



CITIZENS ADVISORY COMMITTEE MEETING

Martin County Administrative Center
Board of County Commission Chambers
2401 SE Monterey Road, Stuart, FL 34996

www.martinmpo.com

(772) 221-1498

Wednesday, May 6, 2026 @ 9:00 AM

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER	
2. ROLL CALL	
3. APPROVE AGENDA	APPROVE
4. APPROVE MINUTES <ul style="list-style-type: none">• CAC Meeting – April 1, 2026 (Pg. 3)	APPROVE
5. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
6. AGENDA ITEMS	
A. FINAL DRAFT FY27-FY28 UNIFIED PLANNING WORK PROGRAM (UPWP) (Pg.9)	APPROVE
B. DRAFT FY27-FY31 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (Pg. 106)	APPROVE
C. US-1 CONGESTION MANAGEMENT STUDY FROM SW JOAN JEFFERSON WAY TO SE LILLIAN SCOPE OF SERVICES (Pg. 318)	APPROVE
7. COMMENTS FROM COMMITTEE MEMBERS	
8. COMMENTS FROM FDOT	

9. NOTES

10. NEXT MEETING

- June 3, 2026 - Martin County BOCC Commission Chambers @ 9:00 AM

11. ADJOURN

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**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE MEETING**
Martin County Administrative Building Commission Chambers
2401 SE Monterey Road, Stuart, FL 34996
(772) 221-1498
www.martinmpo.com

Wednesday, April 1, 2026 @ 9:00 AM

MEETING MINUTES

1. CALL TO ORDER

The meeting was called to order at 9:02 AM by Saadia Tsaftarides, Chair.

2. ROLL CALL

Susan Ortiz, Administrative Assistant, called roll.

CAC Members in Attendance:

Saadia Tsaftarides, Chair
Mark Fecteau
Hilary Young
Howard Lyndon Brown
William Stuckey
Matthew Sexton

CAC Members Excused:

Ann Kagdis
Cindy Greenspan
Trent Steele
Glen Alexander

CAC Members Not in Attendance:

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Principal Planner
Bolívar Gomez, Senior Planner
Susan Ortiz, Administrative Assistant

Others in Attendance:

James Brown, FDOT – Florida Turnpike Enterprise
Lance Jones, FDOT
Ronald Sanchez, HDR

A quorum was present.

3. APPROVE AGENDA

Ms. Beltran informed the Committee of a change to the agenda. Agenda Item 6E was requested to be tabled until the May meeting. The consultant was unable to proceed due to recent revisions from the County's traffic engineer, who provided updated recommendations affecting the project scope. The consultant requested additional time to incorporate those changes. The Chair proceeded with approval of the amended agenda.

A motion to approve the agenda tabling Item 6E and moving Item 6F up was made by Matthew Sexton and seconded by Hilary Young. The motion passed unanimously.

4. APPROVE MINUTES

- CAC Meeting – September 3, 2025

A motion to approve the minutes was made by Matthew Sexton and seconded by Howard Brown. The motion passed unanimously.

5. COMMENTS FROM THE PUBLIC - None

6. AGENDA ITEMS

A. ELECTION OF OFFICERS

Ms. Beltran explained that, as this was the first regular Citizens Advisory Committee (CAC) meeting of the calendar year, the election of officers was scheduled for this agenda. Ms. Beltran informed the Committee that former Vice Chair Larry Sofield had resigned and was no longer serving on the CAC. Ms. Beltran added that Ms. Tsafarides had served as Chair for several years and invited the Committee to determine how they wished to proceed, noting that members could volunteer or continue with the current Chair if willing.

Mr. Brown moved to retain Ms. Tsafarides as Chair for another year. Ms. Tsafarides accepted the nomination, and with no further nominations, the Committee voted in favor.

A motion for Saadia Tsafarides to be reappointed as Chair was made by Howard Brown and seconded by Hilary Young. The motion passed unanimously.

Mr. Sexton then recommended Howard Brown to serve as Vice Chair of the CAC. Mr. Brown accepted the nomination.

A motion to approve Howard Brown as Vice Chair was made by Matthew Sexton and seconded by William Stuckey. The motion passed unanimously.

B. DRAFT FY27-FY28 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ricardo Vazquez presented the Draft FY27–FY28 Unified Planning Work Program (UPWP), noting that the UPWP is the MPO’s two-year planning and budgeting document outlining all required tasks from FY27 through FY28. The draft was submitted to FDOT and FHWA for review on March 13th, with the federal review and comment period concluding April 14th. Following incorporation of any required revisions, the final UPWP is scheduled for adoption at the May 11th MPO Board meeting, with the new program taking effect July 1, 2026.

Mr. Vazquez reviewed the UPWP development schedule and confirmed that the seven core tasks remain unchanged from the current UPWP, including administration, public involvement, data collection, long-range planning, transportation systems planning, and regional coordination. He highlighted several key projects included in the upcoming UPWP: Bicycle, Pedestrian, and Trails Master Plan Update, US-1 Congestion Management Study, which will proceed once the consultant is prepared to begin, and the 2050 Regional Long Range Transportation Plan, developed jointly with the St. Lucie TPO and Indian River MPO.. Mr. Vazquez noted that the UPWP may be amended as funding or project needs evolve. The full draft, including budget details, was provided in the agenda packet.

A motion to approve the Draft FY27-FY28 Unified Planning Work Program (UPWP) was made by Matthew Sexton and seconded by Hilary Young. The motion passed unanimously.

C. PUBLIC INVOLVEMENT ANNUAL REPORT

Ricardo Vazquez presented the Public Involvement Annual Report. He explained that the report documents the MPO’s public involvement activities for the previous calendar year and evaluates performance against the goals and strategies outlined in the Public Participation Plan (PPP). He summarized the six PPP objectives and reported that all associated strategies were achieved. As there were no questions from the Committee Mr. Vazquez requested approval of the Public Involvement Annual Report.

A motion to approve the Public Involvement Annual Report was made by William Stuckey and seconded by Howard Lyndon Brown. The motion passed unanimously.

D. TITLE VI PLAN UPDATE

Bolivar Gomez presented the Title VI Plan Update, noting that the document serves as the MPO’s guiding framework to ensure nondiscrimination on the basis of race, color, age, disability, religion, income, or family status.

Mr. Gomez explained that the update includes two minor revisions. Staff updated the Limited English Proficiency (LEP) Table and updated the Title VI Training Log.

A motion to approve the Title VI Plan Update was made by William Stuckey and seconded by Hilary Young. The motion passed unanimously.

E. BRIDGE REHABILITATION FOR COUNTY ROAD 707/DIXIE HIGHWAY OVER ST. LUCIE RIVER PRESENTATION

Ronald Sanchez, Project Manager with HDR and a movable-bridge engineer with 30 years of experience, presented an overview of the Roosevelt Bridge Rehabilitation Project.

Mr. Sanchez outlined the proposed improvements, emphasizing that the project is primarily a mechanical and electrical rehabilitation, supplemented by safety and access enhancements. Key elements include sidewalk replacement, maintenance access improvements, electrical system replacement, mechanical repairs, fender system repairs, bicycle accommodation, sanitary system upgrade and deck sealing. Environmental protections will follow standard protocols for species known in the project area, including smalltooth sawfish, sea turtles, manta rays, and manatees. No seagrass, coral, or essential fish habitat was identified in the most recent survey. A public information meeting will be held prior to construction, coordinated by the CEI team. Mr. Sanchez noted that design completion is anticipated in early 2026, with construction scheduled from fall 2026 through spring 2028. The estimated construction cost is \$11 million. He concluded by stating that the improvements will extend the bridge's service life, maintain navigational reliability, and enhance safety for all users.

Mr. Sexton commended the study team for the level of detail captured in the field observations, noting the documentation of bicyclists transitioning between curb and sidewalk as well as the identification of boat bilge discharge points contributing to corrosion. He then shifted to environmental conditions, referencing the last benthic survey conducted in 2016. Drawing from his own experience on the water, he observed that seagrass conditions near the inlet have improved in recent years, largely due to lower Lake Okeechobee levels and reduced freshwater discharges. He asked whether a new benthic survey could be conducted at the bridge site. Mr. Sanchez responded that the team anticipated this question. He explained that the study relied on a historic benthic survey for its initial assessment and did not conduct a new one. Based on the nature of the proposed work, the team does not expect seagrass impacts. Mr. Sanchez noted that contractors are not expected to spud their barges, as they can tie off to the existing fender system, and any shading effects would be temporary and minimal. He emphasized that the determination to conduct a new benthic survey ultimately rests with the Department. While the study team does not anticipate impacts, they are willing to revisit the question and evaluate whether an updated survey is warranted. Mr. Sexton expressed appreciation for the clarification, noting that the absence of barge anchoring reduces the likelihood of disturbance. He reiterated that it would be beneficial for the Department to review the matter and make a formal determination. Mr. Sanchez added that once the

team confirmed that neither the fender piles nor the submarine cable required replacement, all potential mudline impacts were effectively eliminated. With the work occurring largely beneath the bridge span, the only remaining environmental consideration is temporary shading, which is already present under the structure.

Mr. Fecteau requested clarification regarding bridge operations during construction. He noted that the bridge currently opens on a scheduled basis approximately once per hour and asked whether those openings would continue uninterrupted throughout the maintenance work. Mr. Sanchez confirmed that the contractor is expected to coordinate with the U.S. Coast Guard to request single-leaf openings during construction. He explained that even under single-leaf operation, a 45-foot navigable channel remains available, which is comparable to the 50-foot channel at the FEC Railroad Bridge. Because the available width remains sufficient for marine traffic, the project team does not anticipate any impacts to vessel passage. Mr. Sanchez emphasized that the bridge will not be locked down at any time except in the unlikely event of an operational failure.

Mr. Fecteau asked whether the team had any sense of the traffic volumes using the bridge during morning and evening peak periods. Mr. Sanchez noted that the field team member who typically handles traffic counts was not present, but he explained that the corridor carries relatively light, predominantly local traffic, and is not comparable to US-1 volumes. He added that the project avoids single-lane operations during peak hours specifically to prevent unnecessary congestion, and that any full closures will be limited to short-duration, nighttime windows. Mr. Fecteau then raised a historical question unrelated to the current maintenance project. When the former northbound bridge was demolished decades ago, the old abutments were left in place. He asked whether there were any plans to remove those remnants, and which agency would be responsible. Mr. Sanchez acknowledged that the remaining abutments have long been a point of curiosity. He explained that neither FDOT nor the project team has been able to locate definitive records explaining why the structures were left behind. Some documentation suggests there may once have been a concept for a planting or recreational facility, but the purpose was never fully established. Because the structures date back to the 1960s, records are incomplete. Mr. Sanchez added that the ownership complexity a city roadway paired with an FDOT bridge makes cleanup or removal less straightforward. With no identified safety risk, limited budgets, and no operational impacts, there is currently no agency-driven motivation to remove the remnants. Mr. Sanchez noted that while the structures may be considered an eyesore, they are stable and not interfering with current operations. Mr. Fecteau agreed that the remnants appear to be leftover infrastructure from a bygone era and expressed hope that either this project or a future FEC bridge initiative might address them. Mr. Sanchez indicated that, based on current information, such action is unlikely.

Mr. Stuckey noted that the anticipated construction window appears to overlap with the timeframe of the annual Stuart Boat Show. He asked whether the project team had considered potential conflicts and ensured that construction activities would not interfere with the event. Mr. Sanchez confirmed that the issue had been proactively addressed. The project's special provisions explicitly prohibit construction activities during the boat show, with the event dates formally incorporated into the contract documents. He added

that the team has already met with the organization responsible for managing the show, referencing the governing council that oversees event operations, and that the group appeared satisfied with the planned restrictions. Mr. Sanchez emphasized that there will be extensive coordination throughout the project, involving the CEI, local stakeholders, and any parties interested in maintaining open communication during construction.

7. COMMENTS FROM COMMITTEE MEMBERS – None

8. COMMENTS FROM FDOT - None

9. NOTES - None

10. NEXT MEETING

- May 6, 2026 – Martin County BOCC Commission Chambers

10. ADJOURNMENT: 9:47 A.M.

Prepared by:

Susan Ortiz, Administrative Assistant

Date

Approved by:

Saadia Tsafarides, CAC Chair

Date

Minutes Approved on May 6, 2026

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BOARD/COMMITTEE: CITIZENS ADVISORY COMMITTEE (CAC)

AGENDA ITEM #: 6A

MEETING DATE: May 6, 2026

DUE DATE: April 29, 2026

UPWP TASK #: 1

TITLE: FINAL DRAFT FY27 – FY28 UNIFIED PLANNING WORK PROGRAM (UPWP)

PREPARED BY: Ricardo Vazquez/Beth Beltran

DOCUMENT(S) REQUIRING ACTION: Final Draft FY27-FY28 UPWP and MPO Agreement

BACKGROUND

The MPO is required to develop a Unified Planning Work Program (UPWP) document identifying the planning activities budgeted for the upcoming two-year period. Tasks described in the UPWP may be completed by MPO staff or consultants. All tasks are funded by Federal Highway Administration (FHWA) planning (PL) funds that incorporate Federal Transit Administration (FTA) Section 5305(d) funds through a Consolidated Planning Grant (CPG), Transportation Disadvantaged (TD) planning funds, State match funds, local match funds, and in-kind contributions made by Martin County.

Funding received by each MPO is awarded in accordance with a distribution formula developed by the Florida Department of Transportation (FDOT) and approved by FHWA and may be expended only in accordance with an approved UPWP. The DRAFT UPWP was submitted to FDOT by the established March 15th deadline.

The FY27-FY28 UPWP supports the continuity of MPO activities. This work plan includes an update to the Bicycle, Pedestrian and Trails Master Plan Update, US-1 Congestion Management Study, and quarterly updates to the Development Review Interactive Map.

The Draft UPWP was presented to the MPO Advisory Committees and approved by the MPO Board in April 2026. There were no significant comments from FDOT regarding the Draft UPWP.

ISSUES

At the May 2026 Advisory Committee meetings, MPO staff will present the Final Draft FY27-FY28 UPWP.

RECOMMENDED ACTION

- A. Approve the Final Draft FY27-FY28 UPWP
- B. Approve the Final Draft FY27-FY28 UPWP with comments

FISCAL IMPACT

The FY27-FY28 UPWP is “Exhibit A” of the MPO Agreement. The budget for the Final Draft FY27-FY28 UPWP includes the estimated UPWP allocation and carry-forward funds.

APPROVAL

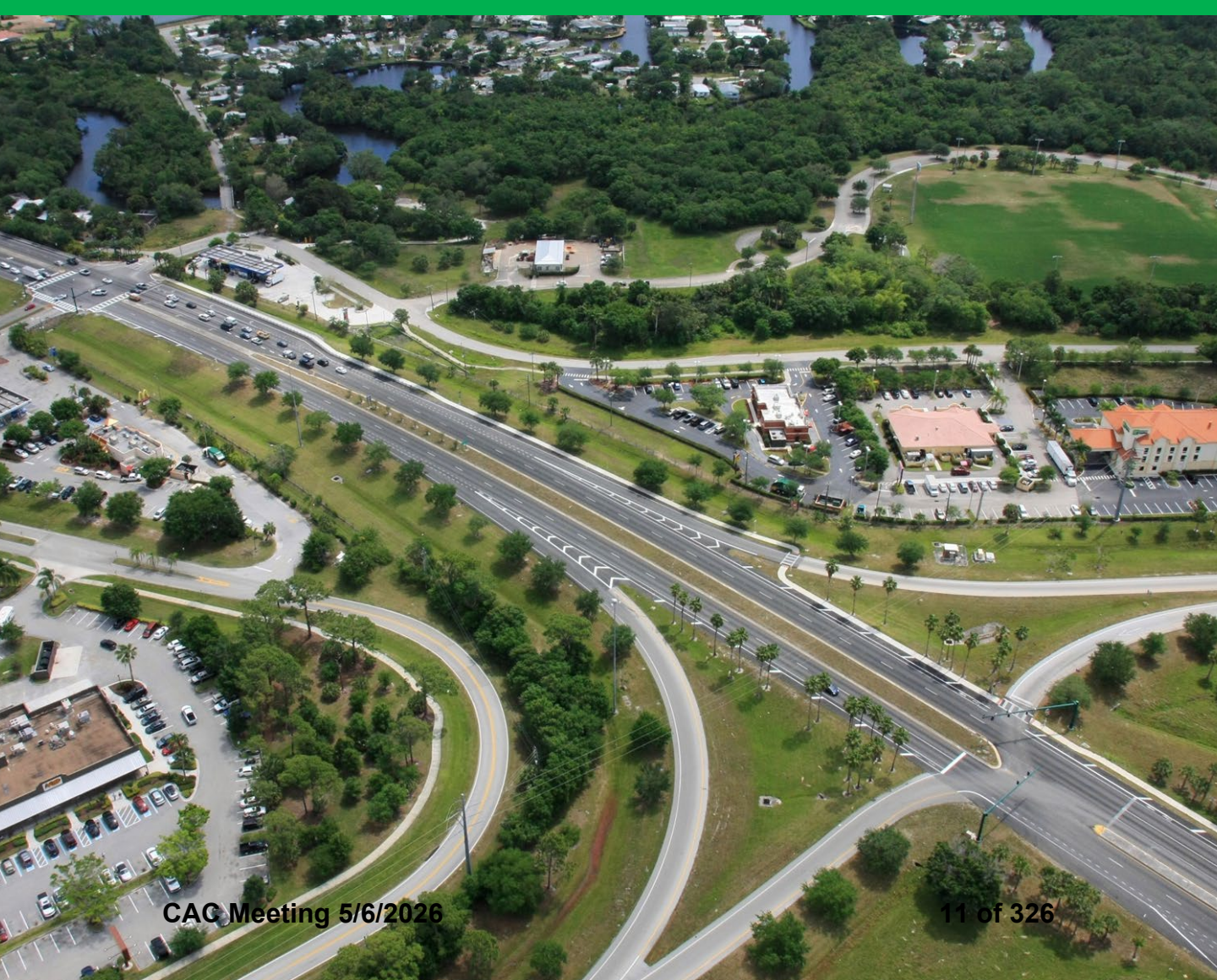
MPO

ATTACHMENTS

Martin MPO Final Draft FY27-FY28 UPWP



FY27-FY28 Unified Planning Work Program (UPWP)



MARTIN METROPOLITAN PLANNING ORGANIZATION

FY26/27 – FY27/28

UNIFIED PLANNING WORK PROGRAM

JULY 1, 2026, THROUGH JUNE 30, 2028

Martin Metropolitan Planning Organization

3481 SE Willoughby Boulevard, Suite 101

Stuart FL 34994

www.martinmpo.com

772-221-1498

Funding for this Planning Work Program is Provided by:

Federal Highway Administration

Federal Transit Administration

Florida Department of Transportation

Florida Commission for the Transportation Disadvantaged

Martin County Board of County Commissioners

Catalog of Federal Domestic Assistance Numbers:

CFDA No. 20.205 – Highway Planning and Construction

CFDA No. 20.505 – Federal Transit Technical Studies Grant (Metropolitan Planning)

Federal Aid Project Number _____

Financial Project Number _____

Adopted by the Martin MPO on May 11, 2026

Commissioner Sarah Heard, MPO Chair

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Cost Analysis Certification

Select MPO name

Unified Planning Work Program Fiscal Year – Select Fiscal Year

UPWP Status - Select Status, Select Date

UPWP Revision Number - Select Revision Number, Select Revision Date

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.

FDOT District Representative: Type Name Here

Title and District: Type Here

Date: Select Date

Signature _____

www.fdot.gov

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

- AADT Annual Average Daily Traffic
- AAR Administrative Approval Request
- AARP American Association of Retired Persons
- AASHTO American Association of State Highway & Transportation Officials
- ACES Automated/Connected/Electric/Shared-use
- ADA Americans with Disabilities Act
- AOR Annual Operating Report
- ARC Advocates for the Rights of Challenged
- BDB Business Development Board
- BEBR Bureau of Economic and Business Research
- BOCC Board of County Commissioners
- BPAC Bicycle and Pedestrian Advisory Committee
- BPSAP Bicycle and Pedestrian Safety Action Plan
- CAC Citizens Advisory Committee
- CDC Center for Disease Control
- CDP Census-Designated Place
- CEI Construction Engineering and Inspection
- CFP Cost Feasible Plan
- CFR Code of Federal Regulations
- CIP Capital Improvement Program
- CMS Congestion Management System
- CMP Congestion Management Process
- CPTHSTP Coordinated Public Transit-Human Services Transportation Plan
- 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
- E+C Existing +Committed
- EO Executive Order
- EPA Environmental Protection Agency
- ETAT Environmental Technical Advisory Team
- ETDM Efficient Transportation Decision Making
- FAA Federal Aviation Administration
- FAC Florida Administrative Code
- FAST Act Fixing America’s Surface Transportation
- FCTS Florida Coordinated Transportation System
- FDOT Florida Department of Transportation
- FEC Florida East Coast
- FHWA Federal Highway Administration
- FPTA Florida Public Transportation Association
- FS Florida Statutes
- FSUTMS Florida Standard Urban Transportation Model Structure
- FTA Federal Transit Administration

FTAC..... Freight Transportation Advisory Committee
 FTP Florida Transportation Plan
 FY Fiscal Year
 GIS..... Geographical Information System
 GIS-TM Geographical Information System - Transportation Modeling
 GOS..... Goals, Objectives, and Strategies
 GUI Graphic User Interface
 HOA..... Homeowner’s Association
 HPMS Highway Performance Monitoring System
 ICWW..... Intracoastal Waterway
 IJA Infrastructure Investment and Jobs Act
 ISTEA..... Intermodal Surface Transportation Efficiency Act
 ITS Intelligent Transportation System
 JPA..... Joint Participation Agreement
 LCB-TD..... Local Coordinating Board for the Transportation Disadvantaged
 LCI..... Livable Communities Initiative
 LEP Limited English Proficiency
 LGCP Local Government Comprehensive Plan
 LOGT Local Option Gas Tax
 LOPP List of Project Priorities
 LOS..... Level of Service
 LRTP Long-Range Transportation Plan
 MAP-21 Moving Ahead for Progress in the 21st Century Act
 MARTY..... Martin County Public Transit
 MCTV..... Martin County Television
 MMUNP Multimodal Unfunded Needs Plan
 MOE Measure of Effectiveness
 MPA..... Metropolitan Planning Area
 MPO Metropolitan Planning Organization
 MPOAC MPO Advisory Council
 MTP Metropolitan Transportation Plan (same as LRTP)
 NAAQS National Ambient Air Quality Standards
 NAC..... Neighborhood Advisory Committee
 NEPA National Environmental Policy Act
 NHTSA..... National Highway Traffic Safety Administration
 OA Other Arterials
 OMD..... Office of Modal Development
 PD&E Project Development & Environmental (Study)
 PE Preliminary Engineering
 PEA..... Planning Emphasis Areas
 PIP Public Involvement Plan
 POP Program of Projects
 PPP..... Public Participation Plan
 RFP..... Request for Proposal
 RFS Request for Service
 RL RTP..... Regional Long Range Transportation Plan
 RTTAC Regional Transportation Technical Advisory Committee
 SEE..... Sociocultural Effects Evaluation

SEFTEC Southeast Florida Transportation Council
 SFRTA..... South Florida Regional Transportation Authority
 SFY State Fiscal Year
 SHSP Strategic Highway Safety Plan
 SIS Strategic Intermodal System
 SOV Single Occupancy Vehicle
 SR..... State Road
 STIP State Transportation Improvement Program
 STRA-21 Surface Transportation Reauthorization Act of 2021
 SUN..... Shared-Use Nonmotorized
 TAC..... Technical Advisory Committee
 TAP Transportation Alternatives Program
 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
 TDM..... Transportation Demand Management
 TDP..... Transit Development Plan
 TD Transportation Disadvantaged
 TDSP..... Transportation Disadvantaged Service Plan
 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
 TPA..... Transportation Planning Agency (same as MPO)
 TPO..... Transportation Planning Organization (same as MPO)
 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

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SECTION I – INTRODUCTION

1.1 Definition, Purpose, and Process of the UPWP

Unified Planning Work Program (UPWP) Definition – “a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds” 23 C.F.R. 450.104.

The Martin Metropolitan Planning Organization (MPO) works with local citizens and agencies to prioritize State and Federal transportation funding for the Martin MPO planning area. This UPWP defines the planning studies and tasks that will be undertaken by the MPO over the next two years, specifically from July 1, 2026, to June 30, 2028. This document outlines the Martin MPO transportation planning tasks and initiatives as well as ongoing 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 that 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 with opportunities to comment early in the planning process.

The UPWP is required for the MPO to receive funds from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Florida Commission for the Transportation Disadvantaged (CTD) and the Florida Department of Transportation (FDOT). The major funding category is FHWA Planning (PL) 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. The indirect cost rate is not applicable.

The MPO’s mission to collaboratively plan, prioritize, and fund the transportation system is carried out pursuant to 23 United States Code (U.S.C.) §134, 49 U.S.C. §5303, 23 Code of Federal Regulations (C.F.R.) §450 Subpart C, and Section 339.175, Florida Statutes (F.S.). Martin County is in an air quality attainment area and does not anticipate nonattainment-related planning activities.

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 the Village of 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, the Towns of Ocean Breeze, Jupiter Island, Sewall's Point, the Village of Indiantown, the St. Lucie Transportation Planning Organization (TPO) and Indian River MPO. Coordination of planning and projects has also occurred with the Palm Beach MPO, through MPO staff attendance at meetings, and peer exchanges with the Palm Beach MPO office.

1.2 Transportation Planning Activities

The Martin MPO has comprehensive transportation planning activities as follows:

- **Bicycle Pedestrian and Trails Master Plan** – The Martin MPO's Bicycle, Pedestrian & Trails Master Plan was adopted in 2017. It provides the foundation for the County becoming a pedestrian and bicycle friendly, walkable and livable community. The MPO will be updating the Master Plan to help reflect the current environment, with attention to establish a multimodal transportation system that will expand transportation options and improve quality of life. The Master Plan builds from the non-motorized transportation foundation set by the 2050 Long Range Transportation Plan (LRTP), known as Martin Moves 2050 and prior plans and studies.
- **US-1 South Corridor Congestion Management Study** – US-1 in this area has been widened as far as feasible, and an Advanced Traffic Management System (ATMS) has been deployed along the corridor in Martin County. This study explores the full range of remaining techniques including investments that encourage the use of non-auto modes, Complete Streets and Transportation Demand Management (TDM). The Martin MPO will continue to work with FDOT, the County and City of Stuart to identify techniques to manage congestion on US-1 in Martin County. The City of Stuart's Master Plan for US-1, City of Stuart's Gateway Triangle District and FDOT's Multimodal US-1 Corridor Study will be explored for implementation strategies. The public outreach will address safety improvements and congestion mitigation concerns that adjacent businesses express.
- **2050 Regional Long Range Transportation Plan (RLRTP)** – The 2050 Treasure Coast RLRTP creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River M/TPOs to create an integrated long-term transportation plan for the regional transportation network. The RLRTP has a 25-year

planning horizon and provides guidance for federal and state regional funding toward projects valued by the Treasure Coast region. The RL RTP focuses on regional planning and decision-making, advances the facilities and quantity of modal options, improves connectivity, expands public transportation service, and prioritizes safety improvements across all transportation modes.

1.3 MPO and Local Priorities

- **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. The CMP Major Update was included in the 2050 LRTP.
- **Development Review Interactive Map** – The Development Review Interactive Map was developed in 2022. This GIS web application map was originally updated on a bi-annual basis, but due to its success and popularity, the MPO will now update it every quarter. The map will be used to continue to track all developments in the unincorporated Martin County and within Stuart, Sewall’s Point, Ocean Breeze, Indiantown, and Jupiter Island on a single map. The map allows the public and staff to see the spatial relationship between development throughout Martin County and assists the MPO Policy Board in setting transportation project priorities.
- **Coordination and Support** – Coordinating transportation planning activities in the region is important to the Martin MPO. The Treasure Coast Transportation Council (TCTC) was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region. The Treasure Coast Technical Advisory Committee (TCTAC) serves as the formal technical advisory committee to the TCTC. Support and coordination for the TCTAC and the TCTC will assist in the development of regional plans. The St. Lucie TPO will be the Lead Agency in developing the 2050 RL RTP. The 2050 RL RTP will be complementary, with the Martin, St. Lucie and Indian River LRTPs focused on the community/county level and the RL RTP focused on the regional level. The intent is for the four plans together to provide for a complete transportation system, well integrated with land use, able to meet community/county and regional level transportation needs.

1.4 Consolidated Planning Grant Participation

FDOT and the Martin MPO participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida’s FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the recipient and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53. FDOT is fulfilling the CPG’s required 18.07% non-Federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(i) and FTA C 8100.1D.

1.5 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. FDOT has adopted the policy to use the toll credits for statewide and metropolitan planning funds.
- The “soft match” amount being utilized to match the FHWA Planning (PL) funding in this UPWP is \$176,621 for FY27 and \$127,168 for FY28 for a total soft match amount of \$269,299. Soft match was calculated using the following formula.

Soft Match Formula			
Fiscal Year	Total	PL (.8193)	Soft Match (.1807)
FY27	\$977,429	\$800,808	\$176,621
FY28	\$703,753	\$576,585	\$127,168

1.6 Public Participation Process in Developing the UPWP

The Martin MPO UPWP is developed in accordance with the MPO's Public Participation Plan. The 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) and the Freight Transportation Advisory Committee (FTAC). 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.

All draft documents are made available to the public for comment in reference sections of the County's libraries and Administrative Center and are posted to the MPO's website. Comments received through the website, email, or in writing are responded to via email/phone and then incorporated into the plans and documents.

1.7 Federal Planning Factors

The following ten federal planning factors have been incorporated into the MPO Planning process and this UPWP.

