facility and land use conditions and demands and identify methods by which complete streets facility improvements can be implemented. This will include an assessment of land use and transportation facility conditions and transit access in the County to identify a prioritized list of candidate locations for complete streets improvements. This work effort will include a review of national and State best practices and guidance manuals, including the Florida Department of Transportation Complete Streets Guidebook and context classification of select roadways in Martin County. The FDOT Context Classification Document (August 2017) can be found at <http://www.flcompletestreets.com/files/FDOT-context-classification.pdf>.
- Congestion Management Process – The Congestion Management Process (CMP) is a systematic study that provides for safe and effective management and operation of transportation facilities through the use of demand reduction and operational management strategies. Tier I is the planning process through which a segment of roadway is chosen for further study. Tier II analyzes the selected section of roadway to perform a detailed operational analysis. The CMP Tier II report was adopted by the MPO Policy Board in June 2014, and recommendations such as pedestrian medians for East Ocean Boulevard and Monterey Boulevard were included on the MPO's FY17 List of Project Priorities (LOPP). This project's design phase was subsequently funded in FDOT's FY17-FY21 Tentative Work Program. The MPO is moving forward with its next CMP Major Update.
- Mobility Fee Study – A mobility fee study will assess the prospect of local governments adopting a Mobility Fee to provide an additional funding source for providing mobility through a multimodal transportation system. Implementation of a Mobility Fee schedule would allow an applicant for new development or redevelopment to look up the uses that are proposed and calculate the required mitigation. The Mobility Fee Study recognizes other mode share capacities, including sidewalks, bike lanes and transit ridership.
- Transportation Disadvantaged Service Plan (TDSP) Major Update – In August of 2018, the Martin County Local Coordinating Board for the Transportation Disadvantaged (LCB-TD) is

scheduled to approve the Transportation Disadvantaged Service Plan (TDSP). Staff will prepare this Major Update to the TDSP for service years 2018-2023. The TDSP serves as a comprehensive operational plan, defining the framework that governs the Transportation Disadvantaged (TD) services in Martin County. The TDSP includes a needs assessment and demand estimates based upon U.S. Census data.

1.3 Local Planning Priorities

- **Bicycle and Pedestrian Safety** – Bicyclist and pedestrian crashes and the resulting deaths and injuries are a serious concern for Martin County. Florida has consistently had the highest pedestrian and bicyclist fatality ratio in the United States; Martin County’s percentage of pedestrian and bicyclist fatalities surpasses the State’s percentages. Approximately one in every three traffic fatalities in Martin County is a pedestrian or a bicyclist. This is significant as less than 5 percent of all trips are made on foot or by bicycle. These data underscore a need to improve bicycling and walking conditions in Martin County. In February 2018, the MPO Policy Board approved FDOT’s “Vision Zero” targets for the five Federal Safety Performance Measures.
- **Congestion Management Process** – The Congestion Management Process (CMP) is a systematic procedure that provides for safe and effective management and operation of transportation facilities through the use of demand reduction and operational management strategies. Demand reduction may include improving street and land use connectivity so that fewer local trips must use arterial roadways, as well as providing facilities for pedestrian and bicycle travel. Operational management strategies may include intersection and driveway improvements. Both strategies are lower cost alternatives to traditional roadway widening. In addition, the Livable Communities Initiative (LCI) objectives are to improve mobility and quality of life through improvements that encourage the use of alternative transportation modes. These objectives are accomplished through broad-based strategies and slow, managed growth.
- **Village of Indiantown Coordination** – In November 2017, the residents of Indiantown formally voted in favor of incorporation, becoming the Village of Indiantown. This provides an opportunity for the MPO to formally coordinate with a new local jurisdiction. The MPO Board has also discussed having the currently non-voting Indiantown representative become a voting member on the MPO Policy Board.
- **Development Review** – Assisting the County in the development review process.

1.4 Air Quality Planning Activities

Air Quality – According to the U.S. Environmental Protection Agency (EPA), the National Ambient Air Quality Standards (NAAQS) for ground level ozone have been strengthened to 70 parts per billion (ppb). Ozone values as monitored by the Florida Department of Environmental Protection, Division of Air Resource Management show that all Florida locations are in compliance with the NAAQS. Martin County, Florida is in attainment.

Multimodal Transportation – The most effective way to reduce carbon dioxide (CO₂) emissions is to reduce fossil fuel consumption which, according to the EPA, accounts for about 30% of the total U. S. CO₂ emissions. The 2040 LRTP Update was intentionally crafted to address all modes of transportation. Providing transportation choices reduces automobile use and increases human-powered transportation. This results in a reduction of greenhouse gases such as CO₂.

1.5 Planning Tasks to be Funded by Titles 23 U.S.C & 49 U.S.C

Task 6.2, Transit Planning, is to be funded under Titles 23 U.S.C and 49 U.S.C. This planning task is summarized under Section III, Element 6 - Transportation Systems Planning, Task 6.2 of the UPWP.

1.6 Public Involvement in Developing the UPWP

The Martin MPO obtains public input on a regular, on-going basis through the involvement of its advisory committees, informational meetings, public hearings and the active involvement of its MPO Policy Board members. The advisory committees are the: Citizens' Advisory Committee (CAC); Technical Advisory Committee (TAC); Bicycle & Pedestrian Advisory Committee (BPAC). The MPO also staffs the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD). These committees provide recommendations regarding projects, activities and priorities to the MPO Policy Board. The culmination of this input is reflected in this UPWP and other planning documents to be developed through this UPWP.

The MPO has used the principles of environmental justice in the preparation of this document. This is responsive to Title VI of the Civil Rights Act of 1964, the Transportation Equity Act for the 21st Century (TEA-21) the Safe, Accountable, Flexible Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and most recently, Fixing America's Surface Transportation (FAST) Act. This includes information contained in the Martin MPO Public Involvement Plan, materials posted on the MPO website, circulation of informational newsletters/flyers, use of the Advisory Committees, input from public workshops, communications with other Martin County Advisory Committees [such as the Community Redevelopment Areas' (CRAs') Neighborhood Advisory Committees (NACs)], coordination with other local and regional land and transportation planning agencies and the local government TV broadcast station (MCTV).

All draft documents are made available to the public for comment in reference sections of the County's libraries and are posted to the MPO's website. The locations of these documents are provided in the public hearing/review period announcement published in the local newspaper of widest circulation (Stuart News). Comments received through the website, email or in writing are responded to and tracked electronically through a Request for Service (RFS) System.

1.7 State and Federal Planning Emphasis Areas

Transportation planning in Florida has expanded over the past decade to include more emphasis on non-automobile modes. This shift from an automobile-focused process to other modes includes safety considerations for bicycle and pedestrian planning, designing for complete streets, efficient freight movement and integrating transit use for increased mobility. The 2045 LRTP update will include in-depth consideration of multimodal improvement opportunities.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21, which requires incorporation of Safety Measures, System Performance Measures, Bridge Measures and Pavement Measures as well as targets for each individual measure.

Regarding regional models of cooperation, the Martin MPO worked across traditional boundaries in developing a regional transportation plan for the Treasure Coast to include all multimodal users, with oversight by the Treasure Coast Transportation Council (TCTC). The Martin MPO was the lead agency in developing the 2040 Regional Long Range Transportation Plan (RLRTP) and continues to work regionally with the St. Lucie TPO and Indian River MPO.

As part of the transportation planning process, using the "Ladders of Opportunity" example, the Martin MPO is identifying transportation connectivity gaps in accessing essential services such as employment, health care, schools/education and recreation. The MPO continues to reach out to traditionally underserved populations to ensure they are engaged in an equitable planning process. For instance, the MPO staff/consultant presented its FEC Railroad Grade Separation Study and its Bicycle/Pedestrian/Trails Master Plan to Neighborhood Advisory Committees (NACs) in Community Redevelopment Areas (CRAs) as part of the public outreach during the development of these studies. Individuals from these communities have also joined the MPO advisory boards.

Priority is also given to State emphasis areas in this updated UPWP. The following are the 2018 Florida Planning Emphasis Areas:

- **Rural Transportation Planning** - Florida Statutes include several provisions that require coordination with local governments including those in rural areas. For over ten years the Martin MPO Board has had a non-voting member from unincorporated Indiantown, a small rural community in western Martin County. Indiantown has three State designated Strategic Intermodal System (SIS) facilities that run through the centralized area [State Road (SR) 710, Okeechobee Waterway and CSX Railroad]. Florida's SIS is a high-priority network of transportation facilities critical to Florida economic competitiveness and quality of life. The Martin MPO has supported Indiantown when working with FDOT on crucially needed projects. As a result, SR 710 serves as a multimodal corridor through the community's town center as well as a regional freight corridor.

In November of 2017 the citizens of Indiantown voted to incorporate, becoming the Village of Indiantown. As a result, the Board members discussed having Indiantown become a voting member on the MPO Board. Martin MPO will continue to plan for and coordinate with the Village of Indiantown as well as other rural areas within its planning boundaries that are impacted by regional transportation movements.

