

1. INTRODUCTION

1.1 Background

The Martin Metropolitan Planning Organization (MPO) was established in 1993 and is governed by an eight (8) voting member Policy Board that serves the Metropolitan Planning Area with a US Census Bureau 2018 estimated population of 160,912. The MPO Policy Board is comprised of elected officials representing unincorporated Martin County (4), the City of Stuart (2), the Town of Sewall's Point (1), and the Village of Indiantown (1). The MPO Board is supported by several advisory committees that include technical staff as well as citizen representatives that review information and make recommendations to the Board. The MPO has signed interlocal agreements with all member governments, which enables it to operate and partner with other local entities.

The Martin MPO is the organization responsible for the planning and programming of federal and state transportation funds for Martin County. The MPO is the primary forum where local governments and citizens voice concerns, identify priorities, and plan for improvements to all modes of transportation – roadway, public transportation, and bicycle and pedestrian facilities.

The Martin MPO carries out the following primary activities using a continuing, cooperative, and comprehensive transportation (3-C) planning process to ensure federal transportation funds are available to support local multimodal projects and priorities.

- Develop and maintain a Long Range Transportation Plan (LRTP), which addresses no less than a 20-year planning horizon.
- Update and approve a Transportation Improvement Program (TIP), which is a four-year program for highway and transit improvements with the fifth year included for illustrative purposes.
- Develop and adopt a Unified Planning Work Program (UPWP), which identifies the MPO's budget and planning activities to be undertaken in the metropolitan planning area.
- Prepare a Public Participation Plan (PPP), which describes how the MPO involves the public and stakeholder communities in transportation planning process.

1.2 Purpose of LRTP

For urbanized areas exceeding a population of 50,000, the existence of a Metropolitan Planning Organization (MPO) is necessary to meet federal requirements for obtaining and expending federal transportation funds. Specifically, the federal government requires that each urbanized area, as a condition to the receipt of federal capital or operating assistance, have in place a 3-C planning process. This 3-C process must result in plans and programs consistent with the comprehensively planned development of the urbanized area.

Every five years, the MPO is required to review and update the LRTP. The LRTP sets the vision for transportation for all modes of travel throughout the County and influences projects included in the 5-year TIP. The Martin MPO's 2045 LRTP, also known as *Martin in Motion* includes both long-range and short-range strategies/actions that provide for the

development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

After the Martin MPO Policy Board adopts the 2045 LRTP, the final report serves as a living document that would be amended as needed. Further, the Martin MPO will use the adopted 2045 LRTP to update its List of Project Priorities (LOPP) for programming projects in the TIP.

1.3 Federal and State Requirements

Figure 1-1 shows the MPO's 2045 LRTP - *Martin in Motion* plan development process. The cornerstone of this planning process was robust and ongoing public engagement and agency coordination effort including receiving input from the Martin MPO Advisory Committees, MPO Policy Board and the Project Steering Committee.



Figure 1-1: LRTP Development Process

The *Martin in Motion* plan development process is consistent with federal and state requirements and guidance included in the following documents.

- Fixing America's Surface Transportation (FAST) Act Transportation Planning and Programming (23 C.F.R., Part 450, Subpart C)
- Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs, January 10, 2018 (or FHWA 2045 LRTP Expectations Letter, January 2018)
- Revenue Forecasting Guidebook, Florida Department of Transportation, July 3, 2018
- 2045 Revenue Forecast – Martin MPO/Martin Metropolitan Area, November 2018, Florida Department of Transportation
- Financial Guidelines for MPO 2045 Long Range Plans, July 13, 2017, Florida MPO Advisory Council (MPOAC).

1.4 Report Organization

This report is organized as described below:

Chapter 1: Introduction – provides a summary on Martin MPO’s functions, purpose of the LRTP and federal and state requirements. It also describes report organization as well identifies technical memoranda prepared as part of the planning process to document various technical analysis and public participation.

Chapter 2: Public Involvement – provides an overview of the Public Involvement Plan (PIP) developed specifically for the 2045 LRTP - *Martin in Motion*, discusses various public engagement and outreach activities executed during the planning process as well as efforts to ensure participation from environmental justice population groups and transportation disadvantaged.

Chapter 3: Goals, Objectives, and Performance Measures – includes a vision statement and describes goals, objectives, and performance measures to accomplish the community’s transportation vision. In addition, it lists project evaluation criteria and corresponding performances measures. Further, this Chapter demonstrates consistency between the MPO’s goals, objectives, and performance measures with the Florida Transportation Plan (FTP) Next 50 Years and national goals identified in the Fixing America’s Surface Transportation Act (FAST Act).

Chapter 4: Planning Context – provides a synopsis of existing travel patterns, travel behavior as well as future travel demand, emerging issues, and trends to set the local and regional planning context and inform the Martin MPO’s data driven component of the needs assessment.

Chapter 5: Needs Assessment – discusses different components of multimodal needs assessment, identifies projects needed in Martin County over the next 20 to 25 years to enhance mobility, accessibility, and safety for all the users of the transportation system. In addition, this chapter provides a summary of the 2045 Needs Plan and project cost estimation methodology.

Chapter 6: Financial Resources – provides background and context for preparing revenue estimates, describes associated assumptions and methodology to develop future estimate of funds from various local, state, and federal funding programs over the next 20 to 25 years.

Chapter 7: Cost Feasible Plan – discusses project prioritization, identifies projects by different modes or categories that are fully funded through local, state, and federal revenues reasonably expected to be available over the next 20 to 25 years as well as unfunded needs. Further, this chapter includes discussion of key cost feasible plan components, such as equity analysis, environmental mitigation and ETDM, comparative analysis of alternative scenarios and performance measurement.

The following nine technical memoranda provide a detailed documentation of various public involvement activities and technical analyses conducted as part of the LRTP development process.

- Technical Memorandum #1 – Public Involvement Plan (PIP)
- Technical Memorandum #2 – Data Compilation, Review and Summary
- Technical Memorandum #3 – Goals, Objectives, and Performance Measures
- Technical Memorandum #4 – Travel Demand Forecasting
- Technical Memorandum #5 – Congestion Management Process (CMP) Update

- Technical Memorandum #6 – Additional Elements
- Technical Memorandum #7 – Needs Assessment
- Technical Memorandum #8 – Financial Resources
- Technical Memorandum #9 – Cost Feasible Plan