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.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

MPO Planning Tasks	Federal Planning Factors									
	1	2	3	4	5	6	7	8	9	10
1. UPWP and Organization Administration	X	X	X	X	X	X	X	X	X	X
2. Public Involvement and Outreach	X	X	X	X	X	X	X	X	X	X
3. Data Collection and Analysis	X	X			X	X	X	X	X	
4. Long Range Transportation Plan	X	X	X	X	X	X	X	X	X	X
5. Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X
6. Transportation Systems Planning	X	X	X	X	X	X	X	X	X	X
7. Regional Planning	X	X	X	X	X	X	X		X	

In addition to the planning factors noted above, State DOTs and MPOs are required to focus on performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of Federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to several national goals which include:

- Improving safety.
- Maintaining Infrastructure Condition.
- Reducing Traffic Congestion.
- Improving the Efficiency of the System and Freight Movement.
- Protecting the Environment.
- Reducing Delays in Project Delivery.

State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. The Martin MPO has chosen to support the statewide targets. Performance-based planning is ongoing and has been addressed within the tasks identified in this UPWP, specifically within the LRTP and the TIP. The Martin MPO intends to coordinate with FDOT and member agencies to fully comply with the performance-based planning requirements.

In November 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward the policies, programs, and initiatives established by preceding legislation (FAST Act and MAP-21) to maintain and improve the nation’s surface transportation system. The IIJA carries forward and expands on these policies and introduces new policies and programs that address new and emerging issues that face the nation’s transportation system. These issues include mitigating impacts on existing infrastructure due to climate change, developing and maintaining resiliency, researching and deploying new technologies, and improving safety for all uses.

RESOLUTION NUMBER #26-07

A RESOLUTION OF THE MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO) OF MARTIN COUNTY, FLORIDA, APPROVING THE FY27 – FY28 UNIFIED PLANNING WORK PROGRAM AND AUTHORIZING THE EXECUTION OF THE MPO AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION FOR FEDERAL HIGHWAY ADMINISTRATION FUNDS UNDER THE FEDERAL TRANSPORTATION ACT

WHEREAS, the Martin Metropolitan Planning Organization ("Martin MPO") is the designated and constituted body responsible for the urban transportation planning and programming process of the Martin County, Florida, portion of the Port St. Lucie urbanized area; and

WHEREAS, the United States Department of Transportation Regulations and Florida Statutes require that Martin MPO prepare the FY27 – FY28 Unified Planning Work Program as a prerequisite for certification of the transportation planning process and as a condition of Federal Financial Assistance; and

WHEREAS, the Metropolitan Planning Organization Agreement between the Martin MPO and the Florida Department of Transportation (FDOT) identifies the responsibilities for cooperatively carrying out the Federal Highway Administration portion of the Metropolitan Planning Process and accomplishing the transportation planning requirements of state and federal law; and

WHEREAS, the FY27 – FY28 UPWP is Exhibit A of the MPO Agreement between the Martin MPO and FDOT.

NOW, THEREFORE, BE IT RESOLVED BY THE MARTIN METROPOLITAN PLANNING ORGANIZATION, THAT:

Section 1. The Martin MPO approves the FY27 – FY28 Unified Planning Work Program.

Section 2. The Martin MPO Administrator or designee is authorized to make minor changes and to furnish additional information as the Florida Department of Transportation may require in connection with the FY27 – FY28 Unified Planning Work Program.

Section 3. The Chairman or his designee is authorized to execute the Metropolitan Planning Organization Agreement and other documents the Florida Department of Transportation requires to aid in the financing of the Federal Highway Administration-funded portions of the Martin MPO FY27 – FY28 Unified Planning Work Program.

DULY PASSED AND ADOPTED THIS ____ DAY OF _____, 2026

MARTIN METROPOLITAN PLANNING ORGANIZATION

Sarah Heard, Chair

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Elysse Elder, County Attorney

ATTEST:

Susan Ortiz, Clerk

SECTION II – ORGANIZATION AND MANAGEMENT

The Martin MPO is a governmental entity that functions independently but is under the umbrella of the Martin County host support system through a staff services agreement and in close coordination with the Martin County Public Works Department. The MPO is the primary agency for coordinating transportation planning activities impacting Martin County. A Policy Board composed of local elected officials directs the 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 nine-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 makeup of the Board is as follows:

- Martin County: five Commissioners
- City of Stuart: two Commissioners
- Town of Sewall’s Point: one Commissioner
- Village of Indiantown: one Council 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 12 members and 2 non-voting members are as follows:

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

- Town of Ocean Breeze Park
- Town of Jupiter Island
- Witham Airport Management
- Martin County Public Transit
- Treasure Coast Regional Planning Council (TCRPC)
- Transportation Director - Martin County School Board
- Martin County Fire/Rescue (non-voting)
- Martin County Sheriff (non-voting)
- Florida DOT District IV Planning and Environmental Management Office (serves as a non-voting advisor)
- Florida DOT District IV Office of Modal Development (serves as a non-voting advisor)

Citizens Advisory Committee (CAC)

The purpose of this 12-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
- One appointed by the Village of Indiantown
- 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 16 voting members and three non-voting members are as follows:

- Five appointed by each of the five County Commissioners
- Two appointed by the City of Stuart City Commission
- One appointed by the Sewall’s Point Town Commission
- One appointed by the Village of Indiantown Council
- Seven appointed by the MPO Administrator representing individuals with disabilities, merchants, the County Parks and Recreation Department, the bicycling community, the elderly, neighborhood associations and homeowner associations, and a parent of a school child.

- Three non-voting members representing Martin County Sheriff's Office, the City of Stuart Police Department (PD) and the Town of Sewall's Point PD. FDOT serves as a non-voting advisor

Freight Transportation Advisory Committee (FTAC)

This group is charged with providing public input to the MPO Policy Board on freight transportation needs and issues relating to shipping, warehousing, trucking, airport or water-based transportation operations, freight forwarding, logistics, rail, industrial real estate, commercial deliveries, and wholesale activity. The 20 voting members are appointed as follows:

- Martin County Public Works
- Martin County Growth Management
- Martin County Airport/Witham Field
- City of Stuart Representative
- Stuart/Martin County Chamber of Commerce
- Indiantown Chamber of Commerce
- Marine Industries Association of the Treasure Coast
- Port Salerno Commercial Fishing Dock Authority
- Treasure Coast Regional Planning Council (TCRPC)
- Florida Department of Transportation: Policy Planning, Freight Coordinator
- Florida Inland Navigation District (FIND)
- Florida East Coast Railroad
- US Customs and Border Protection
- Florida Trucking Association
- University of Florida/Institute of Food and Agricultural Sciences (UF/IFAS Martin County Extension)
- Five at-large members representing the transportation freight industry appointed by the MPO

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

The mission of this Board is to guide mobility services through the 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 18 members representing the following entities:

- MPO Policy Board Member (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, recognized by the Florida Association for Community Action (President)
- A disabled person representing the disabled in the County
- 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
- A person over sixty years of age representing the elderly in the County
- A representative for “children at risk”
- Florida Department of Elder Affairs
- Florida Agency for Health Care Administration (Medicaid)
- A representative of the Private Transportation Industry
- A representative of the Agency for Persons with Disabilities
- A representative of the Regional Work Force Development Board
- A representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long-term care facilities, assisted living facilities, hospitals, local health department, or other home and community-based services, etc.

Treasure Coast Transportation Council

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 regularly 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 M/TPOs on a rotating basis. The staff of the host M/TPO provides 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:

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, and amended on February 7, 2019

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. The first amendment to the Interlocal Agreement added the Village of Indiantown as a voting member. The second amendment added a fifth Martin County Commissioner as a voting member.

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.

Transportation Disadvantaged Planning Grant – July 1st, 2025 – June 30th, 2026

This agreement between the Florida Commission for the Transportation Disadvantaged (CTD) and the MPO provides funding that is allocated for the purpose of completing the planning duties and responsibilities of the Metropolitan Planning Organization, as identified in Chapter 427, Florida Statutes and Rule 41-2, Florida Administrative Code. The CTD agreement was approved by the Martin MPO on June 16, 2025, becoming effective July 1st, 2025.

MPO Agreement for FHWA Planning (PL) Funds for FY25 and FY26 – Executed June 18, 2024, expires and is replaced every 2 years. The next agreement is anticipated to be executed no later than June 30, 2026.

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, effective July 1, 2024 - June 30, 2026. The FY25-FY26 UPWP is Exhibit “A” of the MPO Agreement.

2.3 Operational Procedures and Bylaws

The Martin MPO operates under a duly adopted set of Bylaws 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 Bylaws and any revisions to them. The Bylaws 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. To ensure the continued operations of the Martin MPO in the event of an emergency, the MPO must have a plan in place. The Martin Metropolitan Planning Organization (MPO) Continuity of Operations Plan (COOP) serves that function. As structured, the plan guarantees the continuous operations of the MPO in the event of an emergency and ensures that the MPO’s resources can be efficiently deployed to supplement wider emergency planning efforts. The COOP was originally adopted on October 22, 2012, with the most recent update occurring on May 6, 2024. Staff reviews the COOP internally on an annual basis or after an activation to determine if any major revisions or updates are needed.

Martin County provides support services (legal, financial, purchasing, and others). The MPO staff positions consist of an MPO Administrator, Principal Planner, Senior Planner, 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 MPO office is located at the Willoughby Commons Plaza at 3481 SE Willoughby Boulevard, Suite 101, Stuart, FL 34994. All of the MPO planning documents are available upon request.

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 completed in 2025. The Martin MPO received certification from FHWA through September 2029. Federal law and regulation require 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 Assurances for the Martin MPO are in the Appendices.

SECTION III – UPWP WORK PROGRAM TASKS

TASK 1: UPWP AND ORGANIZATION ADMINISTRATION

TASK 2: PUBLIC INVOLVEMENT AND OUTREACH

TASK 3: DATA COLLECTION AND ANALYSIS

TASK 4: LONG RANGE TRANSPORTATION PLAN

TASK 5: TRANSPORTATION IMPROVEMENT PROGRAM

TASK 6: TRANSPORTATION SYSTEMS PLANNING

TASK 7: REGIONAL PLANNING

Task 1: UPWP and Organization Administration

Purpose: To support, coordinate and administer, a continuing, comprehensive, and cooperative transportation planning process for the Martin Metropolitan Planning Area (MPA). This includes coordinating with the planning, goals, and processes of other transportation planning entities in the Treasure Coast Region. This includes preparing and monitoring, as needed, the two-year, FY26/27 – FY27/28 UPWP, reflecting a program of planning activities and financial support for the activities to be undertaken during this period. 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:

- Provided technical and administrative support towards local and regional planning and public transit efforts.
- Provided technical and administrative support to MPO Board and Advisory Committees including documenting attendance records and minutes of meetings.
- Provided administrative activities for the preparation and coordination of various assessments.
- Reviewed studies 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. In addition, Intergovernmental liaison responsibilities that fall under this area of responsibility were carried out.
- Created quarterly progress reports, financial status reports, and invoices.
- Completed State Certification.
- Attended workshops and training sessions to facilitate the above activities.
- Prepared, adopted, developed, and made revisions to the FY25-FY26 UPWP.

Required Activities:

- Provide technical assistance to the MPO Policy Board and appropriate committees.
- Schedule and make arrangements for facilities to accommodate training, inter-agency meetings, CAC, TAC, BPAC, FTAC, LCB-TD, MPO Policy Board, TCTC meetings, and others.
- Create and distribute materials (meeting minutes, notifications, agendas, packets, schedules, documents) for meetings.
- Provide staff support to joint meetings with the St. Lucie, Indian River, and Palm Beach T/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 of achieving annual State Certification of the MPO.
- Review and update agreements.
- Prepare Grant Quarterly Progress Reports and invoices.
- Complete Fiscal accounting and invoicing for MPO FY25-FY26 UPWP.
- Work with County staff to maintain financial records including an annual audit (conducted via county support) as required by 23 CFR 420.121; the audit is to be performed in accordance with 49 CR 18.26, OMB Circular A133, and Section 215.97 FS.
- MPO Administrator and Board member to attend quarterly meetings of the MPO Advisory Council (MPOAC) and regional planning and transportation forums.
- Board members to attend the MPOAC Weekend Institute as it becomes available.
- Travel to workshops, conferences, and training sessions to facilitate the planning process and provide staff with the necessary education to maintain and acquire professional certifications, including geographic information systems, transportation planning, congestion management, public involvement, modeling, community livability/sustainability, and other relevant subjects.
- Monitor and administer the activities of the 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.
- Select (based on qualifications) and contract with one or more consulting firms (General Planning Consultants (GPC)) to provide assistance to staff on a task order basis and assist the MPO with required work products since the current GPC contract ends May 12, 2028.
- Purchase new and update existing software to maximize staff productivity and allow a multitude of capabilities.
- Purchase and update equipment to provide record and reference storage.
- Review and update agreements.
- Advertise the LRTP, TIP, and required work products in accordance with Federal regulations, State guidelines, and the Public Participation Plan (PPP).
- Implement the FY27-FY28 UPWP.
- Develop the FY29-FY30 UPWP, submit draft documents to reviewing agencies, and incorporate comments into the final UPWP.
- Process revisions (amendments and modifications) to the adopted UPWP as necessary.
- Process budget revisions to the adopted UPWP as necessary.
- Coordinate with neighboring M/TPOs.
- Closeout of FY25-FY26 UPWP.

Product

Schedule

- Office supplies & equipment purchase/leaseAs needed
- Software purchase.....As needed
- Policy Board meetings, packets, minutes, agendasBi-monthly & as needed
- Advisory Committee meetings, packets, minutes, agendasBi-monthly & as needed
- Arrangements for training & meeting roomsAs needed
- Regional coordinationAs needed
- Collaborative meetings.....As needed
- Annual state certification review3rd & 4th Qtr. FY27 & FY28
- Annual audit (Martin County internal audit)1st Qtr. FY27 & FY28
- Financial and other record keepingOngoing
- Progress reports and invoicesQuarterly
- GPC Selection ProcessJanuary 2028
- Workshops and trainingAs needed
- MPOAC/statewide meetingsQuarterly and as needed
- Performance measure complianceOngoing
- Conduct annual review of COOPMay 2027, May 2028
- Advertise the draft TIPMay 2027, May 2028
- Advertise the amendments to the LRTP and TIPAs needed
- UPWP FY27-FY28 amendments/modifications.....As needed
- FY29-FY30 UPWP kickoff meeting.....January 2028
- FY29-FY30 draft UPWP submitted to FDOTMarch 2028
- FY29-FY30 draft UPWP to Committees & MPO Board.....April 2028
- Meetings with St. Lucie and Indian River T/MPOs.....As needed
- Open public comment period for FY29-FY30 UPWP.....April 2028
- Final submittal of FY29-FY30 UPWP to FDOT.....May 2028
- Closeout of FY27-FY28 UPWPJune 2028

Responsible Agency: Martin MPO

Task 1: Budget Category Description Detail FY27 & FY28

Consultant/ Contract Services:

Professional Services Contract - Provide professional assistance to staff and assist the MPO with required work products. Professional assistance support may include, but not be limited to, the following: assisting the MPO with public involvement efforts, outreach initiatives, and safety campaigns; pursue grant funding for non-motorized transportation projects and preparation of grant applications; evaluate projects on the Electronic Review Comments (ERC) System for their impact on bicycle and pedestrian facilities; attend meetings; assist with LRTP modifications and amendments; assist with State Review Certification, perform GIS analysis and mapping for a variety of items; and other professional assistance support tasks described in the MPO’s adopted UPWP.

Task 1 UPWP AND ORGANIZATION ADMINISTRATION		
2026/2027		
Funding Source	FHWA	FY 2026/2027 Total
Contract Number	GXX1	
Source Level	PL	
Lookup Name	2026/2027 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 130,000	\$ 130,000
Personnel (salary and benefits) Subtotal	\$ 130,000	\$ 130,000
Consultant		
Professional Services Contract	\$ 30,000	\$ 30,000
Consultant Subtotal	\$ 30,000	\$ 30,000
Travel		
Travel/Training	\$ 5,000	\$ 5,000
Travel Subtotal	\$ 5,000	\$ 5,000
Direct Expenses		
Advertising	\$ 750	\$ 750
County Administrative and Event	\$ 500	\$ 500
Office Furniture	\$ 500	\$ 500
Postage and Freight	\$ 300	\$ 300
Printing and Binding Services	\$ 1,000	\$ 1,000
Vehicle Expenses	\$ 6,000	\$ 6,000
Direct Expenses Subtotal	\$ 9,050	\$ 9,050
Supplies		
Office Supplies	\$ 1,000	\$ 1,000
Supplies Subtotal	\$ 1,000	\$ 1,000
Equipment		
Computer/Equipment	\$ 1,000	\$ 1,000
Software Programs		\$ -
Equipment Subtotal	\$ 1,000	\$ 1,000
Total	\$ 176,050	\$ 176,050

Task 1 UPWP AND ORGANIZATION ADMINISTRATION		
2027/2028		
Funding Source	FHWA	FY 2027/2028 Total
Contract Number	GXX1	
Source	PL	
Lookup Name	2027/2028 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 110,800	\$ 110,800
Personnel (salary and benefits) Subtotal	\$ 110,800	\$ 110,800
Consultant		
Professional Services Contract	\$ 10,000	\$ 10,000
Consultant Subtotal	\$ 10,000	\$ 10,000
Travel		
Travel /Training	\$ 5,000	\$ 5,000
Travel Subtotal	\$ 5,000	\$ 5,000
Direct Expenses		
Advertising	\$ 750	\$ 750
County Administrative and Event	\$ 500	\$ 500
Office Furniture	\$ 500	\$ 500
Postage and Freight	\$ 300	\$ 300
Printing and Binding Services	\$ 1,000	\$ 1,000
Vehicle Expenses	\$ 6,000	\$ 6,000
Direct Expenses Subtotal	\$ 9,050	\$ 9,050
Supplies		
Office Supplies	\$ 1,000	\$ 1,000
Supplies Subtotal	\$ 1,000	\$ 1,000
Equipment		
Computer/Equipment	\$ 1,000	\$ 1,000
Software Programs	\$ -	\$ -
Equipment Subtotal	\$ 1,000	\$ 1,000
Total	\$ 136,850	\$ 136,850

Task 2: Public Involvement and Outreach

Purpose: To ensure citizen participation in the transportation planning process. This involves presenting information to the citizens, soliciting input, and using the input (data) obtained 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:

In FYs 2025 and 2026, the MPO engaged the public through several avenues supported by the Public Participation Plan, including:

- Updated the Interactive TIP web-application.
- Reviewed the Public Participation Plan (PPP) as well as annually reviewed the Title VI/Nondiscrimination Policy and Plan to ensure Federal compliance.
- Conducted outreach initiatives and held multiple virtual bicycle and pedestrian Safety Campaigns to target diverse groups of individuals and promote safe walking and bicycling on busy roadway corridors.
- Organized National Walk to School Day Event to promote safe walking and bicycling for over 50 individuals.
- Hosted multiple Open Houses and Public Workshops for projects such as the 2050 LRTP and the US-1 Congestion Management Study.
- Continued to use techniques to involve/engage the public in decision-making and ensure materials were produced in Spanish.
- Continued to use the MPO's traditional website as a means of providing information to the public (www.martinmpo.com) where all pages are available in more than 75 languages.
- Continued to contract with a translator provider, a nationwide leader in the field of translation and interpretation services. The service provides over-the-phone, face-to-face, and videoconference interpreting, and document translation services. This allows the MPO to communicate with the public in different languages as needed.
- MPO Board meetings continued to be live streamed on television.
- Continued to contract services for the Martin MPO website.
- Continued to maintain a Facebook page and Instagram account
- Maintained the Development Review Interactive Map to assist with prioritizing transportation priority projects.

Required Activities

- Review PPP and prepare Public Involvement Annual Reports.
- Attend Title VI, ADA, and public involvement training.
- 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 and partner agency meetings.
- Create newsletters and brochures to inform the public of MPO activities.
- Participate in community events and meetings.
- Promote Bicycle and Pedestrian Safety Education.
- Social Media outreach.
- Public Involvement Activities for MPO work products.

Product and Schedule:

- Documentation of public involvement efforts.....Ongoing
- Attend community/partner agency meetingsOngoing
- Website maintenanceOngoing
- Create newsletters and brochures.....Ongoing
- Review PPP and develop annual reportJune 2027 and 2028
- Attend Title VI, ADA, and public involvement trainingOngoing
- Title VI plan review and updateJune 2027 and 2028
- Bicycle and pedestrian safety education.....Ongoing
- Social media outreachOngoing
- Public involvement activities.....Ongoing

Responsible Agency: Martin MPO

Task 2: Budget Category Description Detail FY27 & FY28

Consultant/Contract Services:

Website Maintenance - Continue to contract services for hosting the Martin MPO Website. Includes monthly web hosting, support, and domain registration.

Task 2 PUBLIC INVOLVEMENT AND OUTREACH		
2026/2027		
Funding Source	FHWA	FY 2026/2027 Total
Contract Number	GXX1	
Source Level	PL	
Lookup Name	2026/2027 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 60,000	\$ 60,000
Personnel (salary and benefits) Subtotal	\$ 60,000	\$ 60,000
Consultant		
Website Maintenance	\$ 4,200	\$ 4,200
Consultant Subtotal	\$ 4,200	\$ 4,200
Total	\$ 64,200	\$ 64,200
2027/2028		
Funding Source	FHWA	FY 2027/2028 Total
Contract Number	GXX1	
Source	PL	
Lookup Name	2027/2028 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 51,600	\$ 51,600
Personnel (salary and benefits)	\$ 51,600	\$ 51,600
Consultant		
Website Maintenance	\$ 4,200	\$ 4,200
Consultant Subtotal	\$ 4,200	\$ 4,200
Total	\$ 55,800	\$ 55,800

Task 3: Data Collection and 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. 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:

- In FYs 2025 and 2026, the MPO collected, analyzed and shared transportation-related data such as traffic counts and crashes.
- Martin County Public Works Department continued to gather traffic count data so that Annual Average Daily Traffic (AADT) counts could be calculated for the collector and arterial roadway system. The data was used to help plan roadway improvements that further the safety and security of the system.
- Collected and analyzed crash data using the web-based database Signal Four Analytics, managed by the University of Florida. This crash database was used to collect the crash hotspots concerning bicyclists and pedestrians.
- Assisted FDOT with the development of the Treasure Coast Regional Planning Model Version 6 (TCRPM6).
- Participated in the development of the Federal Highway Administration Urban Area Boundary and Functional Classification System.

Required Activities:

- Coordinate with local governments, including during the comprehensive plan updates.
- Acquire big data (such as Origin/Destination, travel time, travel speed, and travel volumes) to support the validation and calibration of the regional model to support the metropolitan transportation planning process.
- Identify locations with a high number of traffic crashes (including bike and pedestrian crashes) for safety improvements working with FDOT and Martin County.
- Work with the County’s Traffic Division to access and analyze traffic count data including land use, roadway, rail, transit, and bicycle/pedestrian counts.
- Assist in collecting and analyzing and sharing crash data.
- Update Development Review Interactive Map.

Products and Schedule:

- Local government coordinationOngoing
- Plans and development reviewOngoing
- GIS analyses and census data reviewOngoing

- Update Development Review Interactive Map.....Quarterly
- Bicycle/pedestrian data collectionOngoing
- Level of Service (LOS) reviewOngoing
- Traffic countsOngoing
- Review databasesOngoing

Required Agency: Martin MPO

Task 3: Budget Category Description Detail FY27 & FY28

Consultant/Contract Services:

Development Review Interactive Map - Update the GIS web application quarterly including all the existing residential and commercial developments within unincorporated Martin County and Stuart, Sewall’s Point, Ocean Breeze, Indiantown, and Jupiter Island. The web mapping application enables all the public and staff to see the spatial relationship between developments through Martin County and assists the MPO Policy Board in setting project priorities.

Task 3 DATA COLLECTION AND ANALYSIS

2026/2027			
Funding Source	FHWA	Local	FY 2026/2027 Total
Contract Number	GXX1		
Source Level	PL	Source 1	
Lookup Name	2026/2027 FHWA GXX1 (PL)	2026/2027 Local (Source 1)	
Personnel (salary and benefits)			
MPO staff salaries, fringe benefits, and other deductions	\$ 60,000	\$ 130,070	\$ 190,070
Personnel (salary and benefits) Subtotal	\$ 60,000	\$ 130,070	\$ 190,070
Consultant			
Development Review Map	\$ 8,400		\$ 8,400
Consultant Subtotal	\$ 8,400	\$ -	\$ 8,400
Total	\$ 68,400	\$ 130,070	\$ 198,470
2027/2028			
Funding Source	FHWA	Local	FY 2027/2028 Total
Contract Number	GXX1		
Source	PL	Source 1	
Lookup Name	2027/2028 FHWA GXX1 (PL)	2027/2028 Local (Source 1)	
Personnel (salary and benefits)			
MPO staff salaries, fringe benefits, and other deductions	\$ 51,600	\$ 133,300	\$ 184,900
Personnel (salary and benefits) Subtotal	\$ 51,600	\$ 133,300	\$ 184,900
Consultant			
Development Review Map	\$ 8,400		\$ 8,400
Consultant Subtotal	\$ 8,400	\$ -	\$ 8,400
Total	\$ 60,000	\$ 133,300	\$ 193,300

Task 4: 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 of both people and freight, while simultaneously minimizing fuel consumption and air pollution.

Previous Work:

- The Martin MPO 2050 LRTP, also known as Martin Moves 2050, was prepared, reviewed, and adopted.
- Maintained a webpage to help inform the public regarding the LRTP development process.
- Held several Open Houses/Public Workshops prior to the adoption of the 2050 LRTP.
- Participated in the Federal Certification Review Process which included discussion about the 2045 LRTP.

Required Activities:

- Implement 2050 LRTP Projects
- Coordinate with other agencies to implement projects in the LRTP
- Modifications and amendments to the LRTP
- Implementation of FHWA Performance Measures and Performance Targets.

Products and Schedule:

- Implement 2050 LRTP Projects.....Ongoing
- Modify/Amend adopted LRTPAs needed
- Attend model task force meetingsOngoing
- Performance measure implementationOngoing
- Data sharing among agenciesOngoing

Responsible Agencies: Martin MPO

Task 4 LONG RANGE TRANSPORTATION PLAN		
2026/2027		
Funding Source	FHWA	FY 2026/2027 Total
Contract Number	GXX1	
Source Level	PL	
Lookup Name	2026/2027 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 35,000	\$ 35,000
Personnel (salary and benefits) Subtotal	\$ 35,000	\$ 35,000
Total	\$ 35,000	\$ 35,000
2027/2028		
Funding Source	FHWA	FY 2027/2028 Total
Contract Number	GXX1	
Source	PL	
Lookup Name	2027/2028 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 30,100	\$ 30,100
Personnel (salary and benefits) Subtotal	\$ 30,100	\$ 30,100
Total	\$ 30,100	\$ 30,100

Task 5: Transportation Improvement Program

Purpose: To develop an annual List of Project Priorities (LOPP), 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:

- In FYs 2025 and 2026, the MPO prepared an updated Transportation Improvement Programs (TIP) including LOPPs.
- 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 TIPs are submitted to FDOT. Staff worked with FDOT and District Four MPOs to develop the Interactive TIP.

Required Activities:

- Develop an 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.
- Research and review interactive TIP tool options.
- Coordinate with FDOT to ensure consistency with NEPA and ETDM Program Screening.
- Coordinate with local governments on TIP projects.
- Coordinate with FDOT to update FHWA Performance Measures in the Transportation Improvement Program.
- Adoption of Transit Asset Management (TAM) targets and Safety Performance Targets and inclusion into the TIP.

Products and Schedule:

- Development of LOPPsJanuary 2027 and 2028
- Submittal of LOPPs to FDOT.....March 2027 and 2028
- Review and endorse FDOT’s Five-Year Tentative Work Program December 2027 and 2028.....December 2027 and 2028
- Develop annual TIPJune 2027 and 2028
- Publish notice of public hearing of Draft TIPMay 2027 and 2028
- Advisory committee reviewsJune 2027 and 2028
- Annual publication of federally funded project listing.....June 2027 and 2028
- MPO approval of TIPJune 2027 and 2028
- EDTM training and studyOngoing
- TIP modifications/amendmentsAs needed

- Utilize interactive TIP tool.....Ongoing
- Coordination and training for interactive TIP tool.....As needed
- Performance measures implementation.....Ongoing
- Adoption of TAM targets and inclusion in the TIP.....June 2027 and 2028
- Adoption of Transit Safety Performance Targets as identified in the Public Transit Agency Safety Plan (PTASP) and inclusion into the TIPJune 2027 and 2028

Required Agencies: Martin MPO

Task 5: Budget Category Description Detail FY27 & FY28

Consultant/Contract Services

Interactive TIP: Consulting services include database management, hosting of the Interactive TIP, and data transfer from the FDOT’s Work Program. The Interactive TIP is an intuitive software application that helps MPOs comply with Federal Transportation Improvement Program (TIP) reporting requirements for Federal and State funds. The software is a tool for all TIP users, especially the general public, to review TIP projects better and more easily.

Task 5 TRANSPORTATION IMPROVEMENT PROGRAM		
2026/2027		
Funding Source	FHWA	FY 2026/2027 Total
Contract Number	GXX1	
Source Level	PL	
Lookup Name	2026/2027 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 45,000	\$ 45,000
Personnel (salary and benefits) Subtotal	\$ 45,000	\$ 45,000
Consultant		
Interactive TIP Tool	\$ 7,560	\$ 7,560
Consultant Subtotal	\$ 7,560	\$ 7,560
Total	\$ 52,560	\$ 52,560
2027/2028		
Funding Source	FHWA	FY 2027/2028 Total
Contract Number	GXX1	
Source	PL	
Lookup Name	2027/2028 FHWA GXX1 (PL)	
Personnel (salary and benefits)		
MPO staff salaries, fringe benefits, and other deductions	\$ 38,700	\$ 38,700
Personnel (salary and benefits) Subtotal	\$ 38,700	\$ 38,700
Consultant		
Interactive TIP Tool	\$ 7,560	\$ 7,560
Consultant Subtotal	\$ 7,560	\$ 7,560
Total	\$ 46,260	\$ 46,260

Task 6: Transportation Systems Planning

Purpose: To implement a comprehensive approach to developing and implementing an integrated multi-modal system, including sidewalks, bikeways/cycle tracks, bicycle lanes, shared-use pathways, trails, complete streets, transit, and freight into the transportation system throughout Martin County while managing congestion and creating livable communities. To develop, implement, and maintain the MPO's Congestion Management Process (CMP) including implementation of CMP projects that support all modes of transportation. Collaborating with FDOT's Planning & Environmental Management (PLEMO) staff on their CMP results and recommendations from their Districtwide Congestion Assessment effort.