- **Transportation Performance Measures** - FHWA has finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. Collectively, the rules address challenges facing the transportation system, including: improving safety, maintaining the condition of the infrastructure, reducing traffic congestions, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. As referenced in Section III, Elements 4 (Long Range Transportation Plan) and 5 (Transportation Improvement Program) of this UPWP, the Martin MPO's planning documents will identify the strategies and investments used to reach the targets. In February 2018, the Martin MPO Board adopted FDOT's "Vision Zero" Targets for the five Federal Safety Performance Measures.
- **Automated/Connected/Electric/Shared-use (ACES)Vehicles** - FHWA and FDOT recognize that the transportation industry is in the midst of change from new technologies, such as ACES vehicles. The Martin MPO will address the potential impacts of ACES vehicles in its 2045 LRTP, referenced in Section III, Element 4. Safety, congestion, roadway design, and future investment demands are among the issues that need to be considered. The 2045 LRTP will also address the challenges and opportunities of ACES vehicles on transit, as well as freight and goods movement.

1.8 Soft Match Definition

- Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the Federal share to be increased up to 100% to the extent credits are available.
- The "soft match" amount being utilized to match the FHWA funding in this UPWP is \$172,628 for FY18/19 and \$132,777 for FY19/20 for a total soft match amount of \$305,405 (22% of total FHWA PL funding).

SECTION II – ORGANIZATION AND MANAGEMENT

The Martin MPO is a governmental entity that functions independently but is under the umbrella of Martin County host support systems through a contract for services agreement and in close coordination with the Martin County Public Works Department. The MPO is the primary agency for coordinating transportation planning activities effecting Martin County. A Policy Board composed of local elected officials directs activities of the MPO. Citizen and standing committee input is regularly solicited and obtained in the course of developing and carrying out MPO responsibilities. The following is a membership profile of the Policy Board and standing committees active in Martin MPO planning activities implemented through this UPWP.

2.1 Participants in the Transportation Planning Process

Metropolitan Planning Organization Policy Board

The Martin Metropolitan Planning Organization Policy Board is a seven voting member Board responsible for establishing policies to guide MPO planning activities and projects. The following documents govern the characteristics of this Board: Title 23 USC 134(b), 23 CFR 450.306 and 311 (Federal) and Sec.339.175(2) FS (State). The make-up of the Board is as follows:

- Martin County: four Commissioners
- City of Stuart: two Commissioners
- Town of Sewall’s Point: one Commissioner
- Non-voting representation from the Indiantown NAC

In November 2017, the citizens of Indiantown voted to incorporate, becoming the Village of Indiantown. The MPO Policy Board members have discussed changing the Indiantown Representative from a non-voting member to a voting member.

The Florida Department of Transportation (FDOT) is not a voting member on the MPO Board and committees but serves in an advisory capacity.

Technical Advisory Committee (TAC)

The TAC is comprised of representatives of those agencies responsible for the planning and implementation of the transportation system within the Metropolitan Planning Area (MPA). This Committee provides a vital inter-governmental coordination function in addition to providing technical input to the MPO Policy Board. The 13 members are representatives of:

- County Engineering Department
- County Growth Management Department
- City of Stuart Planning
- City of Stuart Public Works Department
- Town of Sewall’s Point

- Town of Ocean Breeze
- Town of Jupiter Island
- Martin County Airport (Witham Field)
- Martin County Public Transit
- Treasure Coast Regional Planning Council
- Florida DOT District IV Planning and Environmental Management Office
- Florida DOT District IV Office of Modal Development
- Transportation Director - Martin County School Board

Citizens’ Advisory Committee (CAC)

The purpose of this 11-person committee is to provide input to the MPO Policy Board and the planning process from a diverse geographic and demographic group of citizens. The members represent the following entities:

- Five appointed by each of the five Martin County Commissioners
- One appointed by the Stuart City Commission
- One appointed by the Sewall’s Point Town Commission
- One appointed by the Jupiter Island Town Commission
- Three at large members; at least two of which represent either the disabled or age 65 or older, and a minority population

Bicycle and Pedestrian Advisory Committee (BPAC)

This group is charged with providing public input to the MPO Policy Board on transportation planning needs and issues relating to bicycle routes, sidewalks and other non-motorized mobility facilities. The 15 members, 3 are non-voting, are appointed as follows:

- Martin County: five; one appointed by each County Commissioner
- City of Stuart: two appointed by the City Commission
- Sewall’s Point; one appointed by the Town Commission
- Seven appointed by the MPO Administrator representing persons with disabilities, local merchants, the County Parks and Recreation Department, the bicycling community, Senior Citizens, neighborhood associations, homeowner associations and parents of a school age children.
- Three non-voting members representing Martin County Sheriff ’s Office, the City of Stuart and Town of Sewall’s Point Police Departments, or FDOT

Local Coordinating Board for the Transportation Disadvantaged (LCB-TD)

The mission of this Board is to guide mobility services through coordination of transportation services provided to the transportation disadvantaged through the Florida Commission for the Transportation

Disadvantaged (CTD) supported through the administration of Transportation Disadvantaged Trust Fund. The LCB is comprised of 17 members representing the following entities:

- MPO Policy Board (Chairperson)
- FDOT District IV Office of Modal Development
- Florida Department of Children and Families
- Florida Division of Vocational Rehabilitation or the Division of Blind Services representing the Department of Education
- The public education community (School Board of Martin County)
- The Florida Department of Veterans Affairs
- A representative for the economically disadvantaged
- A person with a disability
- Two citizen advocate representatives in the county; one who must be a person who uses the transportation service(s) of the system as their primary means of transportation
- The elderly (a person over 60 years of age)
- A representative for “children at risk”
- Florida Department of Elder Affairs
- Florida Agency for Health Care Administration
- The private transportation industry
- The Region 20 Work Force Development Board
- The local medical community

Treasure Coast Transportation Council

As referenced in Governor Scott’s re-designation letter dated September 5, 2013, the Treasure Coast Transportation Council (TCTC) is an entity created to address regional transportation funding and priorities to meet the growing, cross-county travel demands. Officially established on April 10, 2006, membership is comprised of the Chairs and a second member of the Martin, St. Lucie and Indian River M/TPOs. The TCTC will meet on a reoccurring basis to address regional projects, including projects eligible for Transportation Regional Incentive Program (TRIP) funding. The meetings of the TCTC and its Treasure Coast Technical Advisory Committee (TCTAC) will be alternately hosted by the three MPOs on a rotating basis. The staff of the host M/TPO provides the support for the business of the meetings that are held.

2.2 MPO Agreements

The MPO has executed agreements with State and local governments and agencies to promote a comprehensive, continuing, and cooperative (3-C) transportation planning process. All MPO agreements will be reviewed and updated for accuracy and applicability. The current agreements are listed below:

Treasure Coast Transportation Council Interlocal Agreement - April 10, 2006

This agreement involves the MPOs serving three counties: Martin, St. Lucie and Indian River, establishing the entity responsible for regional transportation planning activities and goals in the tri-county region referred to as the “Treasure Coast.”

Staff Services Agreement - Executed October 16, 2007

This agreement between the Martin MPO and Martin County for Staff Services provides professional services to carry out the terms of the Interlocal Agreement establishing the MPO and the Urbanized Area Transportation Planning Agreement between the MPO and the FDOT, and to provide personnel for the administration of the MPO.

Interlocal Agreement for Creation of the Metropolitan Planning Organization - Executed April 7, 2015

This is an agreement involving Martin County, the City of Stuart, the Town of Sewall’s Point and the FDOT, establishing the MPO as the entity responsible for conducting transportation planning activities in the MPA. It also sets authorities, responsibilities, membership, and other necessary features of the MPO.

Standard Intergovernmental Coordination and Review Agreement (ICAR) - October 25, 2016

This agreement between the MPO, Martin County, the Treasure Coast Regional Planning Council and the FDOT and sets forth mutually agreeable procedures for carrying out applicable Federal and State laws.

Joint Participation Agreement for FTA Section 5305(d) Planning Funds – Executed October 1, 2015

The Federal Transportation Administration (FTA) Section 5305(d) Grant Program provides funding for the planning activities that aid in the financing of transit planning, transportation disadvantaged planning and other tasks specified in the Martin MPO Unified Planning Work Program (UPWP). FTA Section 5305(d) funds are first apportioned to the Florida Department of Transportation (FDOT), and FDOT then distributes these planning funds to the MPO’s through a Joint Participation Agreement (JPA) between the MPO and FDOT.

MPO Agreement for FHWA Planning (PL) Funds will be Executed before July 1, 2018

This agreement between the FDOT and the MPO provides for the administration of all “pass through” PL funds to the MPO. It identifies the responsibilities and outlines the requirements that must be met to receive these FHWA program funds, which will be effective July 1, 2018 - June 30, 2020. This UPWP is Exhibit “A” of the MPO Agreement. All FHWA funded planning agreements will be in the form of a single agreement going forward.

2.3 Operational Procedures and Bylaws

The Martin MPO operates under a duly adopted set of By-Laws and in conformance with all applicable Federal, State and local, laws, rules, regulations and procedures. With recommendations from its advisory committees, the MPO Policy Board approves operating By-Laws and any revisions to them. The By-Laws describe membership composition, voting status and procedures of the MPO Policy Board and

its advisory committees. These groups generally follow Roberts Rules of Order in the conduct of its meetings.

Martin County provides support services (legal, financial, purchasing, and others). The MPO staff positions consist of an MPO Administrator, a Senior Planner, a Planner, a Senior Associate Planner, an Administrative Assistant, and a part-time employee to provide financial support. Consultant services are purchased as needed and affordable within budget constraints.

The Official Records of the MPO are maintained in the MPO Administrative Office. In Spring 2018, the MPO office will be relocated to the Willoughby Commons Plaza at 3481 SE Willoughby Boulevard, Suite 101, Stuart, FL 34994. All of the MPO records are available for public inspection during normal business hours.

The Martin MPO's operational procedures fully comply with the Public Records laws and the Sunshine Laws of the State of Florida. The MPO operates under applicable rules and procedures set forth by Martin County, the State of Florida, and the Federal Government.

2.4 Forms, Certifications and Assurances

Annually, the State and the MPO are required to certify to the FHWA and FTA that the planning process is addressing the major issues facing the Metropolitan Planning Area and that it is being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23, United States Code (Metropolitan Planning),
- Section 5305(d) of the Federal Transit Act,
- Section 450.334 of Title 23, Code of Federal Regulations (Certification),
- Sections 174 and 176 (c) & (d) of the Clean Air Act,
- Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State,
- Provisions of the American Disabilities Act of 1990 and the United States Department of Transportation (USDOT) regulations ("Transportation for Individuals with Disabilities"),
- All applicable provisions and corresponding regulations identified in current Federal legislation.

FHWA and FTA conduct Federal certification reviews of MPOs designated for census urbanized areas that are also TMAs (i.e., greater than 200,000 in population). The most recent Federal Certification Report for the Martin MPO -- as part of the Port St. Lucie TMA -- was presented to the MPO Policy Board for close-out in December 2017. The Martin MPO received certification from FHWA through 2022. Federal law and regulation requires FDOT and the MPO to jointly certify the transportation planning process for the metropolitan area, on an annual basis. Recommendations identified in the Federal and State certifications are addressed throughout this UPWP in various tasks. The Joint Certification Statement, as well as the Assurances for the Martin MPO are in the Appendices.

2.5 Planning Factors and Task Matrix

MAP-21 identifies the planning factors to be considered that shall:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility of people and for freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

The FAST Act carries forward the above-listed planning factors and also provides for consideration of projects and strategies that will:

9. Improve the resiliency and reliability of the transportation system.
10. Reduce or mitigate storm water impacts of surface transportation.
11. Enhance travel and tourism.

In addition, the State Planning Emphasis Areas (PEAs) in Florida include:

12. Rural Transportation Planning
13. Transportation Performance Measures
14. ACES (Automated/Connected/Electric/Shared-use) Vehicles

Task Matrix

Work Element Tasks		MAP-21 & FAST Act Planning Factors/State PEAs													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
Element 1: Administration															
1.1	Program Management	X	X	X	X	X	X	X	X	X	X	X	X	X	X
1.2	Unified Planning Work Program (UPWP) Development	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Element 2: Public Involvement															
2.1	Public Involvement and Outreach	X	X	X	X	X	X	X	X	X		X	X	X	X
Element 3: Data Collection															
3.1	Land Use and Socio-economic Data Analysis	X				X	X	X	X				X	X	
3.2	Traffic Count and Transportation Data Collection and Analysis	X	X				X	X	X	X			X	X	X
Element 4: Long Range Transportation Plan															
4.1	Long Range Transportation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Element 5: Transportation Improvement Program															
5.1	Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Element 6: Transportation Systems Planning															
6.1	Bicycle, Pedestrian and Greenways Planning	X	X		X	X	X	X	X	X	X	X	X	X	
6.2	Transit Planning	X	X		X	X	X	X	X	X	X	X	X	X	X
6.3	Congestion Management Process/Livability Process	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Element 7: Special Project Planning															
7.1	Regional Transportation Planning and Coordination	X	X	X	X	X	X	X	X	X	X	X	X	X	X
7.2	US 1 Corridor Retrofit Project	X	X		X	X	X	X	X	X	X	X		X	X
7.3	Freight and Intermodal Planning	X	X	X	X	X	X	X	X	X			X	X	X
7.4	Mobility Fee Study	X	X	X	X	X	X	X	X			X	X		
7.5	Impact of Sea Level Rise	X	X	X	X	X	X	X	X	X			X		

SECTION III – UPWP WORK ELEMENTS AND TASKS

ELEMENT 1: ADMINISTRATION

Task 1.1 - Program Management

Task 1.2 - Unified Planning Work Program (UPWP) Development

ELEMENT 2: PUBLIC INVOLVEMENT

Task 2.1 - Public Involvement and Outreach

ELEMENT 3: DATA COLLECTION

Task 3.1 - Land Use and Socio-economic Data Analysis

Task 3.2 - Traffic Count and Transportation Data Collection and Analysis

ELEMENT 4: LONG RANGE TRANSPORTATION PLAN

Task 4.1 - Long Range Transportation Plan

ELEMENT 5: TRANSPORTATION IMPROVEMENT PROGRAM

Task 5.1 - Transportation Improvement Program

ELEMENT 6: TRANSPORTATION SYSTEMS PLANNING

Task 6.1 - Bicycle, Pedestrian and Greenways Planning

Task 6.2 - Transit Planning

Task 6.3 - Congestion Management Process/Livability Planning

ELEMENT 7: SPECIAL PROJECT PLANNING

Task 7.1 - Regional Transportation Planning and Coordination

Task 7.2 - US 1 Corridor Retrofit Project

Task 7.3 - Freight and Intermodal Planning

Task 7.4 – Mobility Fee Study

Task 7.5 – Impact of Sea Level Rise

ELEMENT 1: Administration

Task 1.1 Program Management

Purpose:

To support, coordinate and administer, a continuing, comprehensive and cooperative transportation planning process for the Martin Metropolitan Planning Area (MPA), and coordinate with the planning, goals and processes of other transportation planning entities in the Treasure Coast Region. The Martin MPO will adhere to all Federal, State and local, laws, rules, regulations, procedures and guidelines, as applicable. This includes reviewing and updating all agreements as needed and requested by FDOT, FHWA, the Governor's office or local municipality.

Previous Work:

The MPO provided technical and administrative support to local and regional planning and public transit efforts, MPO Board and advisory committees including attendance and minutes of meetings. Administrative activities also involve preparation and coordination of various assessments, creation of planning documents, and reviews and studies required to assure legal, regulatory and procedural compliance with local, State and Federal laws, rules, regulations, procedures and guidelines applicable to activities supported by transportation funding. Intergovernmental liaison responsibilities fall under this area of responsibility. These Administrative and Intergovernmental activities have been carried out. Workshops and training sessions were attended to facilitate the above activities.

In Spring 2018, the MPO office is scheduled to be relocated to the Willoughby Commons Plaza at 3481 SE Willoughby Boulevard, Suite 101, Stuart, FL 34994.

The following activities will be performed:

- Provide technical assistance to the MPO Policy Board and appropriate committees;
- Scheduling and arrangements for facilities to conduct training, inter-agency meetings, CAC, TAC, BPAC, MPO Policy Board, and TCTC meetings and others;
- Create and distribute materials (meeting minutes, notifications, agendas, packets, schedules, documents, etc.) for meetings;
- Provide staff support to joint meetings with the St. Lucie, Indian River, and Palm Beach MPOs;
- Coordinate with FDOT, TCRPC, St. Lucie TPO, Indian River County MPO, Palm Beach MPO; local governments, CRAs, Chambers of Commerce and other entities, as appropriate and as needed;
- Participate in the process to achieve annual State Certification of the MPO;
- Review and update agreements;
- Prepare Grant Quarterly Progress Reports and invoices;
- Fiscal accounting and invoicing completed for MPO; Martin MPO UPWP FY18/19 - FY19/20
- Maintain financial records including an annual audit as required by 23 CFR 420.121; the audit will be performed in accordance with 49 CFR 18.26, OMB Circular A133 and Section 215.97 FS;

- MPO Administrator and Board member attendance at quarterly meetings of the MPO Advisory Council and regional planning and transportation forums;
- Attend workshops, conferences and training sessions to facilitate the planning process and provide staff with the necessary education to maintain and acquire professional certifications;
- Select (based on qualifications) and contract with one or more consulting firms (General Planning Consultants) to provide assistance to staff on a task order basis and assist the MPO with required work products;
- Purchase office supplies and purchase/lease equipment to ensure efficiency in MPO activities.
- Purchase office furniture
- Purchase new and update existing software to enable maximize staff productivity and allow a multitude of capabilities.
- Purchase and update equipment to enable capable record and reference storage.