Previous Work:

- Organized an annual Walk to School Day and provided safety bags to students.
- Served as the Designated Official Planning Agency (DOPA) for Martin County. The MPO provided staff support to the Community Transportation Coordinator (CTC), and the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD).
- Advertised and held annual Public Workshops for the LCB-TD.
- Submitted TD Planning Grant quarterly reports, as required by State Law, and worked with the CTC to provide quarterly progress reports to the LCB-TD.
- 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.
- Partnered with Chambers of Commerce through the membership of the Transportation Committee of Stuart/Martin County Chamber of Commerce.
- Attended the Business before Breakfast at Stuart/Martin County Chamber of Commerce and Luncheon at Jensen Beach Chamber of Commerce to gain input from local business on the LRTP.
- Serves on the Chamber of Commerce/Local Government Transportation Committee.
- Presented to the Economic Council of Martin County.
- Participated in the Business Development Board of Martin County Commercial Real Estate Forum
- Staffed MPO Freight Transportation Advisory Committee (FTAC) meetings.

Required Activities:

- Work with partner agencies to ensure the needs of non-motorist travelers are being considered.
- Update the Martin MPO Bicycle, Pedestrian and Trails Master Plan.

- Pursue grant funding or assist local governments with grant applications such as Transportation Alternatives Program (TAP) and Shared-Use Nonmotorized (SUN) Trail Network Program for non-motorized improvements.
- Evaluate programmed projects that go through the Electronic Review Comments (ERC) System.
- Coordinate with governments, agencies, and organizations on planning, prioritizing, and funding bicycle/pedestrian/greenways facilities, including the Sailfish Capital Trail, part of the East Coast Greenway.
- Work with community groups and local governments to develop bicycle/pedestrian awareness and traffic safety.
- Develop a Targeted Public Outreach Campaign to communicate transportation alternatives to the Population in Martin County; including PSAs, safety campaigns, and programs with partner agencies to facilitate equitable access to affordable, safe, carefree, reliable modal choices/options/alternatives.
- Work with partner agencies to ensure the needs of non-motorist travelers are being considered.
- Pursue grant funding or assist local governments with grant applications such as Transportation Alternatives Program (TAP) and Shared-Use Nonmotorized (SUN) Trail Network Program for non-motorized improvements.
- Evaluate programmed projects that go through the Electronic Review Comments (ERC) System.
- Organize events to promote walking and bicycling as an important mode of transportation.
- Assist in collecting, analyzing, and sharing bicycle and pedestrian counts and crash data over multiple years.
- Staff the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD).
- Develop Transportation Disadvantaged Service Plan (TDSP) annual updates.
- Prepare CTC Evaluations.
- Prepare TD Planning Grant Quarterly Progress Reports and invoices.
- Attend conferences, workshops, and training.
- Coordinate with Martin County Public Transit (MCPT) to analyze data for Transit System Planning projects and to identify connectivity gaps in the bus service.
- Plan for all multimodal connections to the proposed Treasure Coast Brightline Station in downtown Stuart.
- Meet public participation requirements for the MCPT Program of Projects (POP).
- Adopt MCPT's Public Transportation Agency Safety Plan (PTASP) safety targets and include in TIP and LRTP.
- Adopt the Transit Asset Management (TAM) plan performance targets and include in TIP and LRTP.
- Coordinate with other agencies on planning activities.

- Continue to provide planning services as the 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.
- CMP project implementation, including analyzing improvements along US-1 that integrate transit accessibility, walkability, and emerging technologies that support transit.
- Complete the development of the US-1 South Corridor Congestion Management Study.
- Support transit and TSM&O strategies to improve corridor carrying capacity for person trips.
- Identify congestion management and livability planning strategies to reduce congestion, improve mobility and address multimodal transportation options.
- Collaborate with FDOT’s Transportation Systems Management and Operations (TSM&O) staff in developing the TSM&O strategies and identifying the investments needed.
- Collaborate with County Public Works Staff and utilize Intelligent Transportation System to assist in data collection for monitoring and improving traffic flows.
- Continue MPO efforts in the implementation of the Florida Transportation Plan (FTP) and in planning and implementation efforts for the FDOT Strategic Intermodal System (SIS) Plan.
- Continue System Connectivity efforts such as coordination with member jurisdictions to identify their connectivity needs and emphasize continuity on facilities that link to other metropolitan and rural areas.
- Work with other agencies and stakeholder groups on regionally significant projects, such as Greenways and Blueways.

Product and Schedules

- Attend Advisory Committees meetings.....Bi-monthly
- Coordinate bicycle and pedestrian safety and data analysisOngoing
- Agency project review and coordination.....Ongoing
- Public safety awareness.....Ongoing
- Review bicycle and pedestrian counts.....Ongoing
- LCB meetings.....Quarterly
- LCB annual public workshop.....1st Qtr. FY27 & FY28
- CTC evaluationJune 2027 and 2028
- Annual CTD conference and business meeting1st/2nd Qtr. FY27 & FY28
- TD progress reports, invoicing, meeting attendanceQuarterly
- TDSP annual updatesJune 2027 and 2028
- Finalize Bicycle, Pedestrian and Trails Master Plan UpdateJune 2028
- MCPT Program of Projects (POP)/Public InvolvementMay 2027 and 2028
- Adopt MCPT’s PTASP targets and inclusion into TIP & LRTPJune 2027 and 2028
- Adopt new TAM targets and inclusion into TIP & LRTP.....October 2027 and 2028
- MPO staff-related training.....Ongoing
- CMP improvements recommended for funding.....Ongoing

- Finalize US-1 South Corridor Congestion Management Study.....June 2027
- Meetings of the MPOAC Freight & Rail CommitteeOngoing
- Coordinate with Chambers of CommerceOngoing

Responsible Agency: Martin MPO

Task 6: Budget Category Description Detail FY27 & FY28

Consultant/Contract Services

Bicycle, Pedestrian and Trails Master Plan Update: The Martin MPO’s Bicycle, Pedestrian & Trails Master Plan was adopted in 2017. It provides the foundation for the County becoming a pedestrian and bicycle friendly, walkable and livable community. The MPO will be updating the Master Plan to help reflect the current environment, with attention to establish a multimodal transportation system that will expand transportation options and improve quality of life. The Master Plan builds from the non-motorized transportation foundation set by the 2050 Long Range Transportation Plan (LRTP), known as Martin Moves 2050 and prior plans and studies.

US-1 South Corridor Congestion Management Study: This study will explore the full range of remaining techniques available for improving congestion along US-1, including investments that encourage the use of non-auto modes, Safe Streets, and Transportation Systems and Operations Management (TSM&O) improvements. The Martin MPO will continue to work with FDOT, the County and City of Stuart to identify techniques to manage congestion on US-1 in Martin County. The City of Stuart’s Federal Highway Master Plan, City of Stuart’s Gateway Triangle District Master Plan, and FDOT’s Multimodal US-1 Corridor Study will be explored for implementation strategies.

Task 6 TRANSPORTATION SYSTEMS PLANNING			
2026/2027			
Funding Source	FHWA	CTD	FY 2026/2027 Total
Contract Number	GXX1	GXX2	
Source Level	PL*	State	
MPO Budget Reference			
Lookup Name	2026/2027 FHWA GXX1 (PL)	2026/2027 CTD GXX2 (State)	
Personnel (salary and benefits)			
MPO staff salaries, fringe benefits, and other deductions	\$ 168,303	\$ 26,488	\$ 194,791
Personnel (salary and benefits) Subtotal	\$ 168,303	\$ 26,488	\$ 194,791
Consultant			
US-1 South Corridor Congestion Management Study	\$ 25,000		\$ 25,000
Bicycle, Pedestrian & Trails Master Plan Update	\$ 57,295		\$ 57,295
Consultant Subtotal	\$ 82,295	\$ -	\$ 82,295
Total	\$ 250,598	\$ 26,488	\$ 277,086
2027/2028			
Funding Source	FHWA	CTD	FY 2027/2028 Total
Contract Number	GXX1	GXX2	
Source	PL	State	
MPO Budget Reference			
Lookup Name	2027/2028 FHWA GXX1 (PL)	2027/2028 CTD GXX2 (State)	
Personnel (salary and benefits)			
MPO staff salaries, fringe benefits, and other deductions	\$ 136,635	\$ 26,488	\$ 163,123
Personnel (salary and benefits) Subtotal	\$ 136,635	\$ 26,488	\$ 163,123
Consultant			
			\$ -
Consultant Subtotal	\$ -	\$ -	\$ -
Total	\$ 136,635	\$ 26,488	\$ 163,123

* These funds satisfy the requirements for the 2.5% PL set aside for Complete Streets planning. [§ 11206(b)] The total amount of funds used by the MPO for Complete Streets planning for FY 26/27 is \$20,020 of \$250,598 PL, and for FY27/28, it is \$14,415 of \$136,635 PL.

Task 7: Regional Planning

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. Assist in future planning and decision-making process for Regional Corridor Planning.

Previous Work:

- Attended the Treasure Coast Transit Meetings (TCTMs).
- Assisted in the development of the Treasure Coast Regional Planning Model Version 6 (TCRPM6).
- Attended TCRPC, MPOAC, Treasure Coast Technical Advisory Committee (TCTAC), and Treasure Coast Transportation Council (TCTC) meetings.
- Attended the St. Lucie TPO TAC and Board meetings.

Required Activities:

- Attend TCTC and TCTAC meetings.
- Attend regional meetings for regional collaboration.
- Coordinate with neighboring MPOs and other government agencies.
- Assist in the preparation and submittal of the Transportation Regional Incentive Program (TRIP) Grant Applications.
- Continue contact with neighboring MPOs, including attending meetings of the Southeast Florida Transportation Council (SEFTC) and the Regional Transportation Technical Advisory Committee (RTTAC).
- Develop 2050 Regional LRTP with other Treasure Coast M/TPO's
- Assist FDOT with the Treasure Coast Regional Planning Model
- Conduct regional freight planning
- Participate in the reestablished TCTM meetings
- Conduct research, analysis, and coordination in regard to Regional Transit and Passenger Rail projects.

Products and Schedule

- TCTC Meetings.....As needed
- TCTAC MeetingsAs needed
- TCTM MeetingsAs needed
- Attend other agency and regional meetingsOngoing
- TRIP GrantMarch 2027 and 2028
- 2050 Regional LRTPAs needed

Responsible Agency: Martin MPO, FDOT, St. Lucie TPO, Indian River MPO, TCRPC

7 REGIONAL PLANNING			
2026/2027			
Funding Source	FHWA		FY 2026/2027 Total
Contract Number			
Source Level	PL	Total	
Lookup Name	2026/2027 FHWA (PL)	FHWA (Total)	
Personnel (salary and benefits)			
MPO staff salaries, fringe benefits, and other deductions	\$ 129,000	\$ 129,000	\$ 129,000
Personnel (salary and benefits)	\$ 129,000	\$ 129,000	\$ 129,000
Consultant			
Transfer to St. Lucie TPO	\$ 25,000	\$ 25,000	\$ 25,000
Consultant Subtotal	\$ 25,000	\$ 25,000	\$ 25,000
Total	\$ 154,000	\$ 154,000	\$ 154,000
2027/2028			
Funding Source	FHWA		FY 2027/2028 Total
Contract Number			
Source Level	PL	Total	
MPO Budget Reference			
Lookup Name	2027/2028 FHWA (PL)	2027/2028 FHWA	
Personnel (salary and benefits)			
MPO staff salaries, fringe benefits, and other deductions	\$ 110,940	\$ 110,940	\$ 110,940
Personnel (salary and benefits)	\$ 110,940	\$ 110,940	\$ 110,940
Total	\$ 110,940	\$ 110,940	\$ 110,940

7 REGIONAL PLANNING Detailed Breakdown

2026/2027					
Funding Source	Transfer from		FHWA		FY
Source Level			PL	Total	2026/2027
<i>2050 Regional Long Range Transportation Plan</i>					
<i>Lead Agency:</i>	St. Lucie TPO	No	\$ 25,000	\$ 25,000	\$ 25,000
<i>(Other contributing</i>	Martin MPO	Yes	\$ 25,000	\$ 25,000	\$ 25,000
	Indian River MPO	Yes	\$ 25,000	\$ 25,000	\$ 25,000
<i>2050 Regional Long Range Transportation Plan Subtotal</i>			\$ 75,000	\$ 75,000	\$ 75,000
Total			\$ 75,000	\$ 75,000	\$ 75,000
2027/2028					
Funding Source	Transfer from				FY
Source Level				Total	2027/2028
Total			\$ -	\$ -	\$ -

**Italicized amounts denote transfers to the lead agency as identified per regional task.*

****Notes: One-Time Cost Sharing for Treasure Coast Memorandum of Understanding (MOU) (funds to St. Lucie TPO) Regional Planning Activities. MOU Participant Members: Martin MPO, St. Lucie TPO, and Indian River County MPO.**

MARTIN MPO FY27 and FY28 UPWP FHWA PL FUNDING BUDGET

PL Carry Forward Balance		\$224,223	
FHWA FY27 PL Allocation		\$492,846	
FY27 PL Amount related to CPG		+83,739	
FY27 PL Budget			\$800,808
FHWA FY28 PL Allocation	\$492,846		
FY28 PL Amount related to CPG	<u>+83,739</u>		
FY28 PL Budget			<u>+576,585</u>
<u>TOTAL FY27/FY28 UPWP PL BUDGET</u>			\$1,377,393

Table 1A: Agency Participation FY27 & FY28

Funding Source Contract Fiscal Year Total Budget	CTD GXX2		FHWA GXX1		Local	
	2026/2027	2027/2028	2026/2027	2027/2028	2026/2027	2027/2028
	\$ 26,488	\$ 26,488	\$ 800,808	\$ 576,585	\$ 130,070	\$ 133,300
Task 1 UPWP AND ORGANIZATION ADMINISTRATION						
Personnel (salary and benefits)	\$ -	\$ -	\$ 130,000	\$ 110,800	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 30,000	\$ 10,000	\$ -	\$ -
Travel	\$ -	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ 9,050	\$ 9,050	\$ -	\$ -
Indirect Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -
Equipment	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 176,050	\$ 136,850	\$ -	\$ -
Task 2 PUBLIC INVOLVEMENT AND OUTREACH						
Personnel (salary and benefits)	\$ -	\$ -	\$ 60,000	\$ 51,600	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 4,200	\$ 4,200	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 64,200	\$ 55,800	\$ -	\$ -
Task 3 DATA COLLECTION AND ANALYSIS						
Personnel (salary and benefits)	\$ -	\$ -	\$ 60,000	\$ 51,600	\$ 130,070	\$ 133,300
Consultant	\$ -	\$ -	\$ 8,400	\$ 8,400	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 68,400	\$ 60,000	\$ 130,070	\$ 133,300
Task 4 LONG RANGE TRANSPORTATION PLAN						
Personnel (salary and benefits)	\$ -	\$ -	\$ 35,000	\$ 30,100	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 35,000	\$ 30,100	\$ -	\$ -
Task 5 TRANSPORTATION IMPROVEMENT PROGRAM						
Personnel (salary and benefits)	\$ -	\$ -	\$ 45,000	\$ 38,700	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 7,560	\$ 7,560	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 52,560	\$ 46,260	\$ -	\$ -
Task 6 TRANSPORTATION SYSTEMS PLANNING						
Personnel (salary and benefits)	\$ 26,488	\$ 26,488	\$ 168,303	\$ 136,635	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 82,295	\$ -	\$ -	\$ -
Sub Total	\$ 26,488	\$ 26,488	\$ 250,598	\$ 136,635	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7 REGIONAL PLANNING						
Personnel (salary and benefits)	\$ -	\$ -	\$ 129,000	\$ 110,940	\$ -	\$ -
Consultant	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ -	\$ -	\$ 154,000	\$ 110,940	\$ -	\$ -
Sub-Total (less the de-obligated funds)	\$ -	\$ 52,976	\$ -	\$ 1,377,393	\$ -	\$ 263,370
Total De-ob. Funds (PL)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total De-ob. (Other Source)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROGRAMMED	\$ 26,488	\$ 26,488	\$ 800,808	\$ 576,585	\$ 130,070	\$ 133,300

Table 2A: Funding Source FY27 & FY28

Contract	Funding Source	Source Level	2026/2027	2027/2028	FY 2026/2027 Funding Source				FY 2027/2028 Funding Source			
					Soft Match	Federal	State	Local	Soft Match	Federal	State	Local
GXX2	CTD	State	\$ 26,488	\$ 26,488	\$ -	\$ -	\$ 26,488.00	\$ -	\$ -	\$ -	\$ 26,488.00	\$ -
		CTD GXX2 TOTAL	\$ 26,488	\$ 26,488	\$ -	\$ -	\$ 26,488	\$ -	\$ -	\$ -	\$ 26,488	\$ -
GXX1	FHWA	PL	\$ 800,808	\$ 576,585	\$ 176,621.51	\$ 800,808.00	\$ -	\$ -	\$ 127,168.20	\$ 576,585.00	\$ -	\$ -
		FHWA GXX1 TOTAL	\$ 800,808	\$ 576,585	\$ 176,622	\$ 800,808	\$ -	\$ -	\$ 127,168	\$ 576,585	\$ -	\$ -
	Local	Source 1	\$ 130,070	\$ 133,300	\$ -	\$ -	\$ -	\$ 130,070.00	\$ -	\$ -	\$ -	\$ 133,300.00
		Local TOTAL	\$ 130,070	\$ 133,300	\$ -	\$ -	\$ -	\$ 130,070	\$ -	\$ -	\$ -	\$ 133,300

Appendix A

Noteworthy Practices

Martin MPO Noteworthy Practices

2050 Long Range Transportation Plan (LRTP)

The Martin MPO successfully adopted its 2050 Long Range Transportation Plan (LRTP), establishing a vision for a safe and efficient transportation system through 2050. The plan was developed through extensive public involvement, data-driven analysis, and coordination with local partners.

Development Review Interactive Map

In cooperation with Martin County and its municipalities, the Martin MPO developed a Martin County Development Review Interactive Map to track County and municipal developments on a single map. This map provides continuously updated data that will enable the Martin MPO to coordinate and prioritize future planning and transportation projects based on future developments.

Walk to School Day

Staff members met with staff from J.D. Parker Elementary School on October 15, 2025, to promote safe walking. The MPO gave out backpacks filled with comic books, stickers, arm bands, trading cards, blinking lights and other items (provided by the University of Florida's Pedestrian and Bicycling Safety Resource Center) that all reinforced the message of how to walk to school safely. The MPO has made it a priority that people of all ages especially young children learn about the dangers of crossing driveways and intersections along roadways, and how to do it in the safest way possible.

Social Media

The Martin MPO has been working to build their following and increase their presence on social media, which includes the Facebook Page and Instagram. The Martin MPO shares safety messages and advertises the various public involvement the agency hosts such as public workshops, open houses, and meetings.

Appendix B

Joint Certification Packet

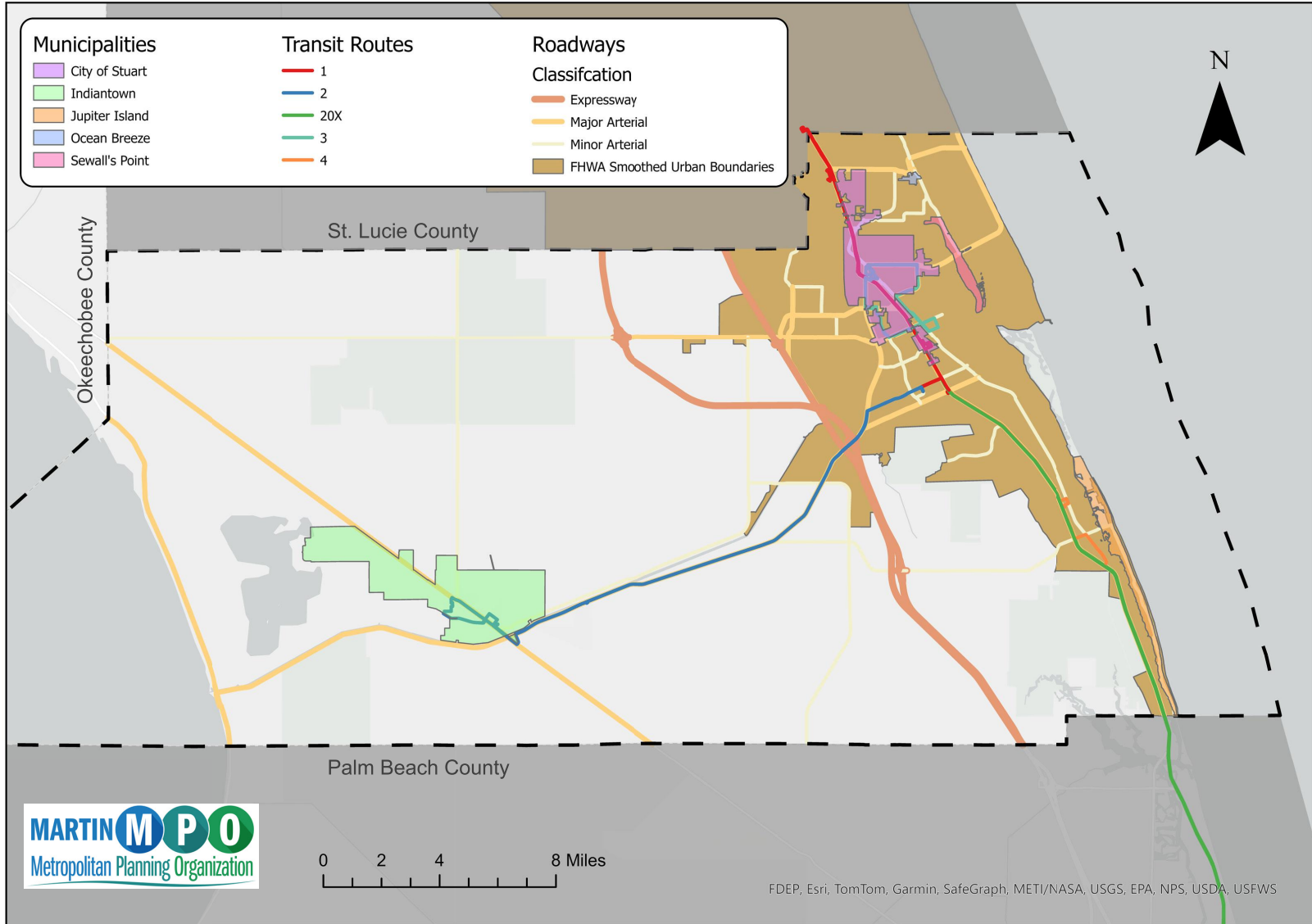
Appendix C

Transportation Disadvantaged Planning Grant Application

Appendix D

Planning Area Map

Martin MPO Planning Area Map



Appendix E

FDOT District Four/FHWA Planning Activities

Appendix F

Miscellaneous Exhibits

Exhibit 1: Staff Services Agreement with Martin County

Exhibit 2: Resolution 22-04 – Travel Policy

Exhibit 3: MPO Bylaws

Exhibit 4: State Emphasis Areas

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AGREEMENT

Between

THE MARTIN
METROPOLITAN PLANNING ORGANIZATION

And

MARTIN COUNTY, FLORIDA

For

STAFF SERVICES

THIS AGREEMENT made and entered into this 16th day of OCTOBER, 2007, by and between THE MARTIN METROPOLITAN PLANNING ORGANIZATION, hereinafter called the "MPO," and MARTIN COUNTY, FLORIDA, hereinafter called the "COUNTY."

WITNESSETH:

WHEREAS, the MPO, pursuant to the authority conferred upon it by Article 5 of the Interlocal Agreement establishing the Martin County Metropolitan Planning Organization effective July 18, 2006, may enter into contracts with local or state agencies to utilize the staff resources of such agencies and for the performance of certain services by such agencies; and

WHEREAS, pursuant to the aforesaid Interlocal Agreement and the companion Joint Participation Agreement between the MPO and the Florida Department of Transportation dated September 19, 2006, it is contemplated that COUNTY personnel will perform a substantial portion of each task necessary to carry out the Transportation Planning and Programming Process mandated by Federal Regulations as a condition precedent to the receipt of Federal Funds for the planning, construction or operation of Transportation Programs and Projects; and

WHEREAS, it is deemed by the parties to be appropriate and necessary that the duties and obligations of the COUNTY in providing Staff Services to the MPO be defined and fixed by formal agreement; NOW, THEREFORE,

IN CONSIDERATION of the mutual covenants, promises and representations herein, the parties agree as follows:

1.0 PURPOSE

For the reasons recited in the preamble, which are hereby adopted as part hereof, this Agreement is to provide for professional services to carry out the terms of the Interlocal Agreement establishing the MPO and the Joint Participation Agreement between the MPO and the Florida Department of Transportation, and to provide personnel for the administration of the MPO.

2.0 DEFINITIONS

- .01 COUNTY ADMINISTRATOR: Shall mean the Martin County Administrator.
- .02 FDOT: shall mean the Florida Department of Transportation.
- .03 FHWA: shall mean the United States Federal Highway Administration.

1 .04 UPWP: shall mean the annual Unified Planning Work Program required by Federal
2 Regulations. (23 CFR 450 A)

3
4 .05 FTA: shall mean Federal Transit Administration.

5
6 3.00 SCOPE OF SERVICES

7
8 It is agreed by the COUNTY that it shall furnish the MPO with the professional, technical,
9 administrative and clerical services, the supplies, the equipment, the office and other
10 space, and such other incidental items as may be required and necessary to manage the
11 business and affairs of the MPO and to carry on the Transportation Planning and
12 Programming Process specified by the Joint Participation Agreement between the MPO
13 and FDOT dated September 19, 2006; provided, it is understood and agreed that unless
14 otherwise provided for, the performance of such service and functions shall be limited to
15 those specified and allocated in the UPWP budget and all approved budgets under
16 Federal or state grant contracts with the MPO. It is further agreed:

17
18 .01 COUNTY ADMINISTRATOR

19
20 The County Administrator, or his/her designee, shall be responsible to the MPO for the
21 Conduct of the Transportation Planning Process as well as the appointment, assignment,
22 direction and control of all county personnel necessary thereto; the development of
23 appropriate organizational structure to carry out the responsibilities set forth in this
24 Agreement; and the development of procedures to monitor and coordinate the Planning
25 Process.

26
27 .02 COMMITMENT OF PERSONNEL

28
29 The COUNTY Administrator, or his/her designee, shall annually have prepared a detailed
30 listing of all tasks necessary and incident to carry out the Planning Process, the man-
31 hours required to carry out such tasks, and the required skills or qualifications of the
32 personnel assigned to MPO duties. The personnel so assigned shall, when performing
33 such duties, be under the direction of the person in charge of and bearing the
34 responsibility for, producing the required work product.

35
36 .03 TECHNICAL ADVISORS

37
38 The head of each COUNTY department or agency participating in the Transportation
39 Planning Process shall be deemed a Technical Advisor in the field of his competency and
40 shall be expected to provide the MPO with expert advice or perform such duties incident
41 thereto as the COUNTY Administrator shall assign.

42
43 .04 GENERAL COUNSEL

44
45 The COUNTY Attorney shall be the legal advisor to the MPO and shall represent the
46 MPO in all legal matters provided that the MPO may employ special counsel for specific
47 needs.

48
49 .05 MPO STAFF DIRECTOR

50
51 An MPO Staff Director to be designated by the COUNTY Administrator and serving at
52 his/her pleasure, shall be considered a county employee with all associated rights and
53 obligations, shall report directly to the MPO Policy Board for all matters regarding the
54 administration and operation of the MPO and, shall have the following duties and
55 functions with relation to the MPO: coordinating the activities of the various structures
56 established by the Interlocal Agreement heretofore mentioned; preparing the agendas of

1 the MPO and MPO Technical Advisory Committee and Citizens Advisory Committee;
 2 preparing Resolutions and other appropriate documents; scheduling meetings; giving
 3 notice; keeping minutes; preparing an annual report; preparing such interim reports as
 4 may be required; developing and implementing operating procedures necessary to carry
 5 out the functions and duties of the MPO Staff Director, directing the implementation of
 6 policies established by the MPO, and performing such other duties as may be assigned
 7 by the MPO Board or required by governing local, state or federal regulations or laws.

8
 9 **.06 ANNUAL BUDGET**

10
 11 The COUNTY Administrator shall have prepared an Annual Budget on October 1 to
 12 September 30 fiscal year basis. The budget shall identify funding sources, participating
 13 agencies and the level of participation by the various agencies. The MPO shall prepare
 14 its operating Budget to address its use of state, federal and local funds as part of the
 15 UPWP on a fiscal year basis of July 1 to June 30.

16
 17 **.07 FINANCIAL ADMINISTRATION**

18
 19 Through the MPO Staff Director:

20
 21 **.07.1** The Records and accounts of the MPO shall be administered by the
 22 COUNTY in accordance with accounts and accounting procedures which
 23 shall be developed by the COUNTY for the MPO and in accordance with
 24 all state and federal regulations and laws applicable to the MPO.

25
 26 **.07.2** Contracts and bids for the purchase of materials and services shall be in
 27 accordance with COUNTY procedures and all state and federal rules,
 28 regulations and laws applicable to the MPO.

29
 30 **.07.3** Purchasing of materials, supplies, equipment and services shall be
 31 through the COUNTY Purchasing Division in accordance with COUNTY
 32 procedures and practices and all state and federal rules, regulations and
 33 laws applicable to the MPO.

34
 35 **.07.4** Expenditures of money shall only be made in accordance with
 36 procedures which shall be developed by the COUNTY for the MPO and
 37 shall comply with all state and federal rules, regulations and laws
 38 applicable to the MPO.