Responsible Agencies:

Martin MPO

Products and Schedule:

- | | |
|--|------------------------|
| • Office Supplies & Equipment Purchase/Lease | As Needed |
| • Office Furniture Purchase | As Needed |
| • Software Purchase | As Needed |
| • Policy Board Meetings, Packets, Minutes, Agendas | Bi-Monthly & As Needed |
| • Advisory Committee Meetings, Packets, Minutes, Agendas | Bi-Monthly & As Needed |
| • Arrangements for Training & Meeting Rooms | As Needed |
| • Regional Coordination | As Needed |
| • Collaborative Meetings | As Needed |
| • Annual State Certification Review | FY18/19 & FY19/20 |
| • Annual Audit | November 2018 & 2019 |
| • Financial and Other Record Keeping | Ongoing |
| • Progress Reports and Invoices | Quarterly |
| • Workshops and Training | As Needed |
| • MPOAC Meetings | Quarterly & As Needed |

Task 1.1 Program Management Estimated Budget Detail for FY18/19						
Budget Category & Description	FHWA (PL)	FTA (5303)	FTA State Match	FTA Local Match	Trans. Disadvantaged	Total
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions	\$48,000 <u>\$68,000</u>					
Subtotal:	\$48,000 <u>\$68,000</u>					\$48,000 <u>\$68,000</u>
B. Consultant Services						
Contract/Consultant Services	\$8,000					
Subtotal:	\$8,000					\$8,000
C. Travel						
Travel/Training	\$11,200 <u>\$21,200</u>					
Subtotal:	\$11,200 <u>\$21,200</u>					\$11,200 <u>\$21,200</u>
D. Other Direct Expenses						
Advertising	\$6,000					
Membership, Reference Publications	\$1,500					
Computer/Equipment	\$2,000					
County Administrative and Event charges	\$2,000					
Meeting Rooms/Communications	\$2,000					
Office Furniture	\$3,000					
Office Supplies	\$2,000					
Postage and Freight	\$500					
Printing and Binding Services	\$5,000					
Software	\$1,000					
Vehicle Expenses	\$7,800					
Subtotal:	\$32,800					\$32,800
Total:	\$100,000 <u>\$130,000</u>					\$100,000 <u>\$130,000</u>

**Task 1.1 Program Management
Estimated Budget Detail for FY19/20**

Budget Category & Description	FHWA (PL)	ETA (5303)	ETA State Match	ETA Local Match	Trans. Disadvantaged	Total
A. Personnel Services						
MPO staff salaries, fringe benefits, and other deductions	\$55,000					
Subtotal:	\$55,000					\$55,000
B. Consultant Services						
Contract/Consultant Services	\$15,000					
Subtotal:	\$15,000					\$15,000
C. Travel						
Travel/Training	\$12,200					
Subtotal:	\$12,200					\$12,200
D. Other Direct Expenses						
Advertising	\$7,000					
MPO APTA membership, Reference Publications	\$1,500					
Computer/Equipment	\$2,000					
County Administrative and Event charges	\$3,000					
Meeting Rooms/Communications	\$2,000					
Office Furniture	\$3,000					
Office Supplies	\$2,000					
Postage and Freight	\$500					
Printing and Binding Services	\$3,000					
Software	\$1,000					
Vehicle Expenses	\$7,800					
Subtotal:	\$32,800					\$32,800
Total:	\$115,000					\$115,000

Task 1.2 Unified Planning Work Program (UPWP) Development

Purpose:

To prepare and monitor, as needed, the Two-year, FY18/19 - FY19/20 UPWP, reflecting a program of planning activities and financial support for the activities to be undertaken during this period.

Previous Work:

Preparation, adoption, development and revision of the FY16/17 - FY17/18 UPWP and all previous fiscal years since 1994

Required Activities:

- Review and update agreements;
- Prepare FDOT Quarterly Progress Reports and invoices;
- Implement the FY18/19 – FY19/20 UPWP
- Develop the FY20/21 – FY21/22 UPWP
- Process amendments to the adopted UPWP as necessary
- Process budget revisions to the adopted UPWP as necessary
- Coordinate with neighboring MPOs

Responsible Agencies:

Martin MPO

Products and Schedule:

- | | |
|---|--------------------------|
| • FY18/19 – FY19/20 Amendments/Modifications | As Needed |
| • Progress Reports | Quarterly |
| • FY20/21 – FY21/22 UPWP Kickoff Meeting | December 2019 |
| • FY20/21 – FY21/22 Draft UPWP submitted to FDOT | March 15, 2020 |
| • FY20/21 – FY21/22 Draft UPWP to Advisory Committees & MPO Board | April & May 2020 |
| • Meetings with St. Lucie and Indian River T/MPOs | As Needed |
| • Open Comment Period | March 15 - Apr. 16, 2020 |
| • Final Submittal to FDOT | May 15, 2020 |

**Task 1.2 Unified Planning Work Program (UPWP) Development
Year 1 – FY18/19**

Budget Category & Description	Funding Sources					
	FHWA (PL)	FTA (5303)	FTA State Match	FTA Local Match	Trans. Disadvantaged	Total
MPO staff salaries, fringe benefits, and other deductions	\$10,000					\$10,000
Total:	\$10,000					\$10,000

**Task 1.2 Unified Planning Work Program (UPWP) Development
Year 2 – FY19/20**

Budget Category & Description	Funding Sources					
	FHWA (PL)	FTA (5303)	FTA State Match	FTA Local Match	Trans. Disadvantaged	Total
MPO staff salaries, fringe benefits, and other deductions	\$25,000					\$25,000
Total:	\$25,000					\$25,000

ELEMENT 2: Public Involvement

Task 2.1 Public Involvement and Outreach

Purpose:

To ensure citizen participation in the transportation planning process. This involves presenting information to the citizens and soliciting input and using it to continually revise and refine proposed programs, plans and projects. These efforts include ensuring that population groups and geographic areas have opportunities to provide input on transportation planning and have access to and be involved in the MPO decision-making process.

Previous Work:

The MPO has worked to improve its public access to information through several avenues. The MPO website continues to include an interactive calendar, regular links to MPO surveys, and opportunities for public suggestions.

The Interactive TIP web-application is used as a means of allowing users to download current and past TIP documents, search for projects on a map, and customize project reports. This consisted of an improved mapping system for ease of use by the public. Because it utilizes the FDOT Central Office project database, real-time information is readily-available. In addition, comment sheets were made available at all local libraries and the County Administration Building during the TIP comment period.

The public involvement and outreach conducted during the development of the 2040 LRTP set the stage for the public involvement for future planning studies, such as the Bicycle, Pedestrian and Trails Master Plan and FEC Rail Grade Separation Feasibility Study. As part of the LRTP outreach, consultants and staff established and maintained a project website, as well as a Facebook page "Moving Martin Forward". Instead of workshops, consultants and staff held Open Houses where attendees could provide input by participating in various activities whether they stayed 10 minutes or for the full duration of the event. For example, Open House attendees were given Martin Mobility Bucks to "spend" on transportation projects that they wished to see funded. At the Bicycle, Pedestrian and Trails Master Plan Open House, the public utilized StreetMix software which allowed individuals to virtually implement improvements on existing streets. They also recommended transportation improvements by using an interactive GIS mapping station. All input was recorded and included in the public involvement section of the respective studies.

Staff reviewed and updated the Public Involvement Plan (PIP) as well as annually reviewed the Title VI/Nondiscrimination Policy and Plan to ensure Federal compliance. The MPO Policy Board approved the updates as well as the 2016 and 2017 PIP Annual Reports.

In 2017, the MPO conducted a new outreach initiative and held two Safety Campaigns to target diverse groups of individuals and promote safe walking and bicycling on busy roadway corridors. In February, a safety campaign was held at SE Indian Street and Dixie Highway in the Golden Gate Community

Redevelopment Area. In December a second campaign was held at Post Family Park adjacent to Warfield Blvd. in Indiantown, FL. Both areas consist of Limited English Proficient (LEP) populations and were selected for this reason. Representatives from South Florida Commuter Services (SFCS) and Florida Department of Transportation (FDOT) also attended to promote safe walking and bicycling and the Alert Today, Alive Tomorrow message. Bags containing informational materials in both English and Spanish were distributed during a two hour timeframe for both campaigns. Overall, 48 individuals received safety bags at the Golden Gate campaign and 75 bags were distributed at the Indiantown campaign.

Required Activities:

- Public Involvement Plan (PIP) Major Update
- Review PIP and prepare PIP Annual Report
- Title VI Plan Review and Update
- Maintain MPO Website to disseminate information
- Attend Community Redevelopment Area (CRA), Neighborhood Advisory Committee (NAC) meetings and other community meetings
- Create newsletters and brochures to inform the public of MPO activities
- Participate in community events and meetings
- Social Media outreach

Responsible Agencies:

Martin MPO

Products and Schedule:

- | | |
|---|----------------------|
| • Documentation of public involvement efforts | Ongoing |
| • Committee meetings | Ongoing |
| • Website maintenance | Ongoing |
| • PIP Major Update | FY19/20 |
| • PIP Review and Annual Report | February 2019 & 2020 |
| • Title VI Plan Review and Update | FY18/19 & FY19/20 |
| • Bicycle and Pedestrian Safety Education | Ongoing |
| • Social Media outreach | Ongoing |

Task 2.1 Public Involvement and Outreach						
Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$45,000					\$45,000
Consultant/Contract Services	\$15,000					\$15,000
Total:	\$60,000					\$60,000
Task 2.1 Public Involvement and Outreach						
Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FHWA (SU)	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$50,000					\$50,000
Consultant/Contract Services	\$32,004					\$32,004
Total:	\$82,004					\$82,004

ELEMENT 3: Data Collection

Task 3.1 Land Use and Socio-economic Data Analysis

Purpose:

To support data collection efforts that address multimodal planning, including land use, roadway, rail, transit, and bicycle/pedestrian. To analyze social and economic factors as well as the use of land during the planning process.

Previous Work:

MPO staff developed the 2017 Community Characteristics Report. The data provided a better understanding of our local communities and contained descriptions of MPO Planning Areas based on Minority, Senior Citizen, Poverty, No Vehicle, and Limited English Proficiency (LEP) populations and households. The report helped the MPO follow the requirements as set forth in Title VI of the Civil Rights Act of 1964, and Executive Orders 12898 and 13166.

Required Activities:

- Coordinate with Martin County’s new municipality, the Village of Indiantown, during the development of its new comprehensive plan
- Coordinate with FDOT’s modeling consultant to ensure data accuracy during the validation process of the Treasure Coast Regional Planning Model (TCRPM) which will be used in the development the 2045 LRTP
- Work with Martin County Staff to update the Transportation Element of the Martin County Comprehensive Plan and to address Transportation Demand Management (TDM) components of Development Review.
- Conduct GIS analyses and review census data to assist in planning for alternatives modes of transportation.

Responsible Agencies:

Martin MPO

Products and Schedule:

- | | |
|---|---------|
| • Village of Indiantown Coordination | Ongoing |
| • TCRPM Validation Process Coordination | Ongoing |
| • Plans and Development Review | Ongoing |
| • GIS Analyses and Census Data Review | Ongoing |

Task 3.1 Land Use and Socio-economic Data Analysis						
Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FTA (5303)	FTA State Match	FTA Local Match	Trans. Disadvantaged	Total
MPO staff salaries, fringe benefits, and other deductions	\$15,000					\$15,000
Total:	\$15,000					\$15,000
Task 3.1 Land Use and Socio-economic Data Analysis						
Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FTA (5303)	FTA State Match	FTA Local Match	Trans. Disadvantaged	Total
MPO staff salaries, fringe benefits, and other deductions	\$20,000					\$20,000
Total:	\$20,000					\$20,000

Task 3.2 Traffic Count and Transportation Data Collection & Analysis

Purpose:

To maintain the traffic volume, turning movements and crash databases on the public roadway network impacting the MPA; and to support data collection efforts that address multimodal planning, including land use, roadway, rail, transit, and bicycle/pedestrian. Task is also funded through in-kind contributions made by Martin County.

Previous Work:

The County Engineering Department continued to gather traffic count data so that Average Annual Daily Traffic (AADT) counts could be calculated for the collector and arterial roadway system within the MPA. Annual crash data and selected turning movement data were also assembled. The data was used to help plan roadway improvements that further the safety and security of the system. Data was also provided to the CMP and 2040 LRTP planning processes. The Treasure Coast Regional Planning Model was used during the 2040 LRTP planning process.

MPO staff collected and analyzed crash data using a web-based database managed by the University of Florida. The crash database, Signal Four Analytics, was used to collect the crash hotspots in relation to bicyclists and pedestrians.

Required Activities:

- Work with County’s Traffic Division to access and analyze traffic count data
- Collect and analyze crash data
- Assist with the development of Treasure Coast Regional Planning Model (TCRPM5)

Responsible Agencies:

Martin MPO
Martin County Engineering

Products and Schedule:

- | | |
|--------------------------------------|---------|
| • Bicycle/Pedestrian Data Collection | Ongoing |
| • Level of Service review | Ongoing |
| • Traffic Counts | Ongoing |
| • Review Databases | Ongoing |

**Task 3.2 Traffic Count and Transportation Data Collection & Analysis
Year 1 – FY18/19**

Budget Category & Description	Funding Sources				
	FHWA (PL)	FTA (5303)	Martin County in-kind contribution	Trans. Disadvantaged	Total
MPO staff salaries, fringe benefits, and other deductions	\$10,000		\$86,500		\$96,500
Total:	\$10,000		\$86,500		\$96,500

**Task 3.2 Traffic Count and Transportation Data Collection & Analysis
Year 2 – FY19/20**

Budget Category & Description	Funding Sources				
	FHWA (PL)	FTA (5303)	Martin County in-kind contribution	Trans. Disadvantaged	Total
MPO staff salaries, fringe benefits, and other deductions	\$15,000		\$86,500		\$101,500
Total:	\$15,000		\$86,500		\$101,500

ELEMENT 4: Long Range Transportation Plan

Task 4.1 Long Range Transportation Plan

Purpose:

The Long Range Transportation Plan (LRTP) is developed to cover a 20-year planning horizon and is updated and adopted every five years. The intent and purpose of the LRTP is to ensure that a continuous, cooperative, and comprehensive transportation planning process follows all Federal, State and local rules and regulations. This long-range process encourages and promotes the safe and efficient management, operation, and development of a multimodal transportation system that serves the mobility needs for both people and freight, while simultaneously minimizing fuel-consumption and air pollution.

Previous Work:

Moving Martin Forward, the Martin MPO 2040 LRTP, was adopted on December 14, 2015 with a multimodal focus. Since initial adoption, the Martin MPO has amended the Plan to include the SR76/Kanner Highway from CR 711/Pratt Whitney Road to SW Locks Road widening project as well as to include a grade separation of Monterey Road at the FEC Railroad in the Multimodal Cost Feasible Plan, resulting from the FEC Railroad Grade Separation Feasibility Study the MPO conducted in FY16/17.

MPO staff also participated and continues to assist in the Treasure Coast Regional Planning Model (TCRPM5) validation process.

FDOT conducted a 2017 Treasure Coast Regional Household Travel Survey which provided detailed travel patterns from Martin, St. Lucie and Indian River County residents. Martin MPO staff assisted with spreading the word through the MPO website and also attended project meetings with FDOT staff and the consultant.

Required Activities:

- Implement 2040 LRTP projects
- Coordinate with other agencies to implement projects identified in the 2040 LRTP
- Process amendments to 2040 LRTP to address changing transportation needs
- Collect and update socioeconomic and travel data to be used for the Treasure Coast Regional Planning Model 5 (TCRPM5) update
- Implementation of new FHWA Performance Measures in the Long-Range Transportation Plan
- Prepare Scope of Services and develop 2045 LRTP
- ACES data review and analysis

Responsible Agencies:

Martin MPO

Products and Schedule:

- Implement 2040 LRTP Projects Ongoing
- Amend 2040 LRTP As Needed
- Attend Model Task Force meetings Ongoing
- Performance Measure implementation Ongoing
- 2045 LRTP Scope of Services FY18/19
- 2045 LRTP development FY18/19 & FY19/20

Task 4.1 Long Range Transportation Plan Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$40,000					\$40,000
Consultant/Contract Services	\$200,000					200,000
Other Agency						
Total:	\$240,000					\$240,000
Task 4.1 Long Range Transportation Plan Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$35,000					\$35,000
Consultant/Contract Services	\$100,000					\$100,000
Other Agency						
Total:	\$135,000					\$135,000

ELEMENT 5: Transportation Improvement Program

Task 5.1 Transportation Improvement Program

Purpose:

To develop an annual list of project priorities, serving as the basis of this five-year capital improvement plan. The project priorities will be coordinated and maintained in a single document reflecting Federal, State, and local funding levels for the Martin County Area.

Previous Work:

The MPO has prepared a TIP and a priority projects list each fiscal year since FY 1994. The MPO has annually reviewed FDOT's Draft Tentative Five-year Work Program and has coordinated with FDOT. The MPO has also coordinated with local municipalities to include the Capital Improvement Programs. The completed TIP's are submitted to FDOT. Staff worked with FDOT and District 4 MPO's to develop the Interactive TIP.