39
 40 **.07.5** Deposit of Funds. All monies received by the MPO shall be deposited
 41 with the COUNTY in a trust account and applied only in accordance with
 42 the provisions of the procedures established pursuant to Section 3.07.4
 43 of this Agreement.

44
 45 **4.0 REIMBURSEMENT OF COUNTY**

46
 47 The MPO hereby agrees that it shall reimburse the COUNTY for all services rendered
 48 under this Agreement as specified in the UPWP budget and all approved budgets under
 49 Federal or state grant contracts with the MPO and in accordance with the procedures
 50 established pursuant to 3.07 of this Agreement.

51
 52 **5.0 CONSULTANTS**

53
 54 It is agreed by the parties that nothing in this Agreement shall limit or preclude the
 55 prerogative of the MPO to enter into contracts for other professional consultant services
 56 to perform such tasks as the MPO may deem appropriate provided the control and

1 direction of such consultants and the administration of such contracts shall be in
 2 conformance with all applicable local, state and federal, rules, regulations and laws,
 3 related to procuring professional services.

4
 5 6.0 FEDERAL ASSURANCES

6
 7 .01 SUBCONTRACTING

8
 9 The MPO may perform or may subcontract with other public agencies, work valued at not
 10 more than 50 per cent of the value of the annual Unified Planning Work Program,
 11 excluding specialized services. Specialized services are those items not ordinarily
 12 furnished in support of the urban transportation planning process. Specialized services
 13 and subcontract work should be itemized in the Unified Planning Work Program to the
 14 extent that they are determinable, and approved in the process of approval of the Unified
 15 Planning Work Program.

16
 17 .02 SUPPLEMENTAL AGREEMENTS

18
 19 It is understood and agreed that, in order to permit federal participation, no supplemental
 20 agreement of any nature may be entered into by the parties hereto with regard to the
 21 work to be performed hereunder without the approval of the U.S. Department of
 22 Transportation, anything to the contrary in the Agreement notwithstanding.

23
 24 .03 THIRD PARTY CONTRACTS

25
 26 Except as otherwise authorized in writing by the Florida Department of Transportation,
 27 FTA, and FHWA, the COUNTY shall not execute any contract or obligate itself in any
 28 other manner with any third party with respect to the Staff Services provided under this
 29 Agreement without the prior written concurrence of the Florida Department of
 30 Transportation, FTA, and the FHWA. Subletting of consultant contracts and contracts
 31 with other public agencies shall be in accordance with the requirements of 23 CFR 172.

32
 33 .04 TERMINATION OR SUSPENSION

34
 35 .04.1 Termination or Suspension Generally. If the COUNTY abandons or, before
 36 completion, finally discontinues the Staff Services provided under this
 37 Agreement; or if for any other reason, the commencement, prosecution, or timely
 38 completion of the Staff Services provided under this Agreement by the COUNTY
 39 is rendered improbable, infeasible, impossible, or illegal, the MPO may, by
 40 written notice to the COUNTY, suspend any or all of its obligations under this
 41 Agreement until such time as the event or condition resulting in such suspension
 42 has ceased or been corrected, or the MPO may terminate any or all of its
 43 obligations under this agreement.

44
 45 .04.2 Action Subsequent to Notice of Termination or Suspension. Upon receipt of any
 46 final termination notice under this Section, the COUNTY shall proceed promptly
 47 to carry out the actions required therein which may include any or all of the
 48 following: (1) necessary action to terminate or suspend, as the case may be,
 49 Staff Services provided under this Agreement and contracts and such other
 50 actions as may be required or desirable to keep to the minimum the costs upon
 51 the basis of which the financing is to be computed; (2) furnish a statement of the
 52 status of the Staff Services provided under this Agreement and of the Payroll
 53 Accounts as well as a proposed schedule, plan, and budget for terminating or
 54 suspending and closing out Staff Services provided under this Agreement and
 55 contracts, and other undertakings the costs of which are otherwise includable as
 56 costs; and (3) remit to the MPO such portion of the financing and any advance

1 payment previously received as is determined by the parties to be due under the
 2 provisions of the Agreement. The closing out shall be carried out in conformity
 3 with the latest schedule, plan, and budget as approved by the MPO or upon the
 4 basis of terms and conditions imposed by the MPO upon the failure of the
 5 COUNTY to furnish the schedule, plan and budget within a reasonable time. The
 6 acceptance of a remittance by the COUNTY or the closing out of Federal
 7 financial participation in the Staff Services provided under this Agreement shall
 8 not constitute a waiver of any claim which the MPO may otherwise have arising
 9 out of this Agreement.

10
 11 .05 AUDIT AND INSPECTION

12
 13 The COUNTY shall permit, and shall require its contractors to permit FHWA, FTA, and
 14 the Florida Department of Transportation authorized representatives to inspect all work,
 15 materials, payrolls, records of personnel, invoices of materials, and other relevant data
 16 and records; and to audit the books, records, and accounts of the COUNTY, pertaining to
 17 the development of the Staff Services provided under this Agreement. Records of costs
 18 incurred under terms of the Agreement shall be maintained and made available upon
 19 request of the Florida Department of Transportation, FTA, or FHWA at all times during
 20 the period of a specific Unified Planning Work Program and for three years after final
 21 payment is made on a specific Unified Planning Work Program. Copies of these
 22 documents and records shall be furnished to Florida Department of Transportation, FTA,
 23 or FHWA upon request. The COUNTY shall furnish annual audit reports to Florida
 24 Department of Transportation in accordance with UPWP procedures, and all applicable
 25 local, state and federal, rules, regulations and laws.

26
 27 .06 EQUIPMENT

28
 29 Where Federal funds are to be used to provide part or all of the cost of equipment, such
 30 Expenditures must have the prior written approval of the Florida Department of
 31 Transportation and the FHWA, and must be in accordance with the requirements of 23
 32 CFR 420A.

33
 34 .07 PUBLICATION, RENTAL OF SPACE OR EQUIPMENT AND INDIRECT COSTS

35
 36 This Agreement is subject to all applicable requirements of 23 CFR and all other
 37 applicable Federal regulations related to approval of travel, report publication provisions,
 38 rental of space or equipment, and indirect costs. All reports published by the MPO or
 39 COUNTY which were funded wholly or in part by FHWA Planning (PL) funds shall contain
 40 the credit "prepared in cooperation with the U.S. Department of Transportation, Federal
 41 Highway Administration."

42
 43 .07.1 Indirect Costs (Reserved)

44
 45 .08 NONDISCRIMINATION

46
 47 .08.1 Compliance with Regulations. The COUNTY shall comply with the regulations of
 48 Fed. DOT relative to nondiscrimination in federally-assisted programs of the Fed.
 49 DOT (Title 49, Code of Federal Regulations, Part 21, and Part 23, hereinafter
 50 referred to as the Regulations), which are herein incorporated by reference and
 51 made a part of the contract.

52
 53 .08.2 Nondiscrimination. The COUNTY, with regard to the work performed by it after
 54 award and prior to completion of the contract work, will not discriminate on the
 55 grounds of race, color, religion, sex, national origin, age, marital status, or
 56 disability, in the selection and retention of subcontractors, including

1 procurements of material and leases of equipment. The COUNTY will not
 2 participate either directly or indirectly in the discrimination prohibited by Section
 3 21.5 of the Regulations, including employment practices when the contract
 4 covers the program set forth in Appendix B of the Regulations.
 5

6 .08.3 Solicitations for Subcontracts, Including Procurements of Materials and
 7 Equipment. In all solicitations made by the COUNTY for work to be performed
 8 under a subcontract, including procurements of materials and leases of
 9 equipment, each potential subcontractor, supplier or lessor shall be notified by
 10 the COUNTY of obligations under this contract and the regulations relative to
 11 nondiscrimination on the grounds of race, color, religion, sex, national origin, age,
 12 marital status, or disability.
 13

14 .08.4 Information and Reports. The COUNTY will provide all information and reports
 15 required by the Regulations, or orders and instructions issued pursuant thereto,
 16 and will permit access to its books, records, accounts, other sources of
 17 information, and its facilities as may be determined by the Florida Department of
 18 Transportation, FTA, or FHWA to be pertinent to ascertain compliance with such
 19 Regulations, orders and instruction. Where any information required of the
 20 COUNTY is in the exclusive possession of another who fails or refuses to furnish
 21 this information, the COUNTY shall certify to the Florida Department of
 22 Transportation, FTA, or FHWA, as appropriate, and shall set forth what efforts it
 23 has made to obtain the information.
 24

25 .08.5 Sanctions for Noncompliance. In the event of the COUNTY's noncompliance
 26 with the nondiscrimination provisions of this contract, the Florida Department of
 27 Transportation shall impose such contract sanctions as it or FTA or FHWA may
 28 determine to be appropriate, including, but not limited to, withholding of payments
 29 to the COUNTY under the contract until the COUNTY complies; and/or
 30 cancellation, termination or suspension of the contract, in whole or in part.
 31

32 .08.6 Incorporation of Provisions. The COUNTY will include the provisions of
 33 Paragraphs 6.08.1 through 6.08.6 in every subcontract, including procurement of
 34 materials and leases pursuant thereto. The COUNTY will take such action with
 35 respect to any subcontract or procurement as the Florida Department of
 36 Transportation, FTA, or FHWA may direct as a means of enforcing such
 37 provisions including sanctions for noncompliance, provided, however, that, in the
 38 event the COUNTY becomes involved in, or is threatened with, litigation with a
 39 subcontractor or supplier as a result of such direction, the COUNTY may request
 40 the State to enter into such litigation to protect the interests of the State, and, in
 41 addition, may request the United States to enter into such litigation to protect the
 42 interests of the State, and, in addition, may request the United States to enter
 43 into such litigation to protect the interests of the United States.
 44

45 .09 TRAINING

46
 47 The use of federal funds for training of employees of the COUNTY shall be in
 48 accordance with the requirements of 23 CFR, and all other applicable Federal
 49 Regulations.
 50

51 .10 PROHIBITED INTERESTS

52
 53 The COUNTY shall insert in all contracts entered into in connection with the Staff
 54 Services provided under this Agreement or any property included or planning to
 55 be included in any Staff Services provided under this Agreement, and shall

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require its contractors to insert in each of their subcontracts, the following provision:

“No member, officer, or employee of the COUNTY or of the locality during his tenure or for one year thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof.”

This provision shall not be applicable to any agreement between the COUNTY and its fiscal depositories, or to any agreement for utility services the rates for which are fixed or controlled by a Governmental agency.

7.0 MISCELLANEOUS PROVISIONS

.01 HOW CONTRACT AFFECTED BY PROVISION BEING HELD INVALID

If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of applicable law.

.02 EXECUTION OF AGREEMENT

This Agreement may be simultaneously executed in several counterparts, each of which so executed shall be deemed t be an original, and such counterparts together shall constitute one and the same instrument.

.03 DURATION OF AGREEMENT AND WITHDRAWAL PROCEDURE

This Agreement shall remain in effect until terminated by the parties to the Agreement. Any party may withdraw from said Agreement after presenting, in written form, a notice of intent to withdraw, to the other parties, at least sixty (60) days prior to the intended date of withdrawal, provided financial commitments made prior to withdrawal are effective and binding for their full terms and amount regardless of withdrawal.

.04 AMENDMENT OF AGREEMENT

The COUNTY and the MPO may upon initiation of either party amend this Agreement to cure any ambiguity, defect, omission or to grant any additional powers, or to confer additional duties which are consistent with the intent and purpose of this Agreement.

.05 CONFIRMATION OF AGREEMENT

The Agreement shall be reviewed annually by the MPO to confirm the validity of the contents and to recommend the type of amendments, if any, that are required.

.06 AGREEMENT FORMAT

All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

IN WITNESS WHEREOF, the undersigned parties have caused the Agreement to be duly executed in their behalf on the respective date indicated.

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ATTEST:



MARSHA EWING, CLERK

BOARD OF COUNTY COMMISSIONERS
MARTIN COUNTY, FLORIDA

BY:


MICHAEL DITERLIZZI, CHAIRMAN

APPROVED AS TO FORM AND
CORRECTNESS:


STEPHEN FRY
COUNTY ATTORNEY

METROPOLITAN PLANNING ORGANIZATION


MICHAEL DITERLIZZI, CHAIRMAN

September 17, 2007
Date

**A RESOLUTION OF THE
MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
AMENDING ITS STAFF SERVICES AGREEMENT BETWEEN
THE MARTIN MPO AND MARTIN COUNTY
RESOLUTION NUMBER 08-03**

WHEREAS, the Staff Services Agreement between the Martin Metropolitan Planning Organization (MPO) Policy Board and the Martin County Board of County Commissioners was last executed on January 17, 1995; and,

WHEREAS, Committee names, and references to applicable rules, regulations and laws require updating; and,

WHEREAS, consistent with the recently enacted State of Florida HB 985, the MPO Coordinator shall be called the MPO Staff Director; and,

WHEREAS, all other agreements referenced in the 1995 Staff Services Agreement have been recently updated are now obsolete necessitating the update of this Agreement; and,

WHEREAS, Martin County does not draw indirect costs from the MPO Planning Funds that it provides to the MPO in support of administrative costs but may wish to do so in the future; and,

WHEREAS, the Staff Services Agreement requires updating and is reflective of the MPO's relationship to its host, Martin County;

NOW, THEREFORE, BE IT RESOLVED BY THE MARTIN METROPOLITAN PLANNING ORGANIZATION POLICY BOARD MEMBERS:

- 1) The Martin Metropolitan Planning Organization shall propose that the January 17, 1995, Staff Services Agreement be amended as reflected in the attached, Staff Services Agreement.
- 2) The proposed, amended Agreement shall be submitted to the Martin Board of County Commissioners for consideration and execution at the earliest opportunity.
- 3) The January 17, 1995, Staff Services Agreement between Martin County and the Martin Metropolitan Planning Organization shall remain in full force and effect until replaced by a new Staff Services Agreement duly considered and executed by parties thereto.

DULY PASSED AND ADOPTED THIS 17TH DAY OF September, 2007

Attest:


Faith Simpson, Clerk

Martin Metropolitan Planning Organization
Policy Board


Michael DiTerlizzi, Chairman

Approved as to Form:


Stephen Fry, County Attorney

RESOLUTION NUMBER #22-04

A RESOLUTION OF THE MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO) OF MARTIN COUNTY, FLORIDA, TO UTILIZE THE MARTIN COUNTY BOARD OF COUNTY COMMISSIONERS (THE "COUNTY") TRAVEL POLICY FOR REIMBURSEMENT OF TRAVEL EXPENSES.

WHEREAS, the travel policy of the Martin County Board of County Commissioners is governed by Section 112.061, Florida Statutes; and

WHEREAS, Martin County is authorized by state law to reimburse individuals for expenses incurred while traveling on official County business when the expenses directly relate to the purpose of the trip; and

WHEREAS, the County's policies and procedures concerning the reimbursement of travel expenses are explained in the Martin County Travel Policy effective December 30, 2020 (see attached); and

WHEREAS, Section 112.061 (14), Florida Statutes provides that if an MPO has not approved a written travel policy, the Florida State requirement/rules apply; and

WHEREAS, Martin MPO has no approved written travel policy; and

WHEREAS, the duties and obligations of the County in providing Staff Services to the MPO are defined by Agreement dated October 16, 2007 (also attached).

NOW, THEREFORE, BE IT RESOLVED BY THE MARTIN METROPOLITAN PLANNING ORGANIZATION, THAT:

Section 1. The Martin MPO hereby approves the Martin County Travel Policy as its adopted travel policy for reimbursement of travel expenses.

Section 2. The MPO Administrator or designee is authorized to work with the Martin County Administration/Office of Management and Budget for travel expense and reimbursement.

DULY PASSED AND ADOPTED THIS 9th DAY OF MAY, 2022

MARTIN METROPOLITAN PLANNING ORGANIZATION



Troy McDonald, Chairman

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:



Sarah W. Woods, County Attorney

ATTEST:



Cheryl White, Clerk

ADMINISTRATIVE DIRECTED POLICY

To: BCC Employees

From: Don D. Donaldson, County
Administrator

Subject: Travel Policy – Revised

Effective Date: August 22, 2023

Created by: Administration & Clerk of Court

PURPOSE

The travel policy of the Martin County Board of County Commissioners (the "County") is regulated by Section 112.061, Florida Statutes. Standard Mileage Rate is published by the Internal Revenue Service.

The purpose of this policy is to establish uniform guidelines that are consistent with the business objectives of Martin County. It is the County's policy to reimburse employees for reasonable expenses incurred when traveling for official county business, including meetings conferences, trainings, workshops, and seminars. Travel may be local, in state, out of state and/or overnight.

Procedures for travel to include the requests, approval, reimbursement, and related documents will be found in the Travel Automation User Training Guides.



Don G. Donaldson, County Administrator

Suppression History:

219 – June 1, 2023
POL219 - December 30, 2020
POL219 - August 1, 2019
POL219 - June 17, 2019
POL204 - April 30, 2018
POL195 - June 8, 2017
POL193 - June 1, 2017
POL164 - March 16, 2015
POL136 - July 24, 2013
POL101 - June 7, 2011
POL74 - March 10, 2010
POL13 - October 3, 2006
POL5 - December 6, 2005
cwd04o.004 - January 7, 2004
cwd0lo.007 - January 23, 2001
adm00m.023 - October 20, 1999

POLICY

AUTHORITY TO TRAVEL

All travel requests to a non-contiguous County require pre-approval whether or not expenses are incurred. The County is authorized by state law to reimburse individuals for expenses incurred while traveling on official County business. The expenses must be directly related to the purpose of the trip, evidenced by receipts and other supporting documentation.

State law and County policy require approval by the County Administrator or designee for all travel by a County employee, prior to the date of travel, when possible. Local travel or day travel within the Treasure Coast does not require a travel authorization unless an expense is incurred other than registration.. Emergencies may preclude the applicability of policy in certain instances.

The reimbursement of travel expenditures must be in compliance with Section 112.061, Florida Statutes. Travel expenditures will be reimbursed only upon submission of the Expense Report, after completion of a trip. The County will not process requests for travel reimbursement not in compliance with this section of the law.

A Purchasing Card (P-Card) shall be used for all travel related expenses where allowed. Travel expenses utilizing grant funds where the granting agency does not allow use of a credit card shall be paid by County check.

DEFINITIONS

I. Definitions

- A. Department Director - Director of a given department with the responsibility to verify that sufficient budgeted funds are available prior to authorizing travel.
- B. Approver - Authorized staff to approve Pre-Approval Report and Expense Reports
- C. Designee - An Approval Delegate that has been assigned by an approver in their absence
- D. Delegate - Assigned staff with the ability to create and submit Pre-Approval Report and Expense Reports on a traveler's behalf
- E. M & IE - meals and incidental expenses such as laundry room services, tips for services and other fees that may be associated with travel
- F. Per Diem - Daily allowance for M & IE
- G. GSA - US General Services Administration, guidelines for meals reimbursement
- H. Blanket Request Travel Authorization - A BTRA may be used when an employee performs numerous trips out of the County to the same destination and/or to neighboring counties. This may be set up for a fiscal year or shorter period; however, they all will expire at the end of the fiscal year (September 30)
- I. Pre-Approval Report - Request for travel authorization
- J. Expense Report - Post travel reimbursement
- K. Treasure Coast - Martin, St. Lucie, Palm Beach, Indian River and Okeechobee Counties.

II. Policy

A. TRAVEL REQUEST

All requests for travel must be approved in advance by applicable Department Director or their designee. Please refer to the Travel Automation User Training Guides for the procedures related to the travel request submission, expense management and travel reconciliation.

The traveler is responsible for making reservations for airline tickets, hotels, and car rental. It is the traveler's responsibility to provide a tax-exempt certificate to the hotel, car rental agency, etc., and to ensure that sales tax is not charged. If the traveler chooses to use a personal credit card, the County's tax exemption certificate will not be honored by the vendor and the traveler will not be reimbursed for taxes. The County shall not pay any State sales taxes except for extenuating circumstances and out of state travel. Travel time compensation will be consistent with the Fair Labor Standards Act (FLSA).

1. Common Carrier/Air

The County will only reimburse economy class airline, train, or bus travel. Travelers securing upgraded fares must personally pay for the upgraded fare and request reimbursement for the cost of the economy fare. A statement must be attached to the Expense Report showing the economy rate.

2. Cancelled Airline Tickets

The traveler must maintain airline tickets that are not used due to cancellation of the trip. In most cases the airline ticket will remain open up to one (1) year of original purchase date. For an additional fee a transfer can be done to use the open ticket. Notify the Clerk of the Court/Accounting of cancellation and notice of open ticket.

3. County Vehicles

County vehicles shall be used whenever possible. A justification shall be provided when using a personal vehicle for County travel. Indicate County vehicle use in the map mileage section on the Expense Report.

4. Car Rental

The County will only reimburse travelers for the rental of compact cars. An exception to this rule is normally allowed when the automobile is shared with other travelers resulting in a savings to the County. It is recommended that staff use cooperative purchasing agreements when available.

Before driving away from the rental premises, the traveler should examine the car to make sure it is not damaged. If the car is damaged, the traveler should notify the rental company and request either another car or a written statement from a representative of the company acknowledging that the car was damaged when delivered to the traveler.

All accidents are to be reported to the car rental company. Any forms or reports prepared by the police or car rental company shall be turned in to Risk Management.

The traveler must obtain the original copy of the receipt from the car rental company at the time the car is returned. The receipt must be attached to the Expense Report. Car rental companies have "drop off" facilities at most airports. When such facilities are used, the traveler must contact

the rental company to obtain a copy of the receipt. Clerk of the Court/Accounting cannot process the Expense Report until all receipts are available for audit.

5. Mandatory Use of Seat Belts

All occupants of County vehicles and/or rented vehicles are required by law to use seat belts while traveling in such vehicles. Failure to use seat belts may result in disciplinary action or reduced worker's compensation benefits in the event of an accident.

6. Fuel Reimbursement

Travelers shall use a P-Card or will be reimbursed for gasoline purchased while renting a car, or while utilizing a County vehicle on County business. Fuel cost reimbursement will not be allowed when using a personal vehicle. The original gas receipt must be turned in with the Expense Report. In the event of a fuel pump malfunction or inability to obtain a printed receipt, a photograph of the pump with the amount of fuel and the cost of that fuel, plus a matching P-Card charge is adequate. In lieu of utilizing a gas station, vehicle should be fueled at the General Services gas pump prior to leaving the County and/or when returning to the County when possible.

7. Hotel Accommodations/Lodging

The traveler is responsible for making appropriate arrangements with hotels for the rental of rooms. A P-Card shall be used to reserve the hotel room unless P-Card use is not permitted due to grant restrictions.

The County will pay for single occupancy only unless the room is shared with another County authorized traveler. When multiple travelers share a hotel room, and the hotel bill is paid by one of the travelers, the traveler paying the bill shall request reimbursement for the total amount of the bill. When multiple travelers have separate rooms and one traveler pays the hotel bill for all, then the traveler paying the hotel bill shall request reimbursement for the total amount on the Expense Report.

The traveler whose hotel bill is being paid must state on his Expense Report "hotel room compliments of John Doe". If two travelers share a hotel room and split the bill, each traveler may claim one-half of the hotel bill on their Expense Report. In each of the above situations, each traveler shall provide an explanation of the circumstances and submit their Expense Report together or provide copies of the approved Expense Report of the other traveler(s).

The *itemized* hotel receipt must be filed with the Expense Report and must have a zero balance. A copy of the credit card charge slip alone is not acceptable. If payment is made by County P-Card the expense shall be shown as an advance on the Expense Report. Only the cost of the room (including tax when applicable) and allowable parking fees pursuant to this policy per night will be reimbursed. It is your responsibility to supply a Tax-Exempt Certificate to the hotel. Personal calls, meals, or any other charges included in the hotel bill are not reimbursable. Any calls made strictly for business must be clearly marked as such if the traveler is requesting reimbursement.

Hotel parking fees are reimbursable for *self-parking* only unless valet is the only option (statement required on Expense Report). Receipts are required for reimbursement. Parking charges shown on a hotel bill are an acceptable form of receipt for reimbursement. Tax is reimbursable for parking expenses if the tax cannot be forgiven in cases such as parking meters, automated parking lot machines, airport lots, etc.

The traveler is responsible for canceling hotel reservations when a trip is cancelled, or the dates changed. The traveler will be personally liable to the hotel for any charges or penalties resulting from failure to give proper notice of cancellation, except in the case of extenuating circumstances approved by the County Administrator or designee.

A traveler may not claim per diem or reimbursement for lodging for overnight travel within 50 miles of headquarters or residence, unless the circumstances necessitating such overnight travel are fully explained by the traveler and approved by the County Administrator. Criteria for approval may include late night or early morning job responsibilities and excessive travel time because of traffic conditions.

8. Tax Exemption

The County is Tax-Exempt and will not pay any State taxes except for extenuating circumstances, out of state travel and other instances stated herein. When making travel arrangements supply a copy of the tax-exempt form to vendors to waive all and any State taxes. The Tax-Exempt Certificate is available on the website at www.martin.fl.us, type **tax exempt** in the Search field. Tax will not be reimbursed to employees who choose to use their personal credit card for travel.

9. Registration Fees

A registration fee to attend a conference, convention, or any other event is frequently required prior to the date of the event. A P-Card should be used when possible. If agency does not accept the P-Card, a check will be mailed directly to the payee along with a copy of the registration form.

If a check is required, the traveler must submit the following to the Clerk of the Court/Accounting at least ten (10) working days prior to the due date for the registration fee:

- A copy of the 'approved' Pre-Approval Report;
- A vendor invoice OR literature from the organization if one is available (must include name of payee, mailing address, amount of registration fee and actual date of conference or event);
- A copy of the registration form (be sure the form is properly completed as it will be mailed directly to the payee).

Optional entertainment included on the registration form outside of the base cost of the event is a personal expense and will not be reimbursed by the County.

III. **Expense Report Reimbursement**

1. General

The Expense Report is to be used to reimburse travelers for expenses incurred while on travel. Upon completion of the travel, the traveler must submit the Expense Report, with original receipts for hotel room, gas, parking, car rental, airline ticket, screenshot of the official FDOT city to city mileage and google maps for vicinity travel if using a personal vehicle, and other expenses to be approved by their supervisor and the County Administrator where the final/complete travel will be submitted to Clerk of the Court/Accounting and uploaded to Banner/Financial system. If receipts cannot be produced, then a sworn and signed Affidavit must be completed and included with the Expense Report.

2. Non-Reimbursable Expenses

- Tips, except for approved transportation services and tourism marketing expenses as defined in the Tourism Familiarization Travel Policy in the County Purchasing Manual, and Section 125.0104, Florida Statutes.
- Personal travel insurance (travel insurance that benefits the County is acceptable)
- Rental car insurance
- Personal laundry service
- Locksmith services
- Personal telephone calls
- Mileage between home and official place of work
- Fines for traffic violations
- Room service
- Food (except as provided herein)
- Any other personal expense

3. Personal Travel While on County Business

Travelers occasionally extend their visit to a city beyond the period required to complete the official business of the County. The traveler's supervisor, prior to the date of travel, must approve annual leave. A traveler will not be reimbursed for expenses incurred beyond the time required to complete the official business of the County. The Expense Report must show "personal" on the days that the traveler was on personal business.

IV. PER DIEM AND MEAL ALLOWANCES

Per Diem is subsistence allowance that a traveler is authorized to receive when traveling on official business. A P-Card shall not be used for meals. The rates for reimbursement will be according to the U.S. General Service Administration (GSA) Per Diem Rates (Meals and Incidental Expense Breakdown) on the website: <https://www.gsa.gov/>.

A. CLASS OF TRAVEL

- CLASS A:** Continuous travel of 24 hours or more away from official headquarters.
- CLASS B:** Continuous travel of less than 24 hours that requires overnight absence from official headquarters. Cannot exceed four quarters.
- CLASS C:** Travel for short day trips not requiring overnight absence from official headquarters.

Day trip/travel - a period of 24 hours consisting of four quarters of 6 hours each.

Meal allowance reimbursements for Class C travel are included in employee's paycheck. An ACH refund will be processed for other expenses such as mileage and tolls.

B. AUTOMOBILE TRAVEL

1. Use of Own Automobile

A traveler may use his/her own automobile when it is in the best interest of the County. A justification shall be provided. The County will reimburse the traveler for the official mileage between the cities, or the negotiated airfare, whichever is less. Costs of operation, maintenance and ownership of a vehicle are the responsibility of the traveler. The County is not authorized

to reimburse a traveler for repairs or other related costs incurred while traveling on official business of the County.

2. Mileage Allowance

Travelers using their own automobiles will be eligible for reimbursement a rate regulated by the IRS.

Whenever possible, mileage between cities must be obtained from the FDOT Official Highway Mileage website <https://fdotewpl.dot.state.fl.us/CityToCityMileage/viewer.aspx>. Traveler will not be reimbursed for mileage between home and official place of business. Mileage will be reimbursed for travel between home and travel destination OR official place of work and travel destination, whichever is less.

3. Mileage to Airport

When traveling to the airport, the traveler is authorized to claim mileage from his/her official headquarters, or home, whichever is less.

4. Travel Route

All travel connected with the official business of the County must be by the most direct route. If a person travels by an indirect route for his/her own convenience, the extra costs must be borne by the traveler. The County will only reimburse the traveler for those expenses that would have been incurred had the traveler used the most direct route. If the employee is travelling by air and will not return home immediately following the end of County business due to personal travel, the County will reimburse the employee for the cost of round-trip airfare to and from Florida airport that the employee departed from (with proof of such cost) **or** the cost of round-trip airfare to the employee's personal destination, whichever is less. If proof of round-trip airfare cost to and from Florida airport is not provided, the traveler will be reimbursed for the cost of one-way airfare only.

5. Treasure Coast Travel

The employee may be reimbursed for in-County mileage traveled for County related business. **An employee may attend a seminar that takes place within the Treasure Coast. Submitting a travel request is not required for this type of travel, unless there are expenses that will be incurred other than registration.** Use of a personal vehicle for in-County travel must be justified. Mileage will be reimbursed for travel between home and travel destination **or** official place of work and travel destination, whichever is less. Class C meals will not be paid for in-County travel. A reimbursement voucher for in-County travel can be submitted to the County at any time; however, the Clerk of the Court/Accounting encourages submission once or twice a month.

6. Commissioner Day Travel Mileage/Tolls Monthly Reimbursement Report (Exhibit A)

When using a personal vehicle, County Commissioners may submit a Commissioner Day Travel Mileage/Tolls Monthly Reimbursement Report (Report), which includes mileage, tolls, and a description of the public purpose, for all day travel conducted that does not involve any ancillary reimbursement(s) other than tolls for which a receipt is provided. The Report shall be submitted to the Clerk of the Court/Accounting in a timely manner at the conclusion of each month and shall have attached maps depicting the travel route(s) that also notes the mileage used. As FDOT map sourcing does not provide for detailed mileage within the vicinity of local jurisdictions, a Mapquest or Google Maps product may be used. The Report must be

completed in its entirety prior to submission. Mileage reimbursement shall not be allowed for travel between home and the official place of work (headquarters). Mileage will be reimbursed for travel between home and travel destination OR official place of work and travel destination, whichever is less.

7. Fire Rescue Mileage Allowance

Mileage allowance from fire station to fire station for employees covered by the Agreement between Martin County and Martin County Firefighters Association, Local 2959, IAFF shall be in accordance with that Agreement.

C. CASH ADVANCE

Cash advances in a form determined by the Martin County Clerk of the Court/Accounting Department will be permitted only when P-Card use is not feasible or allowed.

D. MISCELLANEOUS

1. Workshops, Seminars, or Other Training

Travel expenses to attend workshops, seminars or other types of training must be incurred only when the subject matter of the training is relevant to the duties required in the employee's current position. The training must be intended to improve the efficiency of a "qualified" employee.

2. Purchasing Card

P-Cards shall be used for the purpose of County authorized travel unless prohibited by grant rules. Absolutely no personal purchases or cash advances are allowed when using a County issued P-Card. In accordance with the P-Card Policy, the card should be used for conference registration (when required) and to charge expenses incurred while traveling on the official business of the County such as hotel rooms, car rental, and airfare. All Vendors must be notified of the County's Tax-Exempt status prior to processing sales transaction.

3. Overpayments

Any overpayment made to an employee must be paid back to the County as soon as they are notified of such overpayment, and/or a date is mutually arranged. Any advance requests or reimbursements submitted for processing will be held until reimbursement to the County has been made.

4. Metropolitan Planning Organization (MPO)

The MPO shall utilize County procedures for travel authorization and reimbursement with the exception of P-Card use. Check advances for hotel, registration and airfare shall be allowed. Reimbursement for mileage, tolls, meals and per diem shall be after the fact. State grant funds may not be used for Class C travel per Section 112.061(15), Florida Statutes. MPO members who are not employees of the Martin County Board of County Commissioners shall be reimbursed for meals and mileage in accordance with the rates outlined in Section 112.061, Florida Statutes.

5. Mutual Aid Deployment

In the event that Fire Rescue or other County employees are deployed outside the County for mutual aid, the employee shall be permitted to use a P-Card to pay for meals or may choose to follow the travel reimbursement guidelines herein to request reimbursement for travel expenses. If using a P-Card, the daily allowance for meals shall not exceed the daily authorized M & IE amount allowed by GSA.

6. State Funded Travel

Travel funded by the State will be reimbursed to the employee in accordance with the County travel policy regardless of State reimbursement rates. Employee must attach proof of State funding to the travel request.

7. Non-Employee Travel for Tourist Development

Travel expense for travel writers/bloggers, tour operators and travel agents shall be in accordance with the Tourism Familiarization Travel Policy in the County Purchasing Manual, and Section 125.0104, Florida Statutes. The Tourism Director is delegated authority to authorize travel and incur expenses. A Tourist Development Travel Expense Voucher shall be completed and submitted Clerk of the Court/Accounting upon completion of travel.

8. Tips for Transportation Services

Reimbursable transportation cost include taxi, bus, shuttle, ride sharing, and other fares required to get to and from the business travel destination. Receipts for transportation cost are to be submitted as back-up for reimbursement or recondition purposes. Traveler will be reimbursed up to 20% for a tip for a taxi, shuttle or ride sharing; Traveler will need to provide a receipt that includes the tip. If the receipt does not include the tip traveler may add the tip amount to the receipt and sign the receipt to attest to the payment.

Example: - Uber Rideshare Total \$20.00.

Tipping will be reimbursable up to 20% of the total or any amount up to \$4.00 (20% of \$20.00). The Clerk's office will request reimbursement from the employee for any amount which exceeds \$1.00 over the 20% allowable tip amount.

**BYLAWS
OF THE
MARTIN
METROPOLITAN PLANNING
ORGANIZATION
(MPO)**

DULY PASSED AND AMENDED THIS 16th DAY OF SEPTEMBER 2024

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the Americans with Disabilities Act or language translation services (free of charge) should contact the MPO Principal Planner (Title VI/Non-discrimination Contact) at (772) 221-1498. Hearing-impaired individuals are requested to telephone the Florida Relay System at #711.

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Creation of the MPO is for the purpose of implementing Title 23, United States Code, Section 134, and Title 49, United States Code, Sections 1602, 1603, and 1604, and Title 23, Code of Federal Regulations, part 450, and Chapter 339.175, Florida Statutes. The MPO is created to work in cooperation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and local participating governments.

1 DESCRIPTION OF ORGANIZATION

1.01 THE AGENCY

The Martin Metropolitan Planning Organization, hereinafter referred to as MPO, is created pursuant to Florida Statue 339.175, and will operate under an Interlocal Agreement, dated May 6, 2015, and amended on February 7, 2019, authorized under Chapter 163, Florida Statues. The parties to the Interlocal Agreement are the Martin County Board of County Commissioners, City of Stuart, Town of Sewall’s Point, Village of Indiantown, and Florida Department of Transportation.

1.02 COMPOSITION OF THE MPO

A. Composition

(1) The Martin MPO is the primary agency responsible for transportation planning in Martin County. The MPO consists of nine elected officials who are voting members representing four local governments and one non-voting advisor representing the Florida Department of Transportation (FDOT). The FDOT member serves as a Technical Advisor to the MPO Board. The MPO is a planning and policy-making body with the power to develop and adopt plans and to program improvements to the transportation system for facilities receiving state or federal funds. The MPO voting membership is as shown below.

Martin County Commission	(5)
City of Stuart	(2)
Town of Sewall’s Point	(1)
Village of Indiantown	(1)

(2) Officers – A Chairman and Vice Chairman shall be elected at the first meeting of the calendar year. The Chairman and Vice Chairman shall serve for a period of one year or until a successor is elected and shall be voting members.

(3) Chairman – The Chairman and Vice Chairman must have completed the MPOAC Institute training program for elected officials or served on the Martin MPO for at least two (2) years. The Chairman shall call and preside at all meetings. Upon approval of the Martin County Department Director, the MPO Chairman shall review and approve or disapprove the MPO Administrator’s timesheets and expense reimbursements, in accordance with FDOT Technical Memorandum 19-05. The Vice Chairman shall serve as Chairman in the absence of the Chairman.

In the absence of both the Chairman and Vice Chairman, the voting members of the MPO that are present, if comprising a quorum, shall elect a voting member to serve as a Chairman for the meeting or until the Chairman or Vice Chairman are present.

(4) Minutes – The staff of the MPO shall maintain the minutes and other records. The minutes shall accurately reflect the proceedings.

(5) Quorum – At least five of the voting members of the MPO must be present for the MPO to conduct business.

B. *Alternate Membership*

(1) If desired, an MPO member governmental entity may appoint, by action taken at an official meeting of the governmental entity, an alternate for one or more of its appointed MPO members.

(a) The alternate member must be an elected official and serve the same governmental entity or area that the regular member serves as defined in 339.175(3)(a), Florida Statutes.

(b) An alternate voting member’s term shall be for not longer than the term of the voting member he or she represents as defined in 339.175(3)(b), Florida Statutes.

(2) The member governmental entity shall notify the MPO Chairman in writing that the appointed individual may act as an alternate member in accordance with 339.175(3)(a), Florida Statutes, if the regular member cannot attend a meeting. A copy of the governmental entity’s minutes of the meeting when the alternate member was appointed shall accompany this written notification.

C. Conduct of Business

(1) Robert’s Rules of Order most recent edition shall govern all MPO meetings and hearings.

D. Treasure Coast Transportation Council

(1) The Chairman and Vice Chairman of the MPO shall represent the Martin MPO on the Treasure Coast Transportation Council (TCTC). The MPO Board shall also appoint two alternates to the TCTC.

(2) The TCTC shall meet for the purposes stated in its governing agreement, as amended, as frequently as needed to approve regional project funding and associated planning activities but no less than twice per year.

(3) Meetings of the TCTC shall be hosted by the Martin MPO, Indian River MPO, and the St. Lucie Transportation Planning Organization (TPO) on a rotation basis.

(4) The **Treasure Coast Technical Advisory Committee (TCTAC)** – The function of the Treasure Coast Technical Advisory Committee is to provide technical and citizen input on regional transportation planning activities related to regional plan amendment activities and regional project prioritization and funding activities.

The TCTAC consists of representatives from the Martin MPO, the Indian River MPO, and the St. Lucie TPO. The TCTAC is comprised of seven total members; two representatives from each T/MPO, and an FDOT representative.

The TCTAC would be scheduled to meet prior to any Treasure Coast Transportation Council Meetings. These meetings shall be hosted by the three MPOs on a rotation basis.

1.03 COMMITTEES

A. *Standing Committees*

(1) There are hereby created four standing committees, which shall be advisory committees to the governing board of the MPO. These advisory committees are the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), the Bicycle and Pedestrian Advisory Committee (BPAC) and the Freight Transportation Advisory Committee (FTAC).

B. *Operation*

(1) Committee Members having three consecutive unexcused absences in succession or four unexcused absences in the previous 12 months, will require a replacement or reappointment by the MPO, except as noted below. The active roster shall be comprised of committee members who have not had three consecutive unexcused absences in succession or four unexcused absences in the previous 12 months.

(a) For the Citizens Advisory Committee and the Bicycle and Pedestrian Advisory Committee, seasonal residents may serve any resident appointment. Seasonal residents, if so declared upon their appointment, shall be required to attend at least three meetings per year between September and May.

(b) For the Freight Transportation Advisory Committee, due to the semi-annual meetings, Committee Members having two consecutive unexcused absences in succession, will require a replacement or reappointment by the MPO.

(2) Officers – A Chairman and Vice Chairman shall be elected at the first meeting of the Calendar year. The Chairman and Vice Chairman shall serve for a period of one year or until a successor is elected and shall be voting members.

(3) Chairman – The Chairman shall call and preside at all meetings. The Vice Chairman shall serve as Chairman in the absence of the Chairman.

(4) Minutes – The staff of the MPO shall maintain the minutes of other records. The minutes shall accurately reflect the proceedings.

(5) Quorum – A majority of the TAC and FTAC voting members on the active roster must be present for the Technical Advisory Committee and Freight Transportation Advisory Committee, proceeding, to conduct business. Due to seasonal membership, a majority of the CAC or BPAC members on the active roster at the time of the respective meeting must be present for the CAC or BPAC to conduct business.

C. Composition and Duties:

(1) The **Technical Advisory Committee (TAC)** – The responsibility of the Technical Advisory Committee, hereinafter referred to as the TAC, shall serve the MPO in an advisory capacity on technical matters, including promoting communication among members, promoting coordination of transportation planning and programming, reviewing technical sufficiency, accuracy, and completeness of appropriate studies, making priority recommendations for transportation plans and program implementation, and providing technical responses on other transportation planning issues.

The TAC shall be composed of 12 voting members and an undesignated number of non-voting members. The voting member sponsoring agencies are as listed below.

1. Martin County Public Works
2. Martin County Growth Management
3. City of Stuart Representatives (2)
4. Town of Sewall’s Point
5. Village of Indiantown
6. Town of Ocean Breeze Park
7. Town of Jupiter Island
8. Witham Airport Management
9. Public Transit Provider
10. Treasure Coast Regional Planning Council
11. Transportation Director – Martin County School Board
12. Martin County Fire Rescue (non-voting)
13. Martin County Sheriff’s Office (non-voting)

Each TAC voting member may designate in writing an alternate or alternates from the same sponsoring agency to serve as a replacement in his/her absence. The TAC shall meet monthly or as needed to provide review of all technical matters prior to MPO action.

(2) The **Citizens Advisory Committee (CAC)** – The function of the Citizens Advisory Committee is to provide public involvement and input to the MPO. It is referred to as the CAC and advises the MPO by reviewing, reacting to, and providing comment on transportation planning issues and needs. The CAC shall consist of 12 voting members appointed by the MPO. Membership shall be nine citizens residing in the following areas and three citizens at large.

- 5 – Unincorporated Martin County – appointed one by each Martin County Commissioner
- 1 – City of Stuart – appointed by the City of Stuart Commission
- 1 – Town of Sewall’s Point – appointed by the Town of Sewall’s Point Commission
- 1 – Town of Jupiter Island – appointed by the Jupiter Island Commission
- 1 – Village of Indiantown – appointed by the Village of Indiantown Council
- 3 – Citizens at large, including a minimum of one disabled or 65 years or older citizen and one racial minority citizen appointed by the MPO.

All CAC members must reside within Martin County Metropolitan Planning Area boundaries..

The CAC shall meet generally every other month or as needed to provide public input on relevant matters prior to MPO action.

(3) The **Bicycle and Pedestrian Advisory Committee (BPAC)** – The function of the Bicycle and Pedestrian Advisory Committee is to provide public involvement and input to the MPO on all bicycle and pedestrian issues and advise the MPO by reviewing, reacting to, and providing comment on transportation planning issues and needs related to bicycle and pedestrian issues. The BPAC shall consist of 16 voting members appointed as follows.

- 5 Representatives – Appointed by their district commissioners
- 2 Representatives – Appointed by the City of Stuart Commission
- 1 Representative – Appointed by the Town of Sewall’s Point Commission
- 1 Representative – Appointed by the Village of Indiantown Council
- 7 Representatives – Appointed by the MPO Administrator with the intent of representing individuals with disabilities, merchants, the County Parks and Recreation Department, the bicycling community, the elderly, neighborhood and homeowner associations, and a parent of a school child.
- 3 Non-Voting members representing the Martin County Sheriff’s Office, the City of Stuart Police Department, the Town of Sewall’s Point Police Department. FDOT serves as a non-voting advisor.

BPAC Members must reside within the Martin County Metropolitan Planning Area boundaries.

The BPAC shall meet generally every other month or as needed to provide public input on all pedestrian and bicycle matters prior to MPO action.

(4) The **Freight Transportation Advisory Committee (FTAC)** – The responsibility of the Freight Transportation Advisory Committee, hereinafter referred to as the FTAC, shall serve the MPO in an advisory capacity on freight transportation matters. The membership of the FTAC shall consist of representatives with expertise in matters related to the various aspects of the freight industry including, but not limited to, shipping, warehousing, trucking, airport or water-based transportation operations, freight forwarding, logistics, rail, industrial real-estate, commercial deliveries and wholesale activity. They shall provide guidance and make recommendations to the MPO Policy Board on topics, such as, safety, infrastructure planning and design, commercial loading and parking, land use management, educational events, traffic and delivery management, noise reduction, truck parking, education and enforcement, marine Industries and waterway initiatives, MPO Priorities, and emerging technologies.

The FTAC shall be composed of 20 voting members and an undesignated number of non-voting members. The voting member sponsoring agencies are as listed below.

1. Martin County Public Works
2. Martin County Growth Management
3. Martin County Airport/Witham Field
4. City of Stuart Representative
5. Stuart/Martin County Chamber of Commerce
6. Indiantown Chamber of Commerce
7. Marine Industries Association of the Treasure Coast
8. Port Salerno Commercial Fishing Dock Authority
9. Treasure Coast Regional Planning Council (TCRPC)
10. Florida Department of Transportation: Policy Planning, Freight Coordinator
11. Florida Inland Navigation District (FIND)
12. Florida East Coast Railroad
13. US Customs and Border Protection
14. Florida Trucking Association
15. University of Florida/Institute of Food and Agricultural Sciences (UF/IFAS Martin County Extension
16. Five (5) at-large members representing the transportation freight industry appointed by the MPO

Each FTAC voting member may designate in writing an alternate or alternates from the same sponsoring agency to serve as a replacement in his/her absence. The FTAC shall meet on a semi-annual basis or as needed to provide review of all freight matters prior to MPO action.

1.04 PUBLIC INFORMATION ON THE MPO

All public records of the MPO are open for inspection and examination by appointment at the MPO office, located at 3481 SE Willoughby Boulevard, Suite 101, Stuart, FL 34994, between the hours of 8:30 A.M. to 4:30 P.M.

1.05 PUBLIC ACCESS TO MEETINGS AND WORKSHOPS

All meetings, workshops and proceedings shall be open to the public.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact the MPO Senior Planner (Title VI/Non-discrimination Contact) at (772) 221-1498. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

1.06 RIGHTS OF REVIEW

The FDOT, FHWA, and the FTA shall have the rights of technical review and comment on MPO projects.

If any persons decides to appeal any decision made with respect to any matter considered at the meetings of hearings of any board, committee, agency, council or advisory group, that the person will need a record of proceedings and, for such purposes, may need to insure that the verbatim record of the proceedings is made, which record should include the testimony and evidence upon which the appeal is to be based.

2 AGENDA AND SCHEDULING – Meetings and Workshops

2.01 NOTICE OF MEETINGS AND WORKSHOPS

A. Except in the case of emergency meetings or workshops, the MPO shall give at least five (5) days of public notice of any meeting or workshop by posting on the MPO website and through various communication platforms.

The notice of such meeting or workshop shall provide the following information.

- (1) The date, time and place of the event
- (2) A brief description of the purpose of the event.
- (3) The address where interested persons may obtain a copy of the agenda.

B. The Chair may cancel regular meetings should there be insufficient business on the MPO's tentative agenda or a lack of anticipated quorum.

2.02 AGENDA

A. At least seven days prior to a meeting or workshop, the MPO staff shall prepare and make available an agenda for distribution to members.

B. The agenda shall list the items in the order they are considered provided, however, that for good cause stated in the record by the Chair, items may be considered out of their listed order.

C. The agenda shall be specific as to items to be considered. All matters involving the exercise of agency discretion and policy shall be listed on the agenda.

D. Additional items not included on the meeting agenda may be considered at a meeting if the Chairman or his/her designee feels that the item requires immediate action by the MPO. Such items will be considered as an addition to the agenda and shall be heard in the order adopted by the MPO.

E. An agenda of items to be considered will be available to the public in the Martin County Administration Building, 2401 SE Monterey Road, Stuart, Florida; the MPO office at 3481 SE Willoughby Boulevard, Suite 101, Stuart, Florida; or through the MPO's website at www.martinmpo.com.

2.03 EMERGENCY MEETINGS AND WORKSHOPS

A. The MPO may hold an emergency meeting or workshop notwithstanding the provisions of Rules 2.01 and 2.02, for the purpose of acting upon matters affecting the public health, safety, and welfare.

B. Whenever an emergency meeting or workshop is scheduled to be held, the MPO shall notify, as soon as possible prior to the meeting, at least one major newspaper or major circulation in the Martin County area stating time, date, place, and purpose of the meeting or workshop.

2.04 VIRTUAL PUBLIC MEETINGS.

In some emergency situations, and/or when permitted by an order of the Governor of Florida or Martin County Board of County Commissioners, it may be necessary to conduct public meetings virtually. When this occurs, the MPO shall utilize technology available to provide its Board, committee members, and the public with opportunities for participation in public meetings. Virtual public meetings held by the MPO shall be conducted in accordance to Martin County procedures.

ADOPTED BY THE MARTIN METROPOLITAN PLANNING ORGANIZATION

This 16TH day of September, 2024



Chairman
Martin Metropolitan Planning Organization

09/16/2024

Date

Attest: 

Brittany Truong, Administrative Assistant

09/16/2024

Date

State Emphasis Areas

FDOT Office of Policy Planning has identified planning emphasis areas for Florida MPOs to consider when developing their UPWPs. The emphasis planning areas set planning priorities, support the Florida Transportation Plan, and give importance to topics MPOs are encouraged to address.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a State target of zero traffic fatalities and serious injuries. The Martin MPO adopted the State's "Vision Zero" performance measure targets for safety on February 23, 2026. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP considers enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

The Martin MPO prioritizes safety in all our planning efforts. The 2050 Long Range Transportation Plan (LRTP) addresses safety through safe streets projects and ranking projects based on their impact on reducing fatalities and serious injuries. The MPO will develop a Bicycle, Pedestrian and Trails Master Plan to identify improvements to the transportation network that will increase the safety of alternative modes of transportation. The MPO will also conduct a US-1 South Corridor Congestion Management Study that will make recommendations to improve vehicle, pedestrian, and bicyclist safety along one of the busiest corridors in Martin County.

Resilience

Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts. MPOs were informed that they can address resilience within their planning processes by leveraging tools such as the FHWA Resilience and Transportation Planning Guide and the FDOT Quick Guide: Incorporating Resilience in the MPO LRTP. It should be noted that while these two guides focus primarily on the development of MPO LRTPs and TIPs, addressing resilience needs to be a consideration within every planning document prepared by an MPO. The Martin MPO places a particular emphasis on the coordination with agency partners responsible for natural disaster risk reduction and the agency partners who are developing local resilience planning initiatives. MPOs have been informed that they should consider the additional costs associated with reducing the vulnerability of the existing transportation infrastructure. Proactive resiliency planning helps the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to

flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of the goals in the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

Appendix G

Comments and Responses

Martin MPO FY27-FY28 UPWP - Comments from Reviewing Agencies

FDOT Comments	MPO Response
Add a one line note that audit is conducted via County support and not budgeted as a separate line in the UPWP.	Language added to text on page 25 to state that annual audit is conducted via county support
The AADT acronym appears twice on the acronyms pages.	Acronym list revised to remove repeated acronym.

Appendix H

Revisions



BOARD/COMMITTEE: CITIZENS ADVISORY COMMITTEE (CAC)

AGENDA ITEM #: 6B

MEETING DATE: May 6, 2026

DUE DATE: April 29, 2026

UPWP TASK #: 5

TITLE: DRAFT FY27 – FY31 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PREPARED BY: Bolivar Gomez/Beth Beltran

DOCUMENT(S) REQUIRING ACTION: DRAFT FY27 – FY31 TIP

BACKGROUND

The Transportation Improvement Program (TIP) is the document that contains all Federal, State, and locally funded, and regionally significant transportation projects to be funded in Martin County during the next five fiscal years. This document is updated annually and is based on the FDOT District Four Tentative Work Program that was approved by the MPO Board on November 5, 2025. The Final FY27 – FY31 TIP is scheduled to be adopted by the MPO Board at the June 15, 2026 meeting. To provide 45 days for public review and comment, beginning May 1, 2026, the Draft TIP will be available for public review, both on the MPO website and in hard copy format at local libraries and in the County Administration Building lobby.

ISSUES

At the May 2026 Advisory Committee Meetings, MPO staff will present the DRAFT FY27 – FY31 TIP. The final draft TIP will return to the Advisory Committees in June 2026.

RECOMMENDED ACTION

- a. Motion to approve the DRAFT FY27 – FY31 TIP as presented.
- b. Provide comments on the DRAFT FY27 – FY31 TIP.

FISCAL IMPACT

The Transportation Improvement Program is based upon the Draft Tentative Work Program approved at the November 5, 2025, Policy Board Meeting. It is the vehicle through which State and Federal transportation funds are authorized to be released for Martin County transportation projects.

APPROVAL

MPO

ATTACHMENTS

DRAFT FY27 – FY31 Transportation Improvement Program (TIP)

DRAFT

FY27 – FY31

Transportation Improvement Program (TIP)





FY27 – FY31

Transportation Improvement Program

Adopted by the Martin MPO Board on June 15, 2026

ENDORSEMENT

Sarah Heard
MPO Board Chair

The Transportation Improvement Program of the Martin Metropolitan Planning Organization has been developed consistent with Federal regulations 23 U.S.C. 134(h) and CFR 450 and Florida Statute 339.175(8) in cooperation with the Florida Department of Transportation, and the local member agencies and public transit operators in the Martin MPO Planning Area.

Martin MPO Board

Martin County

Commissioner Sarah Heard, Chair
Commissioner Edward Ciampi
Commissioner Stacey Hetherington
Commissioner Eileen Vargas
Commissioner J. Blake Capps

Town of Sewall's Point

Commissioner Kaija Mayfield

City of Stuart

Commissioner Christopher Collins
Commissioner Sean Reed

Village of Indiantown

Council Member Carmine Dipaolo, Vice Chair

REPORT DOCUMENTATION

TITLE

Martin MPO FY27 – FY31
Transportation Improvement Program

REPORT DATE

June 2026

AUTHORS

MPO Staff

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ACKNOWLEDGEMENTS

The preparation of this report has been funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U. S. Department of Transportation (USDOT), under the Metropolitan Planning Program of the U.S. Code (Title 23, Section 104(f)). The Transportation Improvement Program (TIP) contains all transportation-related projects to be funded by Title 23 and Title 49 funds. The contents of this report do not necessarily reflect the official views or policy of the USDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the Americans with Disabilities Act or language translation services (free of charge) should contact Ricardo Vazquez, Principal Planner (Title VI/Non- discrimination Contact) at (772) 223-7983 or rvazquez@martin.fl.us. Hearing-impaired individuals are requested to telephone the Florida Relay System at #711.

CERTIFICATION

FHWA/ FTA CERTIFICATION

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000).¹ The most recent quadrennial certification was in September 2025, and the next anticipated quadrennial certification will occur in September 2029.

Pursuant to 23 CFR 450.328(a), the FHWA/FTA must jointly find that each metropolitan TIP is based on a “3-C” (continuing, comprehensive, and cooperative) planning process by the MPO, State Department of Transportation, and transit service provider(s). The Martin MPO participated in a State Certification process that is conducted annually by FDOT District Four. No corrective actions were issued by FDOT as part of the most recent State Certification.

¹ Federal Highway Administration Florida Division & Federal Transit Administration Region 4. Certification Report: Port St. Lucie Transportation Management Area – St. Lucie Transportation Planning Organization & Martin Metropolitan Planning Organization. September 2025.

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

- AADT Annual Average Daily Traffic
- AAR Administrative Approval Request
- AARP American Association of Retired Persons
- AASHTO American Association of State Highway & Transportation Officials
- ACES Automated/Connected/Electric/Shared-use
- ADA Americans with Disabilities Act
- AOR Annual Operating Report
- ARC Advocates for the Rights of Challenged
- BDB Business Development Board
- BEBR Bureau of Economic and Business Research
- BOCC Board of County Commissioners
- BPAC Bicycle and Pedestrian Advisory Committee
- BPSAP Bicycle and Pedestrian Safety Action Plan
- CAC Citizens Advisory Committee
- CDC Center for Disease Control
- CDP Census-Designated Place
- CEI Construction Engineering and Inspection
- CFP Cost Feasible Plan
- CFR Code of Federal Regulations
- CIP Capital Improvement Program
- CMS Congestion Management System
- CMP Congestion Management Process
- CPTHSTP Coordinated Public Transit-Human Services Transportation Plan
- 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
- E+C Existing +Committed
- EO Executive Order
- EPA Environmental Protection Agency
- ETAT Environmental Technical Advisory Team
- ETDM Efficient Transportation Decision Making
- FAA Federal Aviation Administration
- FAC Florida Administrative Code
- FAST Act Fixing America’s Surface Transportation
- FCTS Florida Coordinated Transportation System
- FDOT Florida Department of Transportation
- FEC Florida East Coast
- FHWA Federal Highway Administration
- FPTA Florida Public Transportation Association
- FS Florida Statutes
- FSUTMS Florida Standard Urban Transportation Model Structure
- FTA Federal Transit Administration

FTAC..... Freight Transportation Advisory Committee
 FTP Florida Transportation Plan
 FY Fiscal Year
 GIS..... Geographical Information System
 GIS-TM Geographical Information System - Transportation Modeling
 GOS..... Goals, Objectives, and Strategies
 GUI Graphic User Interface
 HOA..... Homeowner’s Association
 HPMS Highway Performance Monitoring System
 ICWW..... Intracoastal Waterway
 IJA Infrastructure Investment and Jobs Act
 ISTEA..... Intermodal Surface Transportation Efficiency Act
 ITS Intelligent Transportation System
 JPA..... Joint Participation Agreement
 LCB-TD..... Local Coordinating Board for the Transportation Disadvantaged
 LCI..... Livable Communities Initiative
 LEP Limited English Proficiency
 LGCP Local Government Comprehensive Plan
 LOGT Local Option Gas Tax
 LOPP List of Project Priorities
 LOS..... Level of Service
 LRTP Long-Range Transportation Plan
 MAP-21 Moving Ahead for Progress in the 21st Century Act
 MARTY..... Martin County Public Transit
 MCTV..... Martin County Television
 MMUNP Multimodal Unfunded Needs Plan
 MOE Measure of Effectiveness
 MPA..... Metropolitan Planning Area
 MPO Metropolitan Planning Organization
 MPOAC MPO Advisory Council
 MTP Metropolitan Transportation Plan (same as LRTP)
 NAAQS National Ambient Air Quality Standards
 NAC..... Neighborhood Advisory Committee
 NEPA National Environmental Policy Act
 NHTSA..... National Highway Traffic Safety Administration
 OA Other Arterials
 OMD Office of Modal Development
 PD&E Project Development & Environmental (Study)
 PE Preliminary Engineering
 PEA..... Planning Emphasis Areas
 PIP Public Involvement Plan
 POP Program of Projects
 PPP..... Public Participation Plan
 RFP..... Request for Proposal
 RFS Request for Service
 RL RTP..... Regional Long Range Transportation Plan
 RTTAC Regional Transportation Technical Advisory Committee
 SEE..... Sociocultural Effects Evaluation

SEFTEC Southeast Florida Transportation Council
 SFRTA..... South Florida Regional Transportation Authority
 SFY State Fiscal Year
 SHSP Strategic Highway Safety Plan
 SIS Strategic Intermodal System
 SOV Single Occupancy Vehicle
 SR..... State Road
 STIP State Transportation Improvement Program
 STRA-21 Surface Transportation Reauthorization Act of 2021
 SUN..... Shared-Use Nonmotorized
 TAC..... Technical Advisory Committee
 TAP Transportation Alternatives Program
 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
 TDM..... Transportation Demand Management
 TDP..... Transit Development Plan
 TD Transportation Disadvantaged
 TDSP..... Transportation Disadvantaged Service Plan
 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
 TPA..... Transportation Planning Agency (same as MPO)
 TPO..... Transportation Planning Organization (same as MPO)
 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 MPO
FY27 – FY31 TIP
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1.0 INTRODUCTION

1.1 MPO OVERVIEW

Established in 1993, the Martin MPO is governed by a Policy Board and serves the residents of Martin County. Planning tasks of the Martin MPO include regional coordination, bicycle and pedestrian planning, mobility management, demographic research, air quality planning, and public involvement processes and updates. As an agency, the Martin MPO also serves its primary function as the coordinator for multi-modal transportation project planning and funding in and through the county with various state agencies responsible for transportation and land use plans as well as adjacent MPOs. On specific regional issues, the Martin MPO partners with the St. Lucie TPO, the Indian River County MPO, the Palm Beach TPA, and the Heartland TPO.