Required Activities:

- Develop annual List of Project Priorities
- Review and endorse FDOT's Draft Tentative Work Program
- Develop annual TIP
- Utilize Interactive TIP tool
- Amendments to TIP/STIP
- Coordinate with FDOT to ensure consistency with NEPA and ETDM
- Coordinate with local governments on TIP projects
- Implementation of new FHWA Performance Measures in the Transportation Improvement Program

Responsible Agencies:

Martin MPO

Products and Schedule:

- | | |
|---|------------------------|
| • Development of Project Priorities | FY18/19 & FY19/20 |
| • Submittal of Project Priorities to FDOT | FY18/19 & FY19/20 |
| • Review and Endorsement of FDOT's Five-Year Tentative Work Program | FY18/19 & FY19/20 |
| • Publish Public Hearing of DRAFT TIP | Spring 2019 & 2020 |
| • Advisory Committee Reviews | May & June 2018 & 2019 |
| • Annual Publication of the Federally Funded Project Listing | May & June 2018 & 2019 |
| • MPO Approval | June 2018 & 2019 |
| • ETDM Training and Study | Ongoing |
| • Transportation Improvement Program (TIP) amendments | As Needed |
| • Coordination & Training for Interactive TIP Tool | As Needed |
| • Performance Measure implementation | Ongoing |

Task 5.1 Transportation Improvement Program Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$20,000					\$20,000
Consultant/Contract Services						
Other Agency						
Total:	\$20,000					\$20,000
Task 5.1 Transportation Improvement Program Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$30,000					\$30,000
Consultant/Contract Services						
Other Agency						
Total:	\$30,000					\$30,000

ELEMENT 6: Transportation Systems Planning

Task 6.1 Bicycle, Pedestrian and Greenways Planning

Purpose:

The MPO coordinates local, county, regional and State multi-modal non-motorized projects in order to: develop and implement complete streets policies and design guidelines; to integrate the planning of bicycle, pedestrian and greenway facilities into the transportation system, while placing emphasis on the equal treatment of all travel modes.

Previous Work:

- MPO staff developed a Bicycle, Pedestrian & Trails Master Plan which explored the ways and means the County can become a safe and bicycle and pedestrian friendly community. The Master Plan described the existing bicycling and walking environment in Martin County, as determined through data analysis, interagency coordination, and public involvement. The Plan included research into trends in non-motorized transportation. In addition, prioritized recommendations for improvements in the areas of bicycle and pedestrian facilities, safety and encouragement were made.
- Staff obtained bike/ped safety resources from FDOT and UF PedBike Resource Center for distribution to local schools.
- Staff participated in Walk-to-School Day with local elementary schools while partnering with the Stuart Lodge and East Stuart Recreation Center.
- Staff participated in Bike-to-School Day with two local elementary schools and provided informational materials and bicycle helmets while partnering with Safe Kids Coalition and South Florida Commuter Services (SFCS).
- Staff coordinated with Florida Department of Environmental Protection (FDEP) staff to update opportunity trails for the Florida Greenways and Trails System Plan 2018-2022.

Required Activities:

- Implement recommendations from the Bicycle, Pedestrian and Trails Master Plan
- Pursue grant funding such as Transportation Alternatives Program (TAP) and Shared-Use Nonmotorized (SUN) Trail Network Program for non-motorized improvement.
- Collaborate with community partners on Complete Streets initiatives
- Evaluate bicycle and pedestrian components of programmed projects that go through Electronic Review Comments (ERC) System
- Coordinate with governments, agencies and organizations on planning, prioritizing and funding bicycle/pedestrian/greenways facilities, including the East Coast Greenway
- Work with community groups and local governments to develop bicycle/pedestrian awareness and traffic safety
- Complete Bicycle/Pedestrian map

Responsible Agencies:

Martin MPO

Products and Schedule:

- BPAC Meetings Bi-monthly
- BPAC Coordination and Support Ongoing
- Coordinate Bicycle and Pedestrian Safety and Data Analysis Ongoing
- Project Review Ongoing
- Inter-governmental and agency coordination Ongoing
- Public Safety Awareness Ongoing

Task 6.1 Bicycle, Pedestrian and Greenways Planning Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$32,000					\$32,000
Consultant/Contract Services	\$8,000					\$8,000
Other Agency						
Total:	\$40,000					\$40,000
Task 6.1 Bicycle, Pedestrian and Greenways Planning Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$45,000					\$45,000
Consultant/Contract Services						
Other Agency						
Total:	\$45,000					\$45,000

Task 6.2 Transit Planning

Purpose:

To support public transportation planning activities and improve regional coordination with an emphasis on intermodal connectivity. In addition, to provide planning services as the Designated Official Planning Agency (DOPA) to the Florida Commission for the Transportation Disadvantaged (CTD) for the Transportation Disadvantaged (TD) Program in accordance with Chapter 427, Florida Statutes and Rule 41-2.

Previous Work:

The MPO serves as the DOPA for Martin County. The MPO provided staff support to the Community Transportation Coordinator (CTC), Medical Transportation Management (MTM), and to the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD).

Due to the contract between the CTD and the Martin County CTC expiring on June 30, 2018, MPO Staff is scheduled to complete the CTC Selection process in FY17/18 to recommend a new CTC to the CTD.

MPO staff advertised and held annual Public Hearings. MPO staff submitted TD grant quarterly reports, as required by State Law, and worked with the CTC to provide quarterly progress reports to the LCB-TD. The MPO performed the FY16/17 annual update of the Transportation Disadvantaged Service Plan (TDSP), as required by Florida Statutes.

MPO staff worked with Martin County staff to update the Transportation Element of the Martin County Comprehensive Plan and to address Transportation Demand Management (TDM) components of Development Review. MPO staff prepared the Quarterly Progress Reports and invoices for the 5305(d) grant.

The MPO continued to provide planning support for Martin County Public Transit (MCPT). In the Spring of 2018, the MPO Board is scheduled to approve the MCPT Operations Center Feasibility Study. The purpose of this study is to locate potential locations for a future Operations Center.

Required Activities:

- Staff LCB-TD
- Completion of TDSP Major Update
- TDSP Annual Report
- CTC Evaluation
- Prepare Grant Quarterly Progress Reports and invoices
- Attend conferences, workshops and training
- Coordinate with MCPT
- Meet public participation requirements for the MCPT Program of Projects (POP)
- Coordinate with other agencies on planning activities
- Assist in compiling and analyzing data to identify connectivity gaps in the bus service and consider long term improvements

- Coordinate with the City on a Downtown Stuart Tram Efficiency Study
- Regional Coordination
- Continue to develop the Complete Streets: Access to Transit Study

Responsible Agencies:

Martin MPO

Products and Schedule:

- | | |
|---|--------------------|
| • LCB Meetings | Quarterly |
| • LCB Annual Public Hearing | August 2018 & 2019 |
| • CTC Evaluation | Spring 2019 |
| • Annual CTD Conference and Business Meeting | Fall 2018 & 2019 |
| • Treasure Coast Transit Meeting | Quarterly |
| • MCPT Program of Projects (POP)/Public Involvement | FY18/19 & FY19/20 |
| • Progress Reports, invoicing, meeting attendance | Quarterly |
| • Completion of TDSP Major Update | FY18/19 |
| • TDSP Annual Update | FY19/20 |
| • Complete Streets: Access to Transit Study | FY18/19 |
| • City of Stuart Tram Efficiency Study | FY18/19 |

Task 6.2 Transit Planning Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5305(d)	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$2,000	\$22,737	\$59,256	\$7,407	\$7,407	\$98,807
Consultant/Contract Services			\$128,000	\$16,000	\$16,000	\$160,000
Other Agency						
Total:	\$2,000	\$22,737	\$187,256	\$23,407	\$23,407	\$258,807
Task 6.2 Transit Planning Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5305(d)	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$5,000	\$22,737	\$59,256	\$7,407	\$7,407	\$101,807
Consultant/Contract Services						
Other Agency						
Total:	\$5,000	\$22,737	\$59,256	\$7,407	\$7,407	\$101,807

Task 6.3 Congestion Management Process/Livability Planning

Purpose:

To develop, implement and maintain the MPO’s Congestion Management Process (CMP) including implementation of CMP projects which support all modes of transportation. Collaborating with FDOT’s Transportation Systems Management and Operations (TSM&O) staff in developing the TSM&O strategies and identifying the investments needed. Collaborating with County Engineering Staff and utilizing Intelligent Transportation System to assist in data collection for monitoring and improving traffic flows. To incorporate livability into the transportation planning process.

Previous Work:

Martin MPO staff conducted the Congestion Management Tier I Study, which identified East Ocean Boulevard area (East Ocean Boulevard from SE Monterey Road to SE St. Lucie Boulevard, and SE Monterey Road from Kingswood Terrace to East Ocean Boulevard) as the ideal roadway segment for detailed study to identify congestion and mobility deficiencies. An operational analysis of the study area was done and included recommended CMP improvements.

Required Activities:

- CMP Major Update will be a component of the 2045 Long Range Transportation Plan (LRTP).
- CMP project coordination and prioritization
- Identify congestion management and livability planning strategies to reduce congestion, improve mobility and address multimodal transportation options

Responsible Agencies:

Martin MPO

Products and Schedule:

- | | |
|--|-------------------------|
| • MPO staff related training | Ongoing |
| • CMP improvements recommended for funding | Annual Priority Setting |
| • CMP Major Update | FY19/20 |

Task 6.3 Congestion Management Process/Livability Planning Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$20,000 \$50,000					\$20,000 \$50,000
Consultant/Contract Services	\$60,000					\$60,000
Other Agency						
Total:	\$80,000 \$50,000					\$80,000 \$50,000
Task 6.3 Congestion Management Process/Livability Planning Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$30,000					\$30,000
Consultant/Contract Services						
Other Agency						
Total:	\$30,000					\$30,000

ELEMENT 7: Special Project Planning

Task 7.1 Regional Transportation Planning and Coordination

Purpose:

To support a regional transportation planning process while considering both local and regional transportation needs and ensuring multi-jurisdictional coordination for the Treasure Coast urbanized area.