1.2 TIP PURPOSE

The purpose of this Transportation Improvement Program (TIP) is to provide a comprehensive and prioritized listing of transportation projects for FY27-FY31 that is consistent with the 2050 Long Range Transportation Plan (LRTP). It contains all transportation-related projects to be funded by Title 23 and Title 49 funds and regionally significant transportation projects planned for the upcoming five years and is updated annually with funding priority given to the highest-ranked projects from the LRTP Cost Feasible Plan.

The TIP is based on funding data contained within the FDOT Tentative Work Program (also known as the Public Hearing Report), which is developed annually and made public by FDOT prior to the development of the TIP. This report is the result of FDOT working with local agencies to establish priorities for scheduling improvements to the Strategic Intermodal System (SIS), including freight and Intelligent Transportation System (ITS) strategies, Federal interstate highway system, local roadways and MPO priorities concerning transit, pedestrian and bicycle friendly environments and transportation demand management programs.

1.3 ORGANIZATION

Section 1.0 contains a brief overview of the MPO and the purpose of the TIP. It also contains a list of major projects that are considered top priorities. Section 2.0 contains specific items that were considered in the development of this TIP. These items include the Financial Plan, List of Project Priorities, the MPO's overall goals as described within the 2050 LRTP and Performance Measures to meet Federal Highway Administration (FHWA) requirements.

Section 3.0 contains a list of efforts the MPO plans to make in order to obtain public input for the development and approval of the TIP. It will also contain a brief summary of the public comments received and the MPO's response to them. The Appendices contain a list of projects by funding category, the project sheets programmed in Martin County, the Local Capital Improvement Plans and FY25 Federal Obligated Projects. The detailed project sections are based on the FDOT District Four Tentative Work Program as imported on April 7, 2026. Depending on many factors, these lists of projects may potentially change before July 1, 2026. Once the MPO receives a final Work Program from FDOT District Four, this section may be modified.

Because the project portion of the TIP is generated through the Interactive TIP Tool, there can be several variations of the project report. For efficiency and reduction of printed pages, the adopted version shows project details with maps for only the Highway projects. Sections for transit, aviation, Turnpike, and Districtwide list are summarized with project details without location maps. All project details include a summary of costs and revenues by funding source. Because only funded projects and phases are listed in the FDOT District Four Work Program, the costs and revenues are assumed to be equal, demonstrating financial constraint.

1.4 FULL PROJECT COSTS

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects both on and off the SIS will have historical costs and five years of the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational project, there may not be a total cost provided but rather additional details on that program.

The SIS is a network of high-priority transportation facilities that includes the State's largest and most significant commercial service airports, spaceport, deep water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways.

For costs beyond the ten-year window, access to the Long Range Transportation Plan (LRTP) is provided. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project costs are provided in the TIP. The link to the Martin LRTP is https://martinmpo.com/wp-content/uploads/Final_2050LRTP_V11-Opt.pdf.

1.5 TIP AMENDMENTS AND MODIFICATIONS

Once the TIP is adopted, there are times that it must be modified or amended because the MPO does not have direct control of funding resources. This can be accomplished by amendment or administrative modification. TIP Amendments are revisions that involve a major change, including an added or deleted project, a significant change to project cost (an increase of 20% and greater than \$2 million), or a major change to a project scope. Amendments require a review period to gather public comments. During this review and comment period, the TIP will be brought before the MPO Advisory Committees for review, and then before the MPO Policy Board for approval. TIP Administrative modifications are revisions that include minor changes to project costs, funding sources, and project initiation dates. Administrative modifications do not require public review, but staff will present them to the Advisory Committees whenever feasible. Administrative modifications require MPO Policy Board approval. The Martin MPO coordinates all TIP Amendments and Administrative Modifications with FDOT District Four.

1.6 MAJOR PROJECT DESCRIPTIONS

The major multi-modal projects, prioritized by the Martin MPO Policy Board and included in the FDOT Tentative Work Program for federal and state funding, are described below.

- **FM# 419669-3** – Willoughby Blvd from SR-714/Monterey Road to SR-5/US-1: New two-lane road.
Phase: PD&E and P.E.
- **FM# 441699-1** – CR-713/High Meadow Avenue from I-95 to CR-714/Martin Hwy: Add lanes and reconstruct.
Phase: Right of Way
- **FM# 441700-1** – SE Cove Road from SR-76/Kanner Highway to SR-5/US-1: Add lanes and reconstruct.
Phase: Right of Way
- **FM# 446257-1** – US-1 at Kanner Highway: Southbound Right Turn Lane onto Kanner Hwy, includes Triple Left Turn lanes onto US-1 Northbound. Phase: Right of Way and Construction.
- **FM # 447555-1** – SR-710/SW Warfield Blvd at CR-714/SW Martin Highway: Realignment of roadway to flatten curve of SR-714 before intersection at SR-710. Phase: Right of Way, Railroad & Utilities, and Construction.
- **FM# 444415-1** – SR-5/US-1 at Baker Road: Intersection Improvement. Phase: Construction

- **FM# 453333-2** – SR-710 from Martin/Okeechobee County Line to FPL Power Plant Access Road: Add lanes and reconstruct. Phase: P.E., Right of Way, Railroad & Utilities, and Construction.
- **FM# 453333-4** – SR-710/Warfield Blvd from SW Allapattah Road to SW Van Buren Avenue: Add lanes and reconstruct. Phase: Construction
- **FM# 441636-3** – Monterey Road at FEC Railroad: Grade Separation. Phase: Right of Way, P.E., Design Build and Construction
- **FM# 446333-1** – Turnpike/SR-91 from SW Martin Hwy to St. Lucie County Line: Add lanes and reconstruct. Phase: Right of Way, P.E., Railroad & Utilities, and Environmental.

1.7 IMPLEMENTED PROJECTS

The following major projects were implemented from the last two TIP cycles:

FM# 441701-1: SE Cove Road from SR-5/US-1 to Dixie Highway (completed 6/2024)

FM# 446072-1: Salerno Road Sidewalk from SE Willoughby to Southeast Cable Drive (completed 6/2024)

FM# 436870-1: SR-714/SW Martin Highway from SW Citrus Boulevard to SW Martin Downs Boulevard - Widening Project (completed 3/2025)

FM# 441922-1: SE Indian Street from SE Gatehouse Circle to US-1/SE Federal Highway – (completed 6/2025) (SCOP)

FM# 448307-1: City of Stuart – Various Locations Riverside Park Neighborhood Improvements. (completed 10/2025)

2.0 PROGRAM CONSIDERATIONS

2.1 FINANCIAL PLAN

In accordance with Federal Legislation [23 C.F.R. 450.326(k)], the MPO must demonstrate that the TIP is financially constrained. This means that the estimated expenses (or project costs) are consistent with the anticipated revenues for each funding source. Only those projects for which a revenue source has been identified are shown in the TIP to ensure a balance between the costs and revenues.

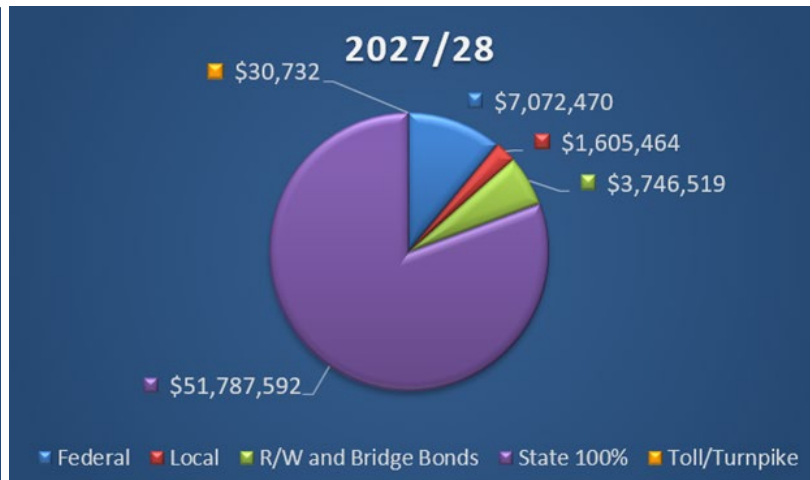
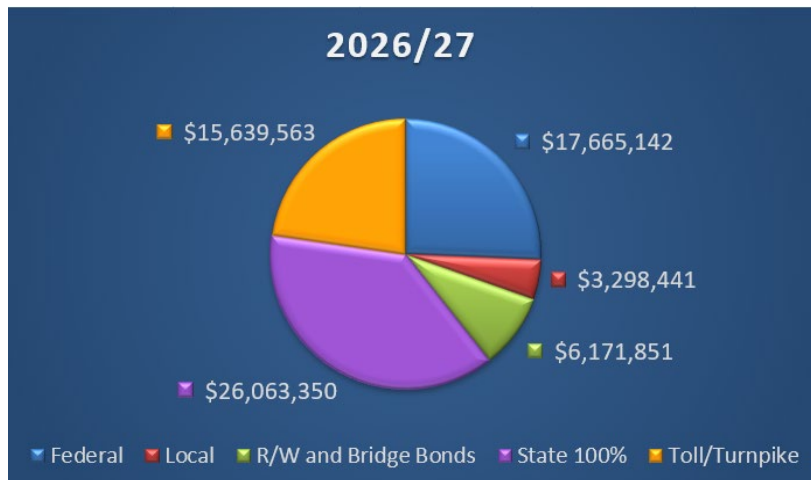
The TIP must include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. However, because the MPO does not have direct control of funding resources, Administrative Modifications or Amendments may have to be made to the TIP during the fiscal year.

The Transportation Improvement Plan (TIP) is financially constrained for each year. Federally funded projects identified in the TIP can be implemented using current proposed revenue sources based on the Florida Department of Transportation (FDOT) Tentative Work Program and locally dedicated transportation revenues. All projects funded by FDOT with Federal or non-Federal dollars are included in a balanced 36-month forecast of cash and expenditures and a five-year finance plan supporting the FDOT Work Program. All local government projects (non-Federally funded) that are included in the TIP are part of member local government's capital improvement programs. The following table provides a summary of total project costs by Federal, State and local funding codes by fiscal year. Note that all project costs are shown in Year of Expenditure (YOE) dollars, meaning the costs reflect the adjusted value of the work at the time the funds will be expended on the project.

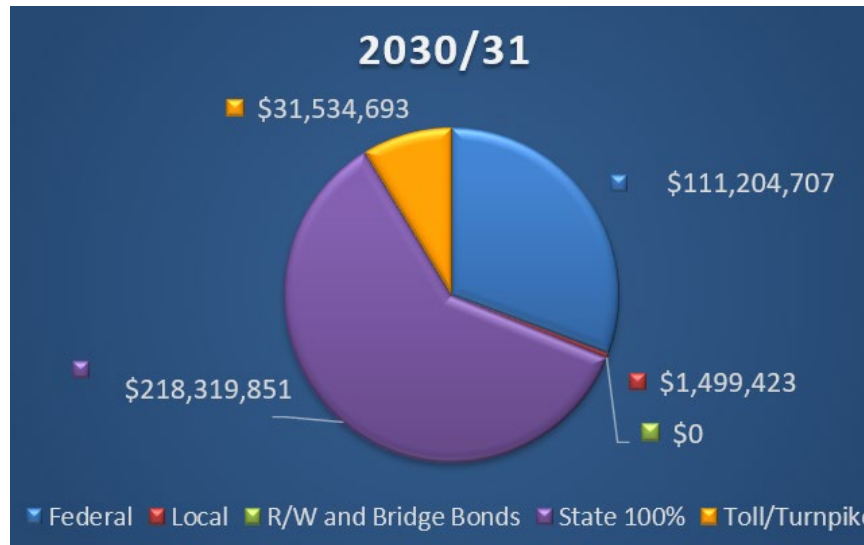
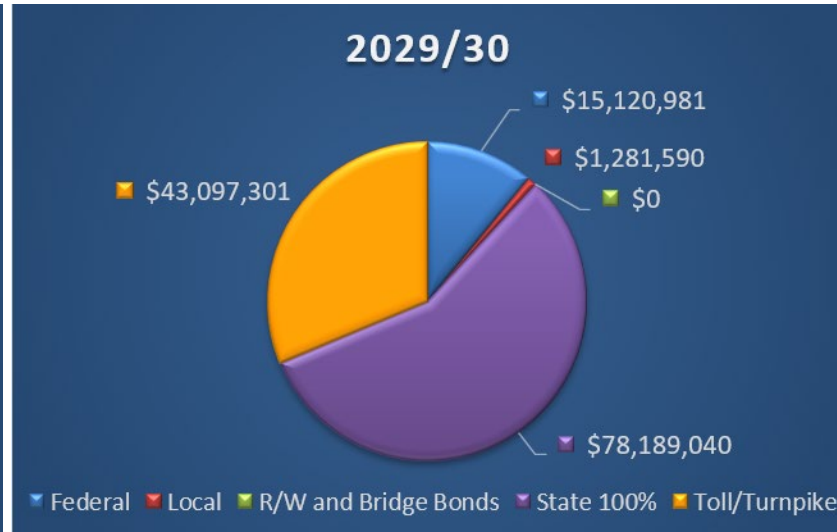
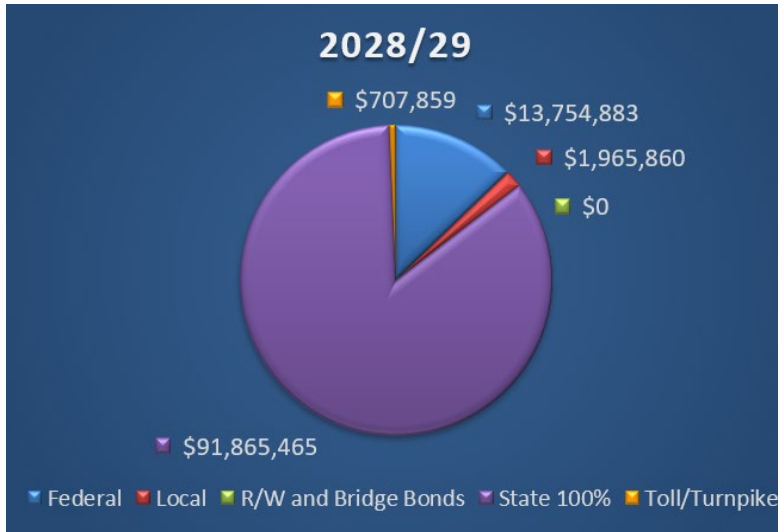
Table 1 – Allocation of Project Costs by Funding Sources and Year

Funding Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Federal	\$17,665,142	\$7,072,470	\$13,754,883	\$15,120,981	\$111,204,707	\$164,818,183
Local	\$3,298,441	\$1,605,464	\$1,965,860	\$1,281,590	\$1,499,423	\$9,650,778
R/W and Bridge Bonds	\$6,171,851	\$3,746,519	\$0	\$0	\$0	\$9,918,370
State 100%	\$26,063,350	\$51,787,592	\$91,865,465	\$78,189,040	\$218,319,851	\$466,225,298
Toll/Turnpike	\$15,639,563	\$30,732	\$707,859	\$43,097,301	\$31,534,693	\$91,010,148
Total	\$68,838,347	\$64,242,777	\$108,294,067	\$137,688,912	\$362,558,674	\$741,622,777

Summary by Funding Sources and Fiscal Year



Summary by Funding Sources and Fiscal Year



2.2 PROJECT SELECTION PROCESS

Per 23 CFR 450.332(c), federally funded projects are selected by the MPO in conjunction with the development of the FDOT Tentative Work Program and through the cooperation of the public transit operator who provides the MPO with estimates of available federal and state funds in order for the MPO to develop its financial plan.

In addition, the 2050 LRTP plays a major role in identifying projects for selection. Contained within the LRTP is an evaluation of existing conditions, an evaluation of projected conditions, the identification of policy and project needs, and a determination of the cost feasibility of implementing these projects.

Both the FDOT Tentative Work Program and the 2050 LRTP provide the basis for establishing project priorities consistent with the planning factors considered in their annual selection, and subsequent development of the TIP under the requirements outlined in Federal legislation.

2.3 PROJECT PRIORITY STATEMENT

As required under 339.175 (8) (b) F.S., the annual list of project priorities was developed based on criteria that included the:

- Approved 2050 Long Range Transportation Plan (LRTP);
- Strategic Intermodal System Plan (SIS);
- Results of the transportation management systems; and
- MPO's public involvement procedures.

Annually MPO staff meet with FDOT staff and local government staff to discuss project priorities. During this process, priorities are identified based on those of the previous year and the priorities listed in the Cost Feasible Plan of the current LRTP. This new list of priorities is discussed with the MPO Advisory Committees and then approved by the MPO Board. These priorities are then submitted to FDOT and used to program projects accordingly.

Surface Transportation Program (STP) Priorities

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

2.4 CHANGES TO PROJECT PRIORITIES

In accordance with 23 CFR 450.326(n)(1), MPOs are required to explain any changes in priorities from previous TIPs.

Changes from last year's TIP were made based on funding availability and construction. The Transportation Alternatives Priorities have been updated to reflect recent Transportation Alternatives Program applications, as well as previously funded projects. The Public Transit Priorities table reflects funding estimates.

The FY27 – FY31 LOPP maintained the widening of SR-710 as the MPO's #1 priority due to the serious injury crashes and fatalities that have occurred along this corridor over the years. SR-710 at CR-609/SW Allapattah Rd. intersection improvements moved up to Priority #3 from being Priority #7. Mid-block pedestrian crosswalks along Monterey Rd. and East Ocean Blvd moved from Priority #11 from Priority #9. Willoughby Blvd Extension currently sits at Priority #10. The Widening Project for CR-713/High Meadows Avenue from I-95 to CR-714/Martin Highway has moved up two priorities and is the MPO's Priority #11. CR-609 resurfacing project from SR-710 to 2,800 feet north of Minute Maid Road is Priority #13. The resurfacing of CR-609 from approximately 3 miles north of Minute Maid Road to the St. Lucie County Line is Priority #14, moving up three spaces from previous Priority #17. Mitigation along N Sewall's Point Road from E Ocean Blvd to NE Palmer Street is Priority #16, having moved up two spots. The addition of right turn lanes and a new traffic signal at Kanner Highway and SW South River Drive is the MPO's Priority #18.

Two new projects were added to the FY27-FY31 LOPP, which include a resurfacing project on SE Pomeroy Street from SR-76/S. Kanner Hwy to SR-5/US-1 (Priority #15), and relocate mast arm upright on southeast corner of SR-A1A/SE Ocean Blvd at SR-714/SE Monterey Rd to provide accessible route (Priority #17).

2.5 LIST OF PROJECT PRIORITIES

The projects in the following tables have been formally reviewed by the MPO Citizen's Advisory Committee, Bicycle and Pedestrian Advisory Committee, and Technical Advisory Committee, and were approved by the MPO Policy Board at its meeting on June 16, 2025.

**Table 2
FY27 – FY31 List of Project Priorities**

FY27 Rank	Facility	Segment Limits		Project Description	2045 LRTP Page	Prev. Rank
		From	To			
1	SR-710	Martin/Okeechobee County Line	FPL Access Rd	Widen from 2-lanes to 4-lanes	76	1
2	SR-710	FPL Access Rd	SE of CR-609/SW Allapattah Rd.	Widen from 2-lanes to 4-lanes	76	1
3	SR-710	At CR-609/SW Allapattah Rd		Intersection Improvements (Signal and Turn Lanes)	128, 132	7
4	SE Cove Rd.	SR-76 / Kanner Hwy.	US-1 / Federal Hwy.	Widen from 2-lanes to 4-lanes including bike lanes and shared use pathway	69	2
5	CR-708/SE Bridge Rd.	Bascule Bridge		Bridge Replacement	132	6
6	SE Commerce Ave.	SE Indian St.	SE Salerno Rd	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks	128, 132	8
7	US-1	At SW Palm City Rd.		Intersection reconstruction/Feasibility Study-Alternative 5	128, 132	9
8	SW Palm City Rd.	Monterey Rd.	US-1	Complete Streets improvements	128, 132	10
9	Monterey Rd. & East Ocean Blvd	Kingswood Ter.	St. Lucie Blvd	Mid-block pedestrian crosswalks	Appx. H, pg. 11	11

FY27 Rank	Facility	Segment Limits		Project Description	2045 LRTP Page	Prev. Rank
		From	To			
10	Willoughby Blvd. Extension	Monterey Rd.	US-1	New 2-lane road with bike lanes and sidewalks/shared use pathways	69	12
11	CR-713/High Meadow Ave	I-95	CR-714/Martin Hwy.	Widen from 2 lanes to 4 lanes with shared-use pathway	69	13
12	SW Citrus Blvd.	SW Hemingway Ter.	SR-710	Resurfacing/shoulder widening and bike lanes/safety improvements	128, 132	15
13	CR-609 / SW Allapattah Rd.	SR-710	2,800 feet north of Minute Maid Rd.	Resurfacing/shoulder widening/southbound left turn lane & traffic signal/CEI	128, 132	16
14	CR-609 /SW Allapattah Rd.	Approx. 3 miles N of Minute Maid Rd	St. Lucie County Line	Resurfacing/shoulder widening/safety improvements	128, 132	17
15	SE Pomeroy St	SR-76 / S Kanner Hwy.	SR-5 / US-1	Resurfacing	132	
16	N Sewall's Point Rd	East Ocean Blvd.	NE Palmer St.	Mitigate for sea level rise impact	87	18
17	SR-A1A / SE Ocean Blvd	At SR-714 / SE Monterey Rd		Relocate mast arm upright on southeast corner to provide accessible route	128	
18	SR-76 / Kanner Hwy.	At SW South River Dr.		New southbound right turn lane at South River Dr. & traffic signal	80	19

Table 3
FY27 – FY31
List of Transportation Alternatives Program (TAP) Priorities

Project Description	2026	2027	2028	2029	Comments
SE Washington St. Sidewalks	\$420,000				Funded
S Dixie Highway Improvements		\$420,000			Funded
SW Bulldog Way Sidewalks			\$462,220		Funded
Fisherman's Cove Sidewalks				\$1,272,261	Pending

**Table 4
FY27 – FY31
Unfunded Safety Priority List**

FY28 Rank	Facility	Segment Limits		Project Description
		From	To	
1	SE Dixie Hwy	SE Osprey St	SE Gleason St	Signal improvements
2	SE Commerce Ave	SE Indian St	SE Salerno Rd	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks
3	Railroad Crossings	Countywide		Second train incoming warning system
4	SW Palm City Rd.	Monterey Rd.	US-1	Complete Streets improvements
5	SW Amaryllis Ave	CSX Crossing		Railroad crossing gates
6	Bridge Rd	@Powerline Drive		Westbound left-turn lane

**Table 5
FY27 – FY31
List of Public Transit Priorities**

Facility/Equipment	Project Location/Description	Estimated Amount	Funding Source	2045 LRTP or TDP Page #	Project Status/Notes
Bus Replacement / Expansion	Rolling Stock	\$146,920	§5339	LRTP pg. 64	Amount of funds programmed is based on anticipated procurements and estimated costs and will change year to year.
Operating	Operating Assistance	\$812,370	§5307	LRTP pg. 64	
Security	1% Security	\$18,104	§5307	LRTP pg. 64	
Safety	.75% Safety	\$13,578	§5307	LRTP pg. 64	

2.6 MPO 2050 LRTP GOALS

The 2050 Long Range Transportation Plan (LRTP) for the Martin MPO is an analysis of the current and projected conditions in the region that will impact the transportation network. It contains an evaluated list of transportation improvements that will be necessary to maintain an adequate level of mobility and to accommodate anticipated population growth. The goals contained in the LRTP guide the transportation planning process in the MPO Planning Area and help to establish project priorities for the TIP.

- **2050 LRTP Goal 1:** An efficient multimodal transportation system that supports economic growth and enhances the quality of life.
- **2050 LRTP Goal 2:** A safe multimodal transportation system that meets the needs of all the users.
- **2050 LRTP Goal 3:** Preserve natural environment, improve resiliency against extreme weather events and promote healthy communities.
- **2050 LRTP Goal 4:** Advance racial equity and support for underserved and disadvantaged communities.
- **2050 LRTP Goal 5:** A transportation system with an ability to harness changes in the future.
- **2050 LRTP Goal 6:** A transportation system that reflects the community's needs and desires.

2.7 Performance Measures

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by the U.S. Congress:

- Improving Safety
- Maintaining Infrastructure Condition
- Reducing Traffic Congestion
- Improving the Efficiency of the System and Freight Movement
- Protecting the Environment
- Reducing Delays in Project Delivery

Federal law requires the FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe how these agencies will cooperatively develop and share information on transportation performance management and target setting.

Highway Safety Measures (PM1)

The first of FHWA’s performance management rules establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Nonmotorized Fatalities and Serious Injuries

Statewide Targets

Safety performance measure targets are required to be adopted annually. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. FDOT established the statewide safety performance targets for calendar year 2026, which can be seen in Table 6 below:

Table 6 – Statewide Safety Performance Targets

Performance Measure	Calendar Year 2026 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT's target for zero traffic fatalities and quantified the policy set by Florida's Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

*"The mission of the Department of Transportation shall be to provide a **safe** statewide transportation system..."*

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by FHWA, the death or serious injury of any person is unacceptable. [The Florida Transportation Plan](#) (FTP), the state's long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state's highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

MPO Safety Targets

MPOs are required to establish safety targets annually within 180 days of when the FDOT established targets. MPOs establish targets by either agreeing to program projects supporting the statewide targets or developing their own quantitative targets for the MPO planning area.

The Martin MPO, along with FDOT and other traffic safety partners, shares a high concern about the unacceptable number of traffic fatalities, both statewide and nationally. As such, on February 23, 2026, the Martin MPO agreed to support FDOT's statewide safety performance targets for calendar year 2026, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

FDOT Safety Planning and Programming

Florida's Strategic Highway Safety Plan

[Florida's Strategic Highway Safety Plan](#) (SHSP), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs, the MPOAC, and other statewide traffic safety partners. The SHSP development process included a review of safety-related goals, objectives, and strategies

in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshape transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated "Safe System" approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safer road users, safer vehicles, safer speeds, safer roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida's safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micromobility, and connected and automated vehicles.

Florida's Highway Safety Improvement Program

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2025 HSIP Annual Report, FDOT reported calendar year 2026 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than the baseline for at least four of the five measures. If this does not occur, FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

In March 2025, FHWA reported the results of its 2023 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2023 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities

and serious injuries) were better than the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA in August 2025.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on the implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs – the HSIP Implementation Plan also documents how additional FDOT and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2025 HSIP Implementation Plan identifies the following key commitments:

- Hazardous Roadway Features and Key Roadway Users.
- Project Identification.
- HSIP Program Overview.
- Project Performance and Progress Tracking.
- Moving Towards Zero.

Florida conducts extensive safety data analysis to understand the state's traffic safety challenges and identify and implement successful safety solutions. Florida's transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historical, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to implement, they are built on proven countermeasures for improving safety and addressing serious crash risks or problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. [FDOT's HSIP Guidelines](#) provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$167 million in HSIP funds for use during FY 24/25 from July 1, 2024 through June 30, 2025. FDOT used a data-driven approach to proactively deploy safety infrastructure investments with Highway Safety Improvement Program funding, strategically aimed at significant reductions in fatal and serious injury crashes. These funds were invested both on and off-system (State roadways were addressed by 544 project items totaling over \$140 million, and Local Roadways were addressed by 163 project items totaling almost \$27 million). A list of HSIP projects can be found in the [HSIP 2025 Annual Report](#). HSIP funding is distributed among FDOT Districts based on a statutory formula. This allows the Districts to have more clearly defined funding levels, which allows them to better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the State Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

Safety Investments in the TIP

The Martin MPO in coordination with FDOT, aims to make roads safe for all users in Martin County and to meet the safety performance targets set on an annual basis. The TIP considers potential projects that fall into specific investment priorities established by the MPO in the Long Range Transportation Plan (LRTP). The process used to develop the MPO's Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. This data is used to help identify regional safety issues and potential

safety strategies for the LRTP and TIP. Consistent with the MPO's 2050 LRTP, the TIP includes funding that is used for programs that improve safety in areas with a high number of bicycle and pedestrian crashes. The TIP also includes planning funds that are used by the MPO to educate and reinforce the message of how to walk, bicycle, and drive safely. For the Martin MPO, this includes programs, projects, and activities such as:

- *Annually launching a 'Call for Projects' for eligible Transportation Alternatives Program (TAP) projects.* TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, and infrastructure projects for enhanced mobility and overall safety. Projects approved by the MPO Grant Screening Committee go through the MPO process, including presentations at the MPO advisory committee and Policy Board meetings for approval.
- Prioritized congestion mitigation projects, such as FM# 441700-1 – Cove Road widening which will include shared-use paths along both sides of the road and FM# 419669-3 – Willoughby Blvd. extension that will include a new two-lane roadway with bike lanes and a shared-use pathway.
- Martin MPO staff attends the Regional Treasure Coast Community Traffic Safety Team (CTST) quarterly meetings. Staff regularly presents upcoming Transportation Planning studies and public outreach previously held within the MPO planning boundary.
- CR-714/SW Martin Highway Realignment at SR-710 this project has been developed as a safety concern to flatten out the curve along CR-714 into Okeechobee County.
- SW Warfield Blvd/SR-710 Widening Project; this roadway is a high crash corridor that has been identified the MPO's as our top priority for safety.
- Walk to School Day/Walk and Roll to School Day are events that the MPO has implemented to ensure the safety of all road users. These events educate students on how to walk or bike to school safely and the benefits of doing so for your physical wellbeing. The MPO partnered with local schools to conduct these events and hopes to partner with more in the future.
- The Martin MPO partnered with FDOT to conduct a Pedestrian Safety Outreach Campaign at Walmart in December of 2024 to share information on safer practices for drivers, pedestrians, and cyclists.

The TIP includes specific investment priorities that support all the MPO's goals including safety, using the prioritization and project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The MPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The FY27 – FY31 TIP includes improving safety conditions County-wide. These projects fall into the categories below. The Martin MPO continues monitoring investments in the TIP and demonstrating progress toward goals and objectives.

- Bicycle Lane/Sidewalk
- Lighting
- Traffic control devices/system
- Safety projects
- Corridor improvements
- Add turning lanes
- Signing and pavement markings

Because safety is inherent in so many FDOT and Martin MPO programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the program of projects in this TIP is anticipated to support progress towards achieving the safety targets.

Pavement and Bridge Condition Measures (PM2)

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of NHS bridges (by deck area) classified as in good condition.
2. Percent of NHS bridges (by deck area) classified as in poor condition.
3. Percent of Interstate pavements in good condition.
4. Percent of Interstate pavements in poor condition.
5. Percent of non-Interstate National Highway System (NHS) pavements in good condition; and
6. Percent of non-Interstate NHS pavements in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements)
- Cracking percent - percentage of pavement surface exhibiting cracking (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements)
- Rutting - extent of surface depressions (applicable to asphalt pavements only)
- Faulting - vertical misalignment of pavement joints (applicable to jointed concrete pavements only); and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

Pavement and Bridge Condition Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for bridge and pavement condition measures. On October 1, 2024, FDOT adopted new Four-Year PM2 and PM3 targets, which are displayed below in Table 7.

Table 7 – Statewide Bridge and Pavement Condition Performance Targets

PM2 - Bridge and Pavement	2-Year Statewide Target	4-Year Statewide Target	New 4-Year Statewide Target
Percent of NHS bridges (by deck area) in good condition	≥ 50%	≥ 50%	-
Percent of NHS bridges (by deck area) in poor condition	≤ 10%	≤ 10%	≤ 5%
Percent of Interstate pavements in good condition	≥ 60%	≥ 60%	-
Percent of Interstate pavements in poor condition	≤ 5%	≤ 5%	-
Percent of non-Interstate pavements in good condition	≥ 40%	≥ 40%	-
Percent of non-Interstate pavements in poor condition	≤ 5%	≤ 5%	-

Source: 2024 Statewide Conditions fdotsourcebook.com.

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors.

- Florida Statute 334.046 mandates FDOT to preserve the state’s bridges and pavement to specific state-defined standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These state statutory guidelines envelope the statewide federal targets that have been established for bridges and pavements.
- In addition FDOT also developed a [Transportation Asset Management Plan](#) (TAMP) for the state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward the achievement of the State’s targets for asset condition and performance of the NHS. FDOT’s current TAMP was submitted on December 30, 2022, and recertified by FHWA on February 23, 2023.

- Further, the federal pavement condition measures require a data collection methodology that is a departure from the methods historically used by FDOT. For bridge condition, performance is measured in the deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA annually to track performance and progress toward the targets. The percentage of Florida’s bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2023 exceeded the established targets. FHWA determined that FDOT made significant progress toward its 2023 PM2 targets.

Pavement and Bridge Condition Targets for Martin MPO

MPOs must set four-year targets for the six bridge and pavement condition measures within 180 days of when FDOT established targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO’s planning area for one or more measures.

On April 21, 2025, the Martin MPO agreed to support the FDOT’s statewide bridge and pavement performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

Pavement and Bridge Investments in the TIP

The Martin MPO TIP reflects investment priorities established in the 2050 LRTP. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance or will replace bridges with a deteriorating condition. Investments in pavement and bridge condition include resurfacing, signing/pavement markings, and bridge replacement/rehabilitation projects. The following are some example projects funded in this TIP that address system preservation/maintenance of pavement and bridge conditions:

- SR-5/US-1 Roosevelt Bridge from SW Joan Jefferson Way to NW Wright Blvd – Signing/Pavement Markings
- SR-5/US-1 from 0.5 Miles S of SR-A1A/SE Dixie Highway to Osprey Street – Resurfacing
- CR-76A/SW 96th Street Arundel Bridge – Bridge Rehabilitation
- Greenriver Parkway from NE Jensen Beach Blvd to Martin County Line – Resurfacing
- SR-714/SE Monterey Road from SW Palm City Road to 400 Ft S of SR-5/US-1 – Resurfacing

- NW Dixie Highway – Bridge Rehabilitation
- CR-A1A/SE Dixie Highway from Cove Road to Jefferson Street – Resurfacing
- SE County Line Road from SE Wooden Bridge Lane to US-1/SR-5 – Resurfacing
- US-1/SR-5 Roosevelt Bridge over St. Lucie River – Bridge Rehabilitation
- SR-A1A/NE Ocean Blvd Ernest F. Lyons Bridge – Bridge Rehabilitation
- SW Kansas Avenue from 100 Ft S of Camp Valor to SW Kanner Highway – Resurfacing
- SE Palm Beach Road from CR-714/SE Monterey Road to SE Ocean Blvd – Resurfacing
- Thomas B. Manuel Bridge – Bridge Rehabilitation

The TIP seeks to address system preservation in the metropolitan planning area and provides funding for targeted improvements. The Infrastructure Maintenance and Congestion Management Goal in the 2050 LRTP includes the objective of Prioritizing improvements that maintain existing roadways and bridges as well as identifying PM2 as a performance measure to monitor progress. Further, investments in pavement and bridge conditions include resurfacing, bridge replacement, and bridge rehabilitation projects in the TIP. The TIP includes over \$46 million in resurfacing and bridge projects.

The projects included in the TIP are consistent with FDOT's Five Year Work Program. Therefore, they reflect FDOT's approach of prioritizing funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

System Performance, Freight, Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles traveled on the Interstate system that are reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. Below is a description of the first three measures.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.

The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses the reliability of the Interstate network by comparing trucks' worst travel times against the travel times they typically experience.

System Performance and Freight Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. Table 8 presents 2024 actual performance as well as the 2023 and 2025 statewide targets.

Table 8 – System Performance and Freight Targets

Performance Measure	2024 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles on the Interstate system that are reliable	80.7%	≥75.0%	≥75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	90.0%	≥50.0%	≥60.0%
Truck travel time reliability (Interstate)	1.54	1.75	2.00

Source: 2024 Statewide Conditions fdotsourcebook.com.

System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) comprises transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT’s capacity investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida’s transportation system and account for a dominant share of the people and freight movement to, from, and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT’s focus on improving the performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA’s TPM program. The [SIS Policy Plan](#) was updated in early 2022, consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures, including mobility, safety, preservation, and economic competitiveness, as part of FDOT’s Strategic Investment Tool (SIT).
- In addition, the [Florida Mobility and Trade Plan](#) (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high-priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT’s State Freight Plan.

System Performance and Freight Targets for Martin MPO

MPOs must establish four-year targets for all three performance measures. They can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for one or more measures for their planning area.

On April 17, 2023 and April 21, 2025, the Martin MPO agreed to support FDOT's statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

System Performance and Freight Investments in TIP

The Martin MPO TIP reflects investment priorities established in the 2050 LRTP. The focus of Martin MPO's investments that address system performance and freight include some of the following example projects detailed in this TIP:

- Willoughby Blvd from Monterey Road to US 1 – New two-lane road
- Cove Road from Kanner Highway to US-1 – Widening
- Monterey Road at FEC Railroad Crossing - Grade Separation
- I-95 Martin Weigh Station – Inspection Barn Upgrades
- Martin Mainline Weigh in Motion (WIM) Screening
- CR-713/High Meadow Ave from I-95 to Martin Hwy – Widening
- Turnpike from SW Martin Hwy to St. Lucie County Line - Widening
- SR 710/Warfield Boulevard Widening projects

The TIP devotes a significant number of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. The Martin MPO TIP reflects priorities in the Martin MPO 2050 LRTP that looked to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. The Infrastructure Maintenance and Congestion Management Goal includes several objectives, such as managing traffic congestion, supporting improvements to major freight corridors, implementing strategies to reduce per capita vehicle miles of travel, and prioritizing funding to support smaller-scale congestion management projects and programs. Further, several performance measures including PM3 are identified to evaluate and prioritize projects. As part of the 2050 LRTP, several strategies were included in the CMP Update. The Martin MPO's

investments in the TIP that address system performance and freight on the NHS include over \$563 million in intersection/congestion management and freight projects.

The projects included in the TIP are consistent with FDOT's Five-Year Work Program. Therefore, they reflect FDOT's approach of prioritizing funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

Transit Asset Management Measures

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term "state of good repair" requires that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 9 identifies the TAM performance measures.

Table 9 – FTA TAM Performance Measures

Asset Category	Performance Measure
1. Equipment	Percentage of non-revenue, support-service, and maintenance vehicles that have met or exceeded their Useful Life Benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, the useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset or the acceptable period of use in service for a particular transit provider's operating environment. ULB considers a provider's unique operating environment, such as geography, service frequency, etc.

Public transportation providers must establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects to support the transit provider targets or establish its own regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate to select performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service, or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other data to FTA. A Tier II provider can establish its own targets or participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

Tier I	Tier II
<p style="text-align: center;">Operates rail service OR ≥ 101 vehicles across all fixed route modes OR ≥ 101 vehicles in one non-fixed route mode</p>	<p style="text-align: center;">Subrecipient of FTA 5311 funds OR American Indian Tribe OR ≤ 100 vehicles across all fixed route modes OR ≤ 100 vehicles in one non-fixed route mode</p>

Transit Asset Management Targets

Martin County Public Transit (MCPT) is the sole Tier II provider of public transit in the Martin MPO planning area. MCPT reviewed and approved TAM targets for each of the applicable asset categories on February 1, 2023 as well as on March 26, 2025 as part of its TAM Plan Annual Update. Table 10 on the following page presents these targets.

Table 10 – MCPT Asset Management Targets

Asset Category	Performance Measure	Asset Class		Performance Target				
				2023	2024	2025	2026	2027
Revenue Vehicles	Age - percent of revenue vehicles within a particular asset class that have met or exceeded their Useful Life	BU	Bus	0%	0%	0%	0%	7%
		CU	Cutaway	0%	0%	0%	0%	100%
Equipment	Age - percent of vehicles within a particular asset class that have met or exceeded their Useful Life	Non-Revenue/ Service Automobile		0%	0%	0%	0%	0%
		Trucks and other Rubber Tire Vehicles		0%	0%	0%	0%	0%
Facilities	Condition - percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance facility (leased)		N/A	N/A	N/A	N/A	N/A

The transit provider's TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the current targets.

MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPOs must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area.

On May 6, 2024, the Martin MPO agreed to support the Martin County Public Transit's TAM targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the provider's targets.

Transit Asset Management Investments in the TIP

The Martin MPO TIP was developed and is managed in cooperation with MCPT. It reflects the investment priorities established in the 2050 LRTP.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of Martin MPO's investments that address transit state of good repair include:

- Section 5307 Formula Funds
- Section 5339 Capital for Bus & Bus Facilities

Transit asset condition and state of good repair is a consideration in the methodology Martin MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all the MPO's goals, including supporting improvements to transit, using a prioritization and project selection process established in the LRTP. This process evaluates

projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. This prioritization process considers factors such as transit supply, demand and cost; system reliability; system performance; maintenance of resources; maintain fleet revenue vehicles; and maintenance of other equipment.

The TIP devotes resources to projects that will maintain and improve transit state of good repair. Investments in transit assets in the TIP include over \$6 million for capital purchases.

The Martin MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM performance targets. The Martin MPO will continue to coordinate with Martin County Public Transit to maintain the region's transit assets in a state of good repair. For more information on these programs and projects, see Section B of the appendix.

Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all operators of public transportation that are recipients or sub-recipients of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the [National Public Transportation Safety Plan](#), which was published on January 28, 2017, and updated on April 9, 2024. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

Each Section 5307 or 5311 public transportation provider in Florida must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida’s transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.¹

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including annual transit safety targets for the federally required measures. Once the public transportation provider establishes safety targets, it must make them available to MPOs to aid in planning. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO’s establish targets when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects to support the transit provider targets or establish its own regional transit safety targets for the MPO planning area. In addition, the Martin MPO must reflect those targets in LRTP and TIP updates.

Transit Agency Safety Targets

MCPT established the transit safety targets identified in Table 11 below on February 24, 2026:

Table 11 – MCPT Safety Performance Targets

Mode of Transit	Fatalities (Total)	Fatalities (Rate per Total VRM)	Injuries (Total)	Injuries (Rate per Total VRM)	Safety Events (Total)	Safety Events (Rate per Total VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	0	0	0	0	29,470
Commuter Bus	0	0	0	0	0	0	19,821
ADA Paratransit	0	0	0	0	0	0	6,085

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document_09112019.docx \(live.com\)](https://www.flhwy.com/ptasp-14-90-guidance-document_09112019.docx)

MPO Transit Safety Targets

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On May 6, 2024, the Martin MPO agreed to support Martin County Public Transit's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

Transit Safety Improvements in the TIP

The Martin MPO TIP was developed and is managed in cooperation with MCPT. It reflects the investment priorities established in the 2050 LRTP. Factors such as travel time reliability, level of service, delay, funding, quality of life, safety (number of fatalities and injury crashes), environment, environmental justice, accessibility to jobs, strategic projects, and community support are considered when creating the LRTP. Transit projects were prioritized consistent with Martin County's Transit Development Plan (TDP), 2025-2034 adopted on May 14, 2024.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The MCPT PTASP is included in the appendix. Transit safety is a consideration in the methodology Martin MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit safety, using a prioritization and project selection process established in the LRTP. This prioritization process considers safety as a factor in this prioritization process.

The TIP is also consistent with the Goals and Objectives in the 2050 LRTP. An objective under Goal #2 in the LRTP is to *support the implementation of strategies that reduce the potential for crashes involving public transit vehicles and facilities*. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area. The Martin MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Martin MPO will continue to coordinate

with MCPT to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair. To read the PTASP, please refer to the Appendices.

2.8 CONSISTENCY WITH REGIONAL AND LOCAL PLANS

The 2050 LRTP was adopted by the MPO on October 8, 2025, after a duly advertised public hearing. The transportation goals found within Martin County's Comprehensive Growth Management Plan and the City of Stuart's Comprehensive Plan are consistent with the goals, objectives, and policies in the 2050 LRTP as well as the Florida Transportation Plan.

To the maximum extent feasible, the TIP is consistent with the 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP), Witham Field Airport Master Plan, the Martin County Transportation Disadvantaged Service Plan, the Transit Development Plan, and the approved Comprehensive Plans of Martin County, the City of Stuart, the Town of Sewall's Point, the Town of Jupiter Island, the Village of Indiantown, and the Town of Ocean Breeze.

2.9 CONGESTION MANAGEMENT PROCESS

Maintenance of a Congestion Management Process (CMP) or System is a requirement for all MPOs under Florida law and for MPOs in Transportation Management Areas under Federal law. A CMP is a tool that provides information needed to evaluate and improve traffic flows. The CMP is intended to help relieve congestion and enhance mobility by establishing methods to monitor and evaluate performance, identify alternative actions, assess and implement cost-effective actions, and evaluate the effectiveness of implemented actions.

Candidate road sections are selected in a three-phase selection. The first phase identifies road segments that have a potential for congestion. The second phase is the development of a preliminary list of congested segments. The third phase is to determine and verify potential congested segments. The map for these candidate road sections can be found in the LRTP under Figure 7.3.4-1. Based on the analysis, there were a total of 14 corridors that were determined to have potential segments for congestion:

- SR-5/US-1/Federal Highway
- Dixie Highway
- SR-714/SE Monterey Road
- SR-732/Jensen Beach Boulevard

- SR-732/NE Causeway Boulevard
- Indian River Drive
- SW Joan Jefferson Way

- S Colorado Avenue
- SW Ocean Boulevard
- SR-714/Martin Highway/SW Martin Downs Boulevard

- SE Dixie Highway/CR-A1A
- CR-713/High Meadow Avenue
- SW Murphy Road

3.0 PUBLIC INVOLVEMENT

3.1 CONSISTENCY WITH PUBLIC INVOLVEMENT PLAN

The TIP was developed in accordance with the adopted MPO Public Participation Plan (PPP). Once the Draft TIP is completed, a notice will be advertised announcing that it is available for a 45-day public review period. During the public review process, the Draft TIP will be made available on the MPO website. It will also be presented at public meetings in conjunction with the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), the Bicycle & Pedestrian Advisory Committee (BPAC), and the MPO Board. After the 45-day review period, the Draft TIP will be brought before the MPO Board for a public hearing and final approval. This process fulfills the public involvement requirements for the Martin County Public Transit (MCPT) Program of Projects (POP) under Section 5307.

As described above, TIP Amendments and Administrative Modifications will also be advertised and made available for public review and comment before being brought before the MPO Board for final review and approval. Comments received during the review period will be summarized by category and addressed through documented modifications to the TIP.

3.2 TIMELINE OF EFFORTS

See Table 12 for the Martin MPO timeline of Public Involvement efforts for this TIP.

**Table 12
Timeline of TIP Public Involvement Efforts**

TASK	DATE
Distribute Draft TIP in the TAC Agenda Packet	27-Apr-26
Distribute Draft TIP in BPAC Agenda Packet	29-Apr-26
Distribute Draft TIP in CAC Agenda Packet	29-Apr-26
Publish Notice of Public Hearing for MPO	30-Apr-26
Begin 45 Days Public Review Period	1-May-26
Post Draft TIP on the MPO Website	1-May-26
Draft TIP in Martin County Government Library locations	1-May-26
Review Draft TIP @ TAC Meeting	4-May-26
Distribute Draft TIP in the MPO Policy Board Agenda Packet	4-May-26
Review Draft TIP @ BPAC Meeting	6-May-26
Review Draft TIP @ CAC Meeting	6-May-26
Send Draft TIP to Federal and State agencies for preliminary review	11-May-26
Review Draft TIP @ MPO Board Meeting	11-May-26
Distribute Final Draft TIP in the TAC Agenda Packet	25-May-26
Distribute Final Draft TIP in the CAC Agenda Packet	27-May-26
Review Final Draft TIP @ TAC Meeting	1-Jun-26
Distribute Final Draft TIP in the BPAC Agenda Packet	1-Jun-26
Review Final Draft TIP @ CAC Meeting	3-Jun-26
Distribute Final Draft TIP in the FTAC Agenda Packet	5-Jun-26
Review Final Draft TIP @ BPAC Meeting	8-Jun-26
Distribute Final Draft TIP in the MPO Board Agenda Packet	8-Jun-26
Review Final Draft TIP @ FTAC Meeting	12-Jun-26
Review and Approve Final TIP @ MPO Board Meeting / Public Hearing	15-Jun-26

3.3 PUBLIC COMMENTS & RESPONSE

Martin County does not have any Tribes or Federal Lands. Thus, the federal requirement to coordinate with these entities does not apply to Martin MPO. Public comments related to the TIP can be submitted in various ways:

Online through the MPO website - www.martinmpo.com

Email - martinmpo@martin.fl.us

Phone - (772) 320-3015

Mail/Hand Delivery – Martin County Public Works Department - 2401 SE Monterey Road, Stuart, FL 34996

TIP Public Hearing – June 15, 2026, at 9:00 AM in the Martin County Administrative Center, 2401 SE Monterey Road, Stuart, FL 34996

Martin MPO Planning Area Map

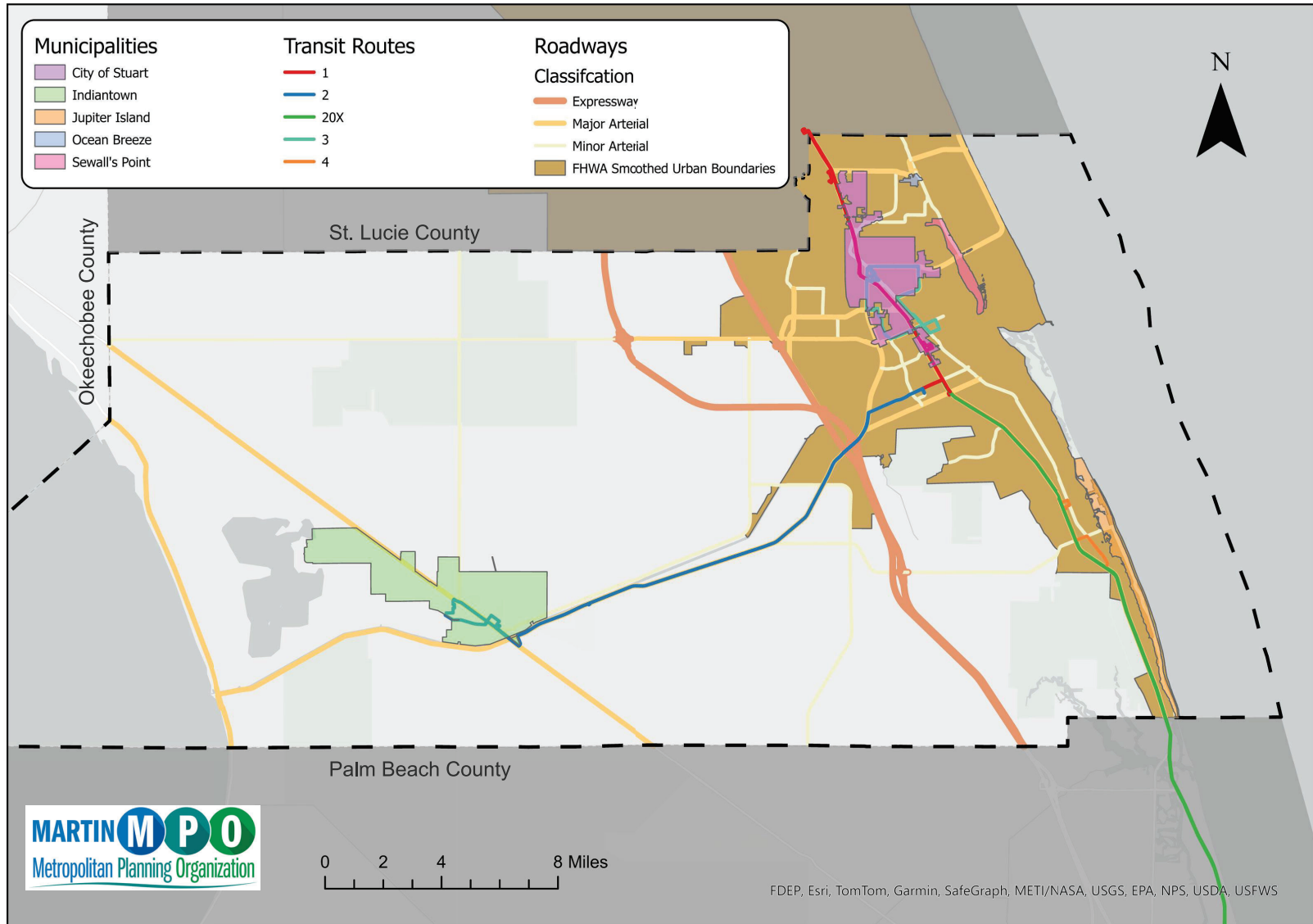


Table 13 – 2025 Federally Obligated Transit Funds

FM#	Project Description	Fund	Work Mix	Phase	2025 Funding
413493	Section 5307 Formula Martin CO Port St. Lucie UZA Large Urban Operating	FTA	Fixed Route	Transit Operating	\$300,290
425977	Martin County Transit Section-5311	FTA	Fixed Route	Transit Operating	\$133,131
N/A	Martin County Transit Section 5307-CARES Act	FTA	Fixed Route	Transit Operating	\$434,499

Table 14 – Transportation Disadvantaged (TD) Program – FY26

Transportation Disadvantaged (TD) services are provided pursuant to Florida Statute 427.015. In Martin County, the MPO is the Designated Official Planning Agency (DOPA) and the Senior Resource Association is the Community Transportation Coordinator (CTC). For FY 2025/26, the Commission for the Transportation Disadvantaged has programmed the following funds for the Martin County TD Program:

Trip & Equipment Grant Allocation					Planning Grant Allocation		
CTD State Funds	Local Cash Match	Voluntary Dollar contributions	Monetary Value of In-Kind Match for Voluntary Dollar Contributions	Total	Planning Funds	Local Match	Total
\$255,725	\$28,413	\$76	\$8	\$284,222	\$26,975	\$0	\$26,975

TD is defined as those persons who, because of physical or mental disability, income status or age are unable to transport themselves or to purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities or other life-sustaining activities. These persons also include children who are handicapped or high-risk or at risk as defined in Ch. 411, F.S.

Safety Plan

for

Marty

Martin County's Public Transit Service



For

Federal Transit Administration

Martin County Board of County Commissioners

Version 5


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1. Transit Agency Information

Transit Agency Name	Martin County Board of County Commissioners		
Transit Agency Address	2401 SE Monterey Road, Stuart, FL 34996		
Name and Title of Accountable Executive	James Gorton, Public Works Director		
Name of Chief Safety Officer or SMS Executive	Ashman Beecher, Transit Administrator		
Mode(s) of Service Covered by This Plan	Fixed Route Bus; Commuter Bus; Paratransit	List All FTA Funding Types (e.g., 5307, 5337, 5339)	5307 5339 5311
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Fixed Route Bus; Commuter Bus; Paratransit This is a contracted service.		
Does the agency provide transit services on behalf of another transit agency or entity?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Description of Arrangement(s) N/A
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	N/A		

2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Ashman Beecher, Transit Administrator	
Approval by the Joint Safety Committee	Date of Approval	
	1/05/2026	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature
	James Gorton, Public Works Director	

Approval by the Board of Directors or an Equivalent Authority	Martin County Board of County Commissioners	Date of Approval
	Approved BOCC meeting agenda item: 26-0492	02/24/2026
	Relevant Documentation (Title and Location)	
Copy of meeting agenda and action summary approving the Agency Safety Plan (ASP), is maintained on file by the Chief Safety Officer, in the Martin County Public Works Department.		

Version Number and Updates

Record the complete history of successive versions of this plan.

Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		New Document	06/02/2020
2	Pages 1-16	Annual Update	11/18/2022
3	Pages 1-19	Annual Update	10/09/2023
4	Pages 1 - 21	Annual Update	11/19/2024
5	Pages 1 - 21	Annual Update	02/24/2026

Annual Review and Update of the Agency Safety Plan

This plan will be reviewed by a Joint labor-management Safety Committee (JSC) and updated by the Chief Safety Officer on an annual basis. The Accountable Executive will review and approve any changes, signing the ASP. The updated ASP will then go to the Board of County Commissioner for final approval.

3. Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. Safety performance targets will be evaluated over a fiscal year period with baseline year Fiscal Year 2025 (October 1, 2024 – September 30, 2025).

Mode of Transit Service	Fatality (Total)	Fatality (per 100k VRM)	Injury (Total)	Injury (per 100k VRM)	Major Safety Event (Total)	Major Safety Event (per 100k VRM)	System Reliability (VRM / failures)
Fixed Route Bus	0	0	0	0	0	0	29,470
Commuter Bus	0	0	2	0.45	0	0	19,821
ADA Paratransit	0	0	0	0	0	0	6,085

Safety Performance Targets (Transit Worker)

Mode of Transit Service	Transit Worker Fatality (Total)	Transit Worker Fatality (Rate per Total VRM)	Transit Worker Injury (Total)	Transit Worker Injury (Rate per Total VRM)	Assault on Transit Worker (Total VRM)	Assault on Transit Worker (Rate per VRM)
Fixed Route Bus	0	0	0	0	0	0
Commuter Bus	0	0	0	0	0	0
ADA Paratransit	0	0	0	0	0	0

Safety Performance Targets (Collisions)

Mode of Transit Service	Total Collisions	Collision (Rate per Total VRM)	Total Pedestrian Collision	Pedestrian Collision (Rate per Total)	Vehicular Collision (Rate per Total VRM)
Fixed Route Bus	2	0.45	1	0.22	0.45
Commuter Bus	1	0.63	0	0	0.63
ADA Paratransit	0	0	0	0	0

Safety Performance Target Coordination

Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.

The Chief Safety Officer shares the ASP, including safety performance targets, with the Martin Metropolitan Planning Organization (MPO) each year after its formal adoption by the Martin County Board of County Commissioners. (MCBOCC) The Chief Safety Officer also provides a copy of our formally adopted plan to the Florida Department of Transportation (FDOT). Transit personnel are available to coordinate with FDOT and the MPO in the selection of FDOT and MPO safety performance targets upon request.

Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	Florida Department of Transportation	02/27/2026
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Martin Metropolitan Planning Organization	02/27/2026

4. Safety Management Policy

Safety Management Policy Statement

including safety objectives.

Martin County’s Public Transit service, Marty is committed to providing safe, secure, clean, reliable, and efficient transportation services to its patrons. This policy statement serves to express management’s commitment to and involvement in providing and maintaining a safe and secure transit system.

In the interest of safety and security, Marty has developed and adopted this Safety Management System (SMS) that complies with 49 CFR PART 673 and is dedicated to the following safety objectives:

- Communicating the purpose and benefits of the SMS to all staff, managers, supervisors, and employees.
- Providing a culture of open reporting of all safety concerns, ensuring that no action will be taken against any employee who discloses a safety concern through Marty’s Employee Safety Reporting Program (ESRP), unless such disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures.
- Providing appropriate management involvement and the necessary resources that will encourage employees to communicate and report any unsafe work conditions, hazards, or at-risk behavior to management.
- Identifying hazardous and unsafe work conditions and investigating any reported safety concerns by employees.