Previous Work:

The Martin MPO partnered with the St. Lucie TPO, the Florida Inland Navigation District and the Treasure Coast Regional Planning Council to develop the Martin/St. Lucie Regional Waterways Plan. This MPO Plan was the second in the State and the first regional one. The Waterways Plan was approved by the Martin MPO and St. Lucie Policy Boards in the Fall of 2014.

Staff attended the Treasure Coast Transit Meetings (TCTMs), as well as participated in the validation process of the Treasure Coast Regional Planning Model (TCRPM). Other meetings attended include Treasure Coast Regional Planning Council, Southeast Florida Freight Advisory Committee, FDOT-District IV Annual MPO Best Practices, St. Lucie TPO Board/Advisory Committees and Palm Beach MPO BPAC. Staff also attended Southeast Florida Transportation Council (SEFTC) and Regional Transportation Technical Advisory Committee (RTTAC) meetings to learn more about regional coordination.

Martin MPO was the Lead MPO in the development of the 2040 Regional Long Range Transportation Plan (RLRTP) which also included a Freight Element. To develop the 2040 RLRTP, the Memorandum of Understanding (MOU) between the Martin MPO, St Lucie TPO and Indian River MPO was signed on February 3, 2016. The TCTC adopted the 2040 RLRTP on June 29, 2017. Many meetings took place and significant work was completed:

- Seven meetings of the Regional Plan Management Team (RPMT) on May 13, 2016 (teleconference), July 28, 2016 (teleconference), September 29, 2016, October 19, 2016, November 9, 2016, December 20, 2016; March 31, 2017;
- Four meetings of the Treasure Coast Technical Advisory Committee (TCTAC) on November 5, 2015; July 6, 2016; February 17, 2017; May 4, 2017; and
- One Treasure Coast Transportation Council (TCTC) meeting on August 9, 2016.

Required Activities:

- Staff TCTC and TCTAC meetings
- Attend regional meetings
- Work with other agencies and stakeholder groups on regional significant projects, such as Greenways and Blueways
- Coordinate with neighboring MPOs and other government agencies
- Coordinate with neighboring MPOs during the LRTP development
- 2040 RLRTP Implementation

Responsible Agencies:

Martin MPO, FDOT, St. Lucie TPO, Indian River MPO, TCRPC

Products and Schedule:

- TCTC Meetings FY18/19 & FY19/20
- TCTAC Meetings As Needed
- Attend other agency and regional meetings Ongoing
- Maps of Blueways FY18/19
- 2040 RL RTP Implementation Ongoing

Task 7.1 Regional Transportation Planning and Coordination						
Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$15,000					\$15,000
Consultant/Contract Services	\$5,000					\$5,000
Other Agency						
Total:	\$20,000					\$20,000
Task 7.1 Regional Transportation Planning and Coordination						
Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$25,000					\$25,000
Consultant/Contract Services						
Other Agency						
Total:	\$25,000					\$25,000

Task 7.2 US 1 Corridor Retrofit Project

Purpose:

To provide for connectivity and increased mobility options by providing multimodal transportation facilities including sidewalks, bicycle paths and lanes, and transit infrastructure. US 1 serves as the primary north-south arterial for the coastal communities of Martin and St. Lucie Counties since Interstate 95 shifts inland north of the Palm Beach County line. Balancing local/community multimodal objectives with the need to support longer-distance trip-making that occurs along the corridor is a critical component of this retrofit project.

Previous Work:

US 1 Multimodal Corridor Study, Phase I. The Martin MPO has worked with FDOT to identify and manage congestion in a section of U.S. 1 that extends from Martin County into St. Lucie County. This study explores the full range of remaining techniques including investments that encourage the use of non-auto modes and Transportation Demand Management (TDM).

Required Activities:

At the June 29, 2017 TCTC meeting, the council members approved the 2040 RL RTP. In addition, the representatives from Martin, St. Lucie, and Indian River counties provided a motion directing staff to devise a plan in order to make the US 1 Corridor Retrofit Project a regional study.

Responsible Agencies:

Martin MPO

Products and Schedule:

- US 1 Corridor Retrofit Project FY18/19

Task 7.2 US 1 Corridor Retrofit Project Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$10,000					\$10,000
Consultant/Contract Services						
Other Agency						
Total:	\$10,000					\$10,000
Task 7.2 US 1 Corridor Retrofit Project Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$10,000					\$10,000
Consultant/Contract Services						
Other Agency						
Total:	\$10,000					\$10,000

Task 7.3 Freight and Intermodal Planning

Purpose:

The safe and efficient movement of freight via various transportation modes, including trucking, rail, air, and even waterborne, will impact Martin County. Additionally, during the 2017 Joint FHWA/FTA Federal Certification Review, a recommendation was for MPO further engagement with freight providers and partners by attending freight stakeholder meetings to educate the transportation partners on the MPO's public participation and transportation planning processes. Finally, the statewide Freight Mobility and Trade Plan is considered as the Martin MPO plans for future transportation investments.

Previous Work:

Martin MPO conducted an evaluation of roadway grade separation options over the FEC Railroad corridor to address impacts from expanded rail freight and inter-city passenger rail trains. The FEC Railroad Grade Separation Feasibility Study approved by the MPO Policy Board on June 19, 2017 provided conceptual grade separation improvements for two vehicle and two pedestrian/bicycle crossings with their feasibility determinations.

The 2040 Regional Long Range Transportation Plan (RLRTP) was developed that combines the ideas from the local plans for Martin, St. Lucie, and Indian River counties to create one long term transportation plan for the future. The RLRTP has a 25-year planning horizon, with Federal and State funding directed towards regional projects that have been prioritized by the regional agencies and public. The 2040 RLRTP consisted of a Freight Element section which summarizes existing freight policies, objectives, and visions; identifies freight and logistics network elements; identifies freight needs and priorities; and presents a summary of the freight system.

Required Activities:

- Continue contact with neighboring MPOs, including participation with the South East Florida Transportation Council (SEFTC) and the Regional Transportation Technical Advisory Committee (RTTAC).
- Continue MPO participation in implementation of the Florida Transportation Plan (FTP) and in planning and implementation efforts for the FDOT 2045 Strategic Intermodal System (SIS) Plan. The SIS Multimodal Unfunded Needs Plan (MMUNP) identifies capacity projects needed on the SIS, Florida's statewide network of high priority transportation facilities including airports, highways, railroads, seaports, spaceports, and transit.
- Freight and Goods Movement Study will be conducted to identify local freight activity centers and mobility corridors used for distribution and delivery within the Martin County boundary. In addition it will provide information relating to alternative strategies to alleviate congestion and enhance mobility for both people and goods. It will also allow for freight industry providers to participate as stakeholders and provide input on truck route concerns and roadway restrictions. By conducting this study, a better understanding of the goods streaming in as well as the overall freight and economic impact on Martin County will become better known. Additionally, the

prioritization of freight projects and the development of a Freight Plan will assist in future Federal/State funding and enhancements.

Responsible Agencies:
Martin MPO

Products and Schedule:

- SEFTC/RTTAC Meetings Ongoing
- Meetings of the TCTC FY18/19 & FY19/20
- Meetings of the TCTAC As needed
- Meetings of the MPOAC Freight committee Ongoing

Task 7.3 Freight and Intermodal Planning Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$30,000					\$30,000
Consultant/Contract Services						
Other Agency						
Total:	\$30,000					\$30,000

Task 7.3 Freight and Intermodal Planning Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$30,000					\$30,000
Consultant/Contract Services	\$60,000					\$60,000
Other Agency						
Total:	\$30,000 \$90,000					\$30,000 \$90,000

Task 7.4 Mobility Fee Study

Purpose:

Strengthen land use and development to support a multimodal transportation system.

Previous Work:

The 2040 Long Range Transportation Plan (LRTP) contains the Martin 2040 Cost Feasible Plan (CFP), a multimodal plan that utilizes funding sources traditionally designated only for roadway improvements to fund projects including roadway needs, public transit, and non-motorized transportation projects identified in the Needs Plan. This “flexing” of roadway funding for use on multimodal transportation needs is in addition to the funding that is dedicated for Transit and grant programs such as the Transportation Alternatives Program. In addition, the MPO developed the Bicycle, Pedestrian and Trails Master Plan adopted by the MPO Policy Board in December 2017. This comprehensive Master Plan addresses gaps in the non-motorized network and recommends a list of facility enhancements.

Required Activities:

A mobility fee study will assess the prospect of Martin County adopting a Mobility Fee which could potentially replace existing Roadway Impact Fees and Transportation Concurrency requirements. Implementation of a Mobility Fee would implement a comprehensive mobility approach that converts the existing roadway based fees to an alternative multimodal mobility funding system that includes other mode share capacities, including sidewalks, bike lanes, shared use pathways and transit ridership. Working with Martin County Staff during the selection of the consultant, participation and review of the finalized study is a key component of this task.

Responsible Agencies:

Martin MPO

Products and Schedule:

- Mobility Fee Study FY18/19

Task 7.4 Mobility Fee Study Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$20,000					\$20,000
Consultant/Contract Services	\$125,700					\$125,700
Other Agency						
Total:	\$145,700					\$145,700
Task 7.4 Mobility Fee Study Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$10,000					\$10,000
Consultant/Contract Services						
Other Agency						
Total:	\$10,000					\$10,000

Task 7.5 Impact of Sea Level Rise

Purpose:

Research the impact of Sea Level Rise on the transportation network in Martin County and assist in future planning and decision-making.

Previous Work:

MPO staff made a presentation at the December 2015 MPO Policy Board meeting discussing South Florida Climate Change- Sea Level Rise and Assessment Tools for Transportation.

Required Activities:

- Work with consultant to develop a study that will include
 - Catalogue relevant information from previous county and regional climate change initiatives
 - Data collection and analysis
 - Establish a coordination process with Martin County Public Works department to ensure efficient data collection, common data base format and collaborative project prioritization
 - Research of best practices and tools for identifying and addressing extreme weather/climate change impacts
 - Recommendations on how to consider sea level rise and flooding in the transportation planning process

Responsible Agencies:

Martin MPO

Products and Schedule:

- Study of Sea Level Rise Impact on Transportation Network FY19/20

Task 7.5 Impact of Sea Level Rise Year 1 – FY18/19						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions						
Consultant/Contract Services						
Other Agency						
Total:						
Task 7.5 Impact of Sea Level Rise Year 2 – FY19/20						
Budget Category & Description	Funding Sources					
	FHWA (PL)	FCTD	FTA 5303	FTA State Match	FTA Local Match	Total
MPO staff salaries, fringe benefits, and other deductions	\$25,000					\$25,000
Consultant/Contract Services	\$60,000					\$60,000
Other Agency						
Total:	\$25,000 \$85,000					\$25,000 \$85,000

Summary Budget Tables

Agency Participation - FY18/19

Task		Local		State		Federal		Total	Consultant Subtotal
No.	Description	Martin County	State Soft Match	FDOT	FCTD	FHWA	FTA		
1.1	Program Management		\$28,672			\$130,000		\$158,672	
1.2	UPWP Development		\$2,206			\$10,000		\$12,206	
2.1	Public Involvement and Outreach		\$13,233			\$60,000		\$73,233	\$15,000
3.1	Land Use and Socio-Economic Data and Analysis		\$3,308			\$15,000		\$18,308	
3.2	Traffic Count and Data Analysis	\$86,500	\$2,206			\$10,000		\$98,706	
4.1	L RTP		\$52,933			\$240,000		\$292,933	\$200,000
5.1	TIP		\$4,411			\$20,000		\$24,411	
6.1	Bicycle, Pedestrian and Greenways		\$8,822			\$40,000		\$48,822	\$8,000
6.2	Transit Planning	\$23,407	\$441	\$23,407	\$22,737	\$2,000	\$187,256	\$259,248	\$160,000
6.3	Congestion Management - Livability Planning		\$11,027			\$50,000		\$61,027	\$0
7.1	Regional Transportation Planning and Coordination		\$4,411			\$20,000		\$24,411	\$5,000
7.2	US1 Corridor Retrofit		\$2,206			\$10,000		\$12,206	
7.3	Freight and Intermodal		\$6,617			\$30,000		\$36,617	
7.4	Mobility Fee Study		\$32,135			\$145,700		\$177,835	\$125,700
7.5	Impact of Sea Level Rise								
Total		\$109,907	\$172,628	\$23,407	\$22,737	\$782,700	\$187,256	\$1,298,635	\$513,700

Agency Participation - FY19/20

Task		Local		State		Federal		Total	Consultant Subtotal
No.	Description	Martin County	State Soft Match	FDOT	FCTD	FHWA	FTA		
1.1	Program Management		\$25,364			\$115,000		\$140,364	
1.2	UPWP Development		\$5,514			\$25,000		\$30,514	
2.1	Public Involvement and Outreach		\$18,086			\$82,004		\$100,090	\$32,004
3.1	Land Use and Socio-Economic Data and Analysis		\$4,411			\$20,000		\$24,411	
3.2	Traffic Count and Data Analysis	\$86,500	\$3,308			\$15,000		\$104,808	
4.1	L RTP		\$29,775			\$135,000		\$164,775	\$100,000
5.1	TIP		\$6,617			\$30,000		\$36,617	
6.1	Bicycle, Pedestrian and Greenways		\$9,925			\$45,000		\$54,925	
6.2	Transit Planning	\$7,407	\$1,103	\$7,407	\$22,737	\$5,000	\$59,256	\$102,910	
6.3	Congestion Management - Livability Planning		\$6,617			\$30,000		\$36,617	
7.1	Regional Transportation Planning and Coordination		\$5,514			\$25,000		\$30,514	
7.2	US1 Corridor Retrofit		\$2,206			\$10,000		\$12,206	
7.3	Freight and Intermodal		\$19,850			\$90,000		\$109,850	\$60,000
7.4	Mobility Fee Study		\$2,206			\$10,000		\$12,206	
7.5	Impact of Sea Level Rise		\$18,747			\$85,000		\$103,747	\$60,000
Total		\$93,907	\$159,243	\$7,407	\$22,737	\$722,004	\$59,256	\$1,064,554	\$252,004

Funding Source by Task - FY18/19

Task		FHWA PL Funds			FCTD Grant		FTA Section 5305(d)			Local Funds	Total
No.	Description	Federal	State Soft Match	Local	State	Local	Federal	State	Local		
1.1	Program Management	\$130,000	\$28,672								\$158,672
1.2	UPWP Development	\$10,000	\$2,206								\$12,206
2.1	Public Involvement and Outreach	\$60,000	\$13,233								\$73,233
3.1	Land Use and Socio-economic Data Analysis	\$15,000	\$3,308								\$18,308
3.2	Traffic Count and Data Analysis	\$10,000	\$2,206							\$86,500	\$98,706
4.1	L RTP	\$240,000	\$52,933								\$292,933
5.1	TIP	\$20,000	\$4,411								\$24,411
6.1	Bicycle, Pedestrian and Greenways	\$40,000	\$8,822								\$48,822
6.2	Transit Planning	\$2,000	\$441		\$22,737		\$187,256	\$23,407	\$23,407		\$259,248
6.3	Congestion Management-Livability Planning	\$50,000	\$11,027								\$61,027
7.1	Regional Transportation Planning and Coordination	\$20,000	\$4,411								\$24,411
7.2	US1 Corridor Retrofit	\$10,000	\$2,206								\$12,206
7.3	Freight and intermodal Planning	\$30,000	\$6,617								\$36,617
7.4	Mobility Fee Study	\$145,700	\$32,135								\$177,835
7.5	Impact of Sea Level Rise										
Total		\$782,700	\$172,628		\$22,737		\$187,256	\$23,407	\$23,407	\$86,500	\$1,298,635

Funding Source by Task - FY19/20

Task		FHWA PL Funds			FCTD Grant		FTA Section 5305(d)			Local Funds	Total
No.	Description	Federal	State Soft Match	Local	State	Local	Federal	State	Local		
1.1	Program Management	\$115,000	\$25,364								\$140,364
1.2	UPWP Development	\$25,000	\$5,514								\$30,514
2.1	Public Involvement and Outreach	\$82,004	\$18,086								\$100,090
3.1	Land Use and Socio-economic Data Analysis	\$20,000	\$4,411								\$24,411
3.2	Traffic Count and Data Analysis	\$15,000	\$3,308							\$86,500	\$104,808
4.1	L RTP	\$135,000	\$29,775								\$164,775
5.1	TIP	\$30,000	\$6,617								\$36,617
6.1	Bicycle, Pedestrian and Greenways	\$45,000	\$9,925								\$54,925
6.2	Transit Planning	\$5,000	\$1,103		\$22,737		\$59,256	\$7,407	\$7,407		\$102,910
6.3	Congestion Management-Livability Planning	\$30,000	\$6,617								\$36,617
7.1	Regional Transportation Planning and Coordination	\$25,000	\$5,514								\$30,514
7.2	US1 Corridor Retrofit	\$10,000	\$2,206								\$12,206
7.3	Freight and intermodal Planning	\$90,000	\$19,850								\$109,850
7.4	Mobility Fee Study	\$10,000	\$2,206								\$12,206
7.5	Impact of Sea Level Rise	\$85,000	\$18,747								\$103,747
Total		\$722,004	\$159,243		\$22,737		\$59,256	\$7,407	\$7,407	\$86,500	\$1,064,554