- Establishing safety performance targets that are realistic, measurable, and data driven. Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective.

Marty and its On-Road Contractor are authorized and responsible for maintaining a coordinated safety system in order to identify and prevent unsafe acts and conditions that present a potential danger or threat to public safety. Management commits to maintain and implement the ASP and comply with the policies, procedures, and standards included in this document. All Marty and its On-Road Operator staff is charged with the responsibility of adhering to this ASP. Any violation of safety and security practices is subject to disciplinary actions. Management is ultimately responsible for enforcing the ASP and maintaining a safe and secure system.

Safety Management Policy Communication

The Transit Administrator, who leads SMS activities, communicates SMS updates to transit staff annually or as needed via written communication or in-person meetings. The Marty Safety Management Policy Statement is distributed to each employee and the On-Road Contractor. All parties receiving a copy of the statement and subsequent updates are required to sign for its receipt and acknowledge their responsibility in implementation. Distribution of the Safety Management Policy Statement has also been incorporated into the new-hire training and annual refresher training.

Authorities, Accountabilities, and Responsibilities

<p>Accountable Executive</p>	<p>The Public Works Director serves as Marty’s Accountable Executive with the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Accountable for ensuring that the agency’s SMS is effectively implemented. • Ensures action is taken, as necessary, to address substandard performance in the agency’s SMS. • Assumes ultimate responsibility for carrying out Marty’s ASP, and SMS. • Designates an adequately trained Chief Safety Officer who is a direct report. • Controls and directs human and capital resources needed to develop and maintain the ASP and SMS. • Maintains responsibility for carrying out the agency’s Transit Asset Management Plan.
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<p>Chief Safety Officer or SMS Executive</p>	<p>The Accountable Executive designates the Transit Administrator as Marty’s Chief Safety Officer. The Chief Safety Officer has the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Holds a direct line of reporting to the Accountable Executive. • Has the authority and responsibility for day-to-day implementation and operation of the agency’s SMS. • Manages Marty’s ESRP • Develops Marty’s ASP and SMS policies and procedures. • Advises the Accountable Executive on SMS progress and status.
<p>Agency Leadership and Executive Management</p>	<p>Marty’s Transit Specialist has been identified to have the following authorities and responsibilities for day-to-day SMS implementation and operation of the SMS under this plan.:</p> <ul style="list-style-type: none"> • Complete training on SMS and ASP elements • Oversee day-to-day operations of the SMS
<p>Key Staff</p>	<p>The Contracted On-Road Operations and Safety Manager are responsible for Driver training.</p> <ul style="list-style-type: none"> • Drivers’ Meetings: A permanent agenda item in all monthly Drivers’ Meetings is dedicated to safety. Safety issues are discussed and documented. • Safety Event Investigations • Re-Training
<p>Joint Safety Committee</p>	<p>Pursuant to the requirements of the Bipartisan Infrastructure Law 49 U.S.C § 5329(d)(5) a Joint labor-management Safety Committee (JSC) has been established. The Marty JSC meets quarterly to address safety-related matters, including the annual update of the. PTASP..</p>

Employee Safety Reporting Program

Martin County’s Employee Safety Reporting Program (ESRP) encourages employees or contracted employees to report safety conditions to senior management. Employees may report safety concerns in good faith without fear of retribution in the following ways:

- Report conditions directly to Chief Safety Officer, or Transit Systems Coordinator
- Report conditions anonymously via a locked comment box in the County General Services Yard.
- Comments via a sealed envelope can be dropped off at the County Administration Office at the security desk. Must have the words “For Marty Chief Safety Officer” on the front of the envelope to ensure proper delivery.
- Report conditions at the monthly staff/contractor or driver safety meetings.

- Report conditions electronically in vendor-provided app.

The comment box is checked weekly with any safety comments given directly to the Chief Safety Officer. Any safety conditions identified will be logged into a Safety Risk Register and reviewed by the Chief Safety Officer and addressed through the Safety Risk Management (SRM) process, including documentation by the Joint Safety Committee.

Marty encourages participation in the ESRP by protecting employees that report safety conditions in good faith. However, disciplinary action may be required if the report involves any of the following:

- Willful participation in illegal activity, such as assault or theft.
- Gross negligence, such as knowingly utilizing heavy equipment for purposes other than intended such that people or property are put at risk; or
- Deliberate or willful disregard of regulations or procedures, such as reporting to work under the influence of controlled substances.

5. Safety Risk Management

Safety Risk Management Process

Describe the Safety Risk Management process, including:

- *Safety Hazard Identification: The methods or processes to identify hazards and consequences of the hazards.*
- *Safety Risk Assessment: The methods or processes to assess the safety risks associated with identified safety hazards.*
- *Safety Risk Mitigation: The methods or processes to identify mitigations or strategies necessary as a result of safety risk assessment.*

Marty uses the SRM process as a primary method to ensure the safety of our operations, passengers, employees, vehicles, and facilities. It is a process whereby hazards and their consequences are identified, assessed for potential safety risk, and resolved in a manner acceptable to leadership. The SRM process allows us to carefully examine what could cause harm and determine whether we have taken sufficient precautions to minimize the harm, or if further mitigations are necessary.

Safety Hazard Identification

The safety hazard identification process offers Marty the ability to identify hazards and potential consequences in the operation and maintenance of our system. Hazards can be identified through a variety of sources, including:

- ESRP
- Review of vehicle camera footage.
- Review of monthly performance data and safety performance targets.

- Observations by Transit staff.
- Maintenance reports.
- Comments from passengers
- Daily Vehicle Inspection forms
- Annual Bus Safety Inspections report
- Investigations into safety events, incidents, and occurrences.
- Federal Transit Administration (FTA) and other oversight authorities.

When a safety concern is identified, whatever the source, it is reported to the Chief Safety Officer. Procedures for reporting hazards to the Chief Safety Officer are reviewed during Staff Meetings.

Any identified hazard that poses a real and immediate threat to life, property, or the environment must immediately be brought to the attention of the Accountable Executive and addressed. This means that the Chief Safety Officer believes immediate intervention is necessary to preserve life, prevent major property destruction, or avoid harm to the environment that would constitute a violation of Environmental Protection Agency or Florida State environmental protection standards.

Safety Risk Assessment

The Chief Safety Officer prioritizes safety hazards using Marty’s Safety Risk Matrix. This matrix expresses assessed risk as a combination of one severity category and one likelihood level, also referred to as a hazard rating. For example, a risk may be assessed as “1A” or the combination of a Catastrophic (1) severity category and a Frequent (A) probability level.

This matrix also categorizes combined risks into levels, High, Medium, or Low, based on the likelihood of occurrence and severity of the outcome. For purposes of accepting risk:

- “High” hazard ratings will be considered unacceptable and require action to mitigate the safety risk.
- “Medium” hazard ratings will be considered undesirable and require the Chief Safety Officer to make a decision regarding their acceptability, and
- “Low” hazard ratings may be accepted by the Chief Safety Officer without additional review.

Safety Risk Matrix		1	2	3	4
		Catastrophic	Critical	Marginal	Negligible
A	Frequent	High	High	High	Low
B	Probable	High	High	Medium	Low
C	Occasional	High	Medium	Medium	Low
D	Remote	Medium	Medium	Low	Low
E	Improbable	Low	Low	Low	Low

Using a categorization of High, Medium, or Low allows for hazards to be prioritized for mitigation based on their associated safety risk

Once the Chief Safety Officer has assessed the safety risk, they will document the safety risk assessment, including the hazard rating and mitigation options for each identified safety hazard. The Chief Safety Officer will maintain a file for each identified safety risk for a period of three years from the date of generation.

Safety Risk Mitigation

The Chief Safety Officer will review current methods of safety risk mitigation and establish methods or procedures to mitigate or eliminate safety risk associated with specific hazards. MCPT can reduce safety risk by reducing the likelihood and/or severity of potential consequences of hazards.

Prioritization of safety risk mitigations is based on the results of the safety risk assessments. The Chief Safety Officer tracks and updates safety risk mitigation information in the identified safety risk file.

The Chief Safety Officer will also document any specific measures or activities, such as review, observation, or audits that will be conducted to monitor the effectiveness of mitigation once implemented in a Safety Risk Register.

6. Safety Assurance

Through our Safety Assurance process, Marty:

- Evaluates our compliance with operations and maintenance procedures to determine whether our existing rules and procedures are sufficient to control our safety risk;
- Assesses the effectiveness of safety risk mitigations to make sure the mitigations are appropriate and are implemented as intended.
- Investigates safety events to identify causal factors; and
- Analyzes information from safety reporting, including data about safety failures, defects, or conditions.

Safety Performance Monitoring and Measurement

Describe activities to monitor the system for compliance with procedures for operations and maintenance.

Marty has many processes in place to monitor its entire transit system for compliance with operations and maintenance procedures, including:

- Internal Safety audits
- Compliance with System Safety Program Plan

- Random inspections for safety compliance
- Facility inspections
- Daily Safety/Security data acquisition and analysis
- Daily Vehicle Inspections
- Regular review of onboard camera footage to assess drivers and specific incidents,
- Annual safety inspections
- Investigations of safety complaints
- Event investigations
- External safety audits
- Regular vehicle inspections and preventative maintenance.

Results from the above processes are compared against recent performance trends quarterly and annually by the Chief Safety Officer to determine where action needs to be taken. The Chief Safety Officer enters any identified non-compliant or ineffective activities, including mitigations, and puts them back through the Safety Risk Management Process.

Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended.

Marty monitors safety risk mitigations to determine if they have been implemented and are effective, appropriate, and working as intended. The Chief Safety Officer maintains a list of safety risk mitigations in the Safety Risk Register. The mechanism for monitoring safety risk mitigations varies depending on the mitigation.

The Chief Safety Officer establishes one or more mechanisms for monitoring safety risk mitigations as part of the mitigation implementation process and assigns monitoring activities to the appropriate staff. These monitoring mechanisms may include tracking a specific metric on daily, weekly, or monthly logs or reports; conducting job performance observations; or other activities. The Chief Safety Officer will endeavor to make use of existing Marty processes and activities before assigning new information collections activities.

Marty Chief Safety Officer will review the performance of individual risk mitigations based on the reporting schedule determined for each mitigation and determine if a specific safety risk mitigation is not implemented or performing as intended. If the mitigation is not implemented or performing as intended, the Chief Safety Officer will modify the mitigation or take other action to manage the safety risk.

Describe activities to conduct investigations of safety events, including the identification of causal factors.

Marty conducts safety investigations of events (accidents, incidents, and occurrences, as defined by FTA) to find causal and contributing factors and review the existing mitigations in place at the time of the event.

In the case of any of these events, drivers are required to contact dispatch immediately. Dispatch calls 911 should emergency services be needed. The Operations & Safety Manager will be immediately notified and will be sent to the scene. Each investigation will be documented in a final report that includes a description of the investigation's activities, identified causal factors and any identified corrective action plan. For Specific procedures for conducting safety investigations see Transit's Contractor Corporate Policy Statement for Injury Investigation and Accident/Incident Reporting.

The Final Report and all documentation of the investigation, will be given to the Chief Safety Officer, for determination whether:

- The accident was preventable or non-preventable.
- Personnel require discipline or retraining.
- The causal factor(s) indicate(s) that a safety hazard contributed to or was present during the event; and
- The accident appears to involve underlying organizational causal factors beyond just individual employee behavior.

All records will be maintained by the Chief Safety Officer for a minimum of five years from the date of completion of the investigation.

Describe activities to monitor information reported through internal safety reporting programs.

The Chief Safety Officer will routinely review safety data captured in the ERSP, the monthly safety performance data, customer complaints and other safety communication channels. Any safety conditions identified will be logged into a Safety Risk Register and addressed through the Safety Risk Management (SRM) process.

7. Safety Promotion

Competencies and Training

Describe the safety training program for all agency employees and contractors directly responsible for safety.

Marty 's comprehensive safety training program applies to all agency employees and contractors directly responsible for safety in the agency's public transportation system including:

- Bus Vehicle Operators
- Dispatchers
- Maintenance Technicians
- Managers and Supervisors
- Agency Leadership and Executive Management
- Chief Safety Officer
- Accountable Executive

The scope of the safety training, including annual refresher training, is appropriate to each employee's individual safety-related job responsibilities and their role in the Marty SMS. Safety training is conducted/coordinated by the Operations and Safety Manager, Training Coordinator, and Chief Safety Officer. Basic training requirements, including frequencies and refresher training are documented in the following:

- Marty SSPP, Section 7
- Contractor Safety Management System (SMS) Plan
- Marty Vehicle Maintenance Plan (Maintenance Technicians)
- Martin County Safety Manual
- County personnel safety training is conducted using a software system called NEO GOV there are a minimum of 6 online courses that are required annually, these would include the Accountable Executive and Executive Management.

Operations safety-related skill training includes the following:

- New-hire bus vehicle operator classroom and hands-on skill training
- Bus vehicle operator refresher training
- Bus vehicle operator retraining (recertification or return to work)
- Classroom and on-the-job training for dispatchers
- Classroom and on-the-job training for operations supervisors and managers
- Accident investigation training for operations supervisors and managers

Vehicle maintenance safety-related skill training includes the following:

- Ongoing Vehicle Maintenance Technician skill training
- Ongoing skill training for Vehicle Maintenance Supervisors
- Ongoing Event Investigation training for Vehicle Maintenance Supervisors via contractor web-based platform “Knowledge College”..
- Ongoing hazardous material training for Vehicle Maintenance Technicians and Supervisors

Marty’s Accountable Executive, Chief Safety Officer or SMS Executive, Agency Leadership and Executive Management may take online FTA safety classes through the FTA-sponsored USDOT Transportation Safety Institute (TSI).

Marty requires the On-road and Support Services Contractor to have a comprehensive Transit Operator Development Course in place that promotes safety for transit workers and riders. The topics covered in this course includes:

- Protecting Transit Workers from Assaults
- Protecting pedestrians from collisions
- Preventing rear-end collisions
- Preventing intersection accidents
- Preventing backing accidents
- De-escalation techniques

Safety Communication

Describe processes and activities to communicate safety and safety performance information throughout the organization.

The Joint Safety Committee, Chief Safety Officer, and Training Manager coordinate Marty’s safety communication activities for the SMS.

Safety and safety performance information is communicated to the contractor and County staff during monthly Staff/Contractor meetings and to the Drivers at the monthly Drivers’ Safety Meeting. Information typically conveyed during these meetings includes safety performance statistics, lessons learned from recent occurrences, upcoming events that may impact safety, and information on hazards and safety risks relevant to employees’ roles and responsibilities.

During these meetings the employees are informed of any action taken in response to reports submitted through the ESRP and gives staff and driver’s an opportunity to report any new safety conditions.

Additional Information

Supporting Documentation

Include or reference documentation used to implement and carry out the ASP that are not included elsewhere in this Plan.

Marty aims to reduce safety risks with the use of Performance Measures, Safety Committee recommendations, safety risk mitigations, and de-escalation training.

Marty will maintain documentation related to the implementation of its SMS; the programs, policies, and procedures used to carry out this ASP; and the results from its SMS processes and activities for a minimum of three years after creation. They will be available to the FTA or other Federal or oversight entity upon request.

Documents used to develop the ASP:

- Martin County Emergency Action Plan
- Martin County BOCC Security Policy
- Marty SSPP
- Marty SPP
- Marty Hurricane Plan
- Marty Bomb Threat Procedures
- Marty Vehicle Maintenance Plan
- Marty Event Investigation Procedure
- Senior Resource Association/Martin County Transit PTASP
- Contractor Operator Development Course

Definitions of Special Terms Used in the ASP

Marty incorporates all of FTA's definitions that are in §673.5 of the Public Transportation Agency Safety Plan regulation.

- **Accident** means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
- **Assault on a Transit Worker** means, as defined under U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.
- **Accountable Executive** means a single, identifiable person who has ultimate responsibility for carrying out the Agency Safety Plan (ASP) of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management (TAM) Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's ASP
- **Chief Safety Officer** means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.
- **Collison** means A vehicle/vessel accident in which there is an impact of a transit vehicle/vessel with:
 - Another transit vehicle
 - A non-transit vehicle
 - A fixed object
 - A person(s) (suicide/attempted suicide included)
 - An animal
 - A rail vehicle
 - A vessel
 - A dock
- **Equivalent Authority** means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
- **Event** means any Accident, Incident, or Occurrence.
- **FTA** means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

- **Hazard** means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
- **Incident** means an event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
- **Investigation** means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
- **Injury** means Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.
- **National Public Transportation Safety Plan** means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.
- **Non-major Summary Incident/Event** - means less severe incidents or events that do not meet the requirements of Reportable Events:
- **Occurrence** means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
- **Operator of a public transportation system** means a provider of public transportation as defined under 49 U.S.C. 5302(14).
- **Performance measure** means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
- **Performance target** means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).
- **Public Transportation Agency Safety Plan** means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and this part.
- **Rail fixed guideway public transportation system** means any fixed guideway system that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration, or any such system in engineering or construction. Rail fixed guideway public transportation systems include but are not limited to rapid rail, heavy rail, light rail, monorail, trolley, inclined plane, funicular, and automated guideway.
- **Rail transit agency** means any entity that provides services on a rail fixed guideway public transportation system.
- **Reportable Event** - A safety or security event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a transit maintenance facility or rail yard, during a transit related maintenance activity or involving a transit revenue vehicle that results in one or more of the following conditions:
 - A fatality confirmed within 30 days of the event.

- An injury requiring immediate medical attention away from the scene for one or more person.
- Property damage equal to or exceeding \$25,000.
- Collisions involving transit revenue vehicles that require towing away from the scene for a transit roadway.
- **Risk** means the composite of predicted severity and likelihood of the potential effect of a hazard.
- **Risk mitigation** means a method or methods to eliminate or reduce the effects of hazards.
- **Safety Assurance** means processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation.
- **Safety Committee** means the formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. 5329.
- **Safety Management Policy** means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
- **Safety Management System (SMS)** means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
- **Safety Management System (SMS) Executive** means a Chief Safety Officer or an equivalent.
- **Safety performance target** means a Performance Target related to safety management activities.
- **Safety Promotion** means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
- **Safety risk assessment** means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.
- **Safety Risk Management** means a process within a transit agency's Public Transportation Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.
- **Serious injury** means any injury which:
 - Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received.
 - Results in a fracture of any bone (except simple fractures of fingers, toes, or noses);
 - Causes severe hemorrhages, nerve, muscle, or tendon damage.
 - Involves any internal organ; or
 - Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
- **Small public transportation provider** means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or

fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

- **State** means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.
- **State of good repair** means the condition in which a capital asset is able to operate at a full level of performance.
- **State Safety Oversight Agency** means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR part 674.
- **Transit agency** means an operator of a public transportation system.
- **Transit Asset Management Plan** means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

List of Acronyms Used in the ASP

Acronym	Word or Phrase
ADA	Americans with Disabilities Act of 1990
ASP	Agency Safety Plan (also referred to as PTASP in Part 673)
CFR	Code of Federal Regulations
ESRP	Employee Safety Reporting Program
FDOT	Florida Department of Transportation
FTA	Federal Transit Administration
JSC	Joint Safety Committee
MCBOCC	Martin County Board of County Commissioners
MCPT	Martin County Public Transit (aka Marty)
MPO	Metropolitan Planning Organization
Part 673	49 CFR Part 673 (public Transportation Agency Safety Plan)
SMS	Safety Management System
SPT	Safety Performance Targets
SRM	Safety Risk Management Process
SSPP	System Safety Program Plan
TSI	Transportation Safety Institute
U.S.C.	United States Code
VRM	Vehicle Revenue Miles

Agency Safety Plan		PTASP VERSION	5
Name	Role	Signature	Date
MIKE RILEY	Ops. MANAGER	<i>Mike Riley</i>	1/5/26
Carlitz Newker	dispatcher	<i>Carlitz</i>	1-5-26
<i>Franklin Gonzalez</i>	Driver	<i>[Signature]</i>	1-7-26
<i>Wesley Alford</i>	<i>Maintenance Supervisor</i>	<i>[Signature]</i>	1-7-26
HAROLD BROWN	Harold Brown		
Harold Brown	Supervisor	<i>Harold Brown</i>	1-5-26
By signing above, I agree to the adoption and implementation of this plan /policy as a minimum requirement			



BOARD OF COUNTY COMMISSIONERS

ACTION SUMMARY
FEBRUARY 24, 2026 ~ 9:00 AM

COMMISSION CHAMBERS
2401 SE MONTEREY ROAD, STUART, FLORIDA 34996

COUNTY COMMISSIONERS

Sarah Heard, Chair
Edward V. Ciampi, Vice Chairman
Eileen Vargas
Stacey Hetherington
J. Blake Capps

Don G. Donaldson, P.E., County Administrator
Elysse A. Elder, County Attorney
Carolyn Timmann, Clerk of the Circuit Court and Comptroller

PRESETS

9:05 AM - Public Comment
9:30 AM - Legislative Session Update (DEPT-3)
1:30 PM - Consideration of Unsolicited Proposal for Public-Private Partnership (DEPT-5)
1:35 PM - Evaluation of Unsolicited Proposal for Public-Private Partnership (DEPT-6)
5:05 PM - Accessory Dwelling Units Text Amendment (PH-3)
5:05 PM - Public Comment

CALL TO ORDER AT 9:03 AM

Invocation – Moment of Silence
Pledge of Allegiance - **Jon Szparaga**, US Air Force Veteran & Veterans Services Officer

APPROVAL OF AGENDA

Additional Items – **There were no Additional Items.**
Approval of Agenda – **The Agenda was approved.**

PROCLAMATIONS AND SPECIAL PRESENTATIONS

PROC-1 PRESENT PROCLAMATIONS PREVIOUSLY APPROVED VIA THE CONSENT AGENDA

The Board is asked to present proclamations declaring Charles F. Chapman School of Seamanship Week and commending National Engineers Week in Martin County, Florida.

Agenda Item: 26-0376

ACTION TAKEN: The proclamations were presented.

COMMENTS

Public (9:05 AM) - Please limit comments to three minutes.

Commissioners

County Administrator

CONSENT AGENDA

Approval of Consent Agenda – [The Consent Agenda was approved.](#)

Consent Agenda items are considered routine and are enacted by one motion and will have no action noted, but the "Recommendation" as it appears on the Board item is the approved action.

Discussion of Pulled Consent Items – [n/a](#)

ADMINISTRATION

CNST-1 CONTRACTS THAT MEET THE THRESHOLD FOR BOARD APPROVAL

This item is a placeholder on all Board meeting agendas to streamline the process for items that meet the Board approval threshold. Specific items requiring approval, if any, will be provided by Supplemental Memorandum. If there are no items, a Supplemental Memorandum will not be attached.

Agenda Item: 26-0318 [No items](#)

CNST-2 BOARD OF COUNTY COMMISSIONERS' APPROVAL OF WARRANT LIST FOR DISBURSEMENT VIA CHECKS AND ELECTRONIC PAYMENTS TO COMPLY WITH STATUTORY REQUIREMENTS

Pursuant to Chapter 136.06, Florida Statutes, checks, and electronic payments issued by the Board of County Commissioners are to be recorded in the Board meeting minutes. In compliance with statutory requirements, the Warrant List is added to the Consent Agenda for approval by the Board of County Commissioners. This Warrant List is for disbursements made between January 26 and February 8, 2026. Additional details related to these disbursements may be viewed in the office of the Martin County Clerk of Court and Comptroller or on the Clerk's website.

Agenda Item: 26-0324

CNST-3 BOARD OF COUNTY COMMISSION MINUTES TO BE APPROVED

The Board is asked to approve minutes from the January 27, 2026 regular meeting.

Agenda Item: 26-0613

CNST-4 AIRPORT NOISE ADVISORY COMMITTEE APPOINTMENTS

The Board is asked to make the necessary appointments to the Airport Noise Advisory Committee.

Agenda Item: 26-0355

[RESOLUTION NO. 26-2.9](#)

CNST-5 NOTED ITEMS

Noted items are documents for the Board's information that must be a part of the record but do not require any action.

Agenda Item: 26-0328

CNST-6 ADOPT A PROCLAMATION DESIGNATING MARCH 9-15 AS FLOOD AWARENESS WEEK IN MARTIN COUNTY, FLORIDA

The Board is asked to adopt a proclamation designating March 9-15 as Flood Awareness Week in Martin County, Florida that will be presented at the March 10, 2026 meeting.

Agenda Item: 26-0509

CNST-7 ADOPT A PROCLAMATION DECLARING MARCH 2026 AS IRISH AMERICAN HERITAGE MONTH IN MARTIN COUNTY, FLORIDA

The Board is asked to adopt a proclamation declaring March 2026 as Irish American Heritage Month in Martin County, Florida.

Agenda Item: 26-0538

CNST-8 ADOPT A PROCLAMATION DECLARING SURVEYORS AND MAPPERS WEEK IN MARTIN COUNTY, FLORIDA

The Board is asked to adopt a proclamation declaring Surveyors and Mappers Week in Martin County, Florida that will be presented at the March 10, 2026 meeting.

Agenda Item: 26-0599

PUBLIC WORKS

CNST-9 ADOPT RESOLUTIONS ACCEPTING VARIOUS ROADWAY SEGMENTS INTO THE COUNTY'S ROAD INVENTORY

The Board of County Commissioners is asked to adopt six resolutions accepting various road segments into the County's Road Inventory.

Agenda Item: 26-0475 [RESOLUTION NOS. 26-2.10 through 26-2.15](#)

CNST-10 PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

The Federal Transit Administration (FTA) released a final rule outlining Public Transportation Agency Safety Plan (PTASP) requirements on July 19, 2019. The final rule requires all transit agencies that receives funds under 49 U.S.C. Section 5307 to adopt a PTASP no later than July 20, 2020, and to certify this plan each year thereafter. PTASPs commit transit agencies to designate a Chief Safety Officer and to develop and implement a safety program.

Agenda Item: 26-0492

CNST-11 APPROVAL OF A SECOND AMENDMENT TO LEASE AGREEMENT WITH HOBE SOUND-1 LLC, FOR THE CONTINUED USE OF THE CONSOLIDATED SATELLITE OFFICE SPACE CURRENTLY USED BY THE CONSTITUTIONAL OFFICES IN HOBE SOUND

Approval of the Second Amendment to the Lease Agreement with Hobe Sound-1, LLC, a Florida limited liability company (Landlord), to add a five-year extension to the current lease agreement terms for the continued use of the satellite office space utilized by the Constitutional Offices in Phase II of Island Crossings in Hobe Sound.

Agenda Item: 26-0522

BOARD AND COMMITTEE APPOINTMENTS

B&C-1 HEALTH FACILITIES AUTHORITY APPOINTMENTS

After solicitation of applicants due to members' term expiring, the Board is asked to make the necessary appointments to the Health Facilities Authority.

Agenda Item: 26-0383

RESOLUTION NO. 26-2.16

ACTION TAKEN: The Board re-appointed Louis Mark Cocorullo and appointed Geraldine Genco for terms to begin February 24, 2026 and end February 23, 2030 and authorized the Chair to sign the Resolution of Appointment and Chair letter and certificate for Mr. Waddell.

B&C-2 ANIMAL CARE AND CONTROL OVERSIGHT BOARD APPOINTMENT

After solicitation of applicants, the Board is asked to make the necessary appointment to the Animal Care and Control Oversight Board.

Agenda Item: 26-0503

RESOLUTION NO. 26-2.17

ACTION TAKEN: The Board re-appointed Rita C. Nelson for a term to begin March 28, 2026 and end March 27, 2030 and authorized the Chair to sign the Resolution of Appointment and Chair letter and certificate for Mrs. Nelson.

B&C-3 INDUSTRIAL DEVELOPMENT AUTHORITY APPOINTMENT

After solicitation of applicants due to a member resigning, the Board is asked to make the necessary appointment to the Industrial Development Authority.

Agenda Item: 26-0356

RESOLUTION NO. 26-2.18

ACTION TAKEN: The Board appointed Jaime Elfert for a term to begin immediately and end September 14, 2026 and authorized the Chair to sign the Resolution of Appointment.

PUBLIC HEARINGS

PH-1 PUBLIC HEARING TO CONSIDER ADOPTION OF AN ORDINANCE AMENDING CHAPTER 111, ARTICLE 5, FALSE ALARM REDUCTION, GENERAL ORDINANCES, MARTIN COUNTY CODE AND ADOPTION OF A RESOLUTION ESTABLISHING AN ADMINISTRATIVE FEE FOR APPEALS

This is a public hearing to consider adoption of an ordinance amending Chapter 111, Article 5, False Alarm Reductions, General Ordinances, Martin County Code and adoption of a resolution establishing an administrative fee for appeals. The revisions to the False Alarm Ordinance were requested by the Martin County Sheriff's Office and the Martin County Code Enforcement Division.

Agenda Item: 26-0530

ORDINANCE NO. 1268 and RESOLUTION NO. 26-2.19

ACTION TAKEN: The Board adopted the Ordinance amending the False Alarm Reduction Ordinance and adopted a Resolution establishing an administrative fee for appeals under False Alarm Reduction Ordinance.

PH-2

PUBLIC HEARING TO CONSIDER ADOPTION OF AN ORDINANCE AMENDING DIVISION 6, SITE DEVELOPMENT STANDARDS, ARTICLE 11, PLANNED MIXED-USE VILLAGE, LAND DEVELOPMENT REGULATIONS, MARTIN COUNTY CODE, REGARDING EXCAVATION STANDARDS

This is a request by Gunster, Yoakley & Stewart, P.A., on behalf of Mattamy Palm Beach LLC, for approval of an amendment to Division 6, Site Development Standards, Article 11, Planned Mixed-Use Village, Land Development Regulations, Martin County Code, to add excavation standards for projects within the Planned Mixed Use Village Zoning District.

Agenda Item: 26-0529

ORDINANCE NO. 1269

ACTION TAKEN: The Board received and filed the agenda item and all attachments as an exhibit and adopted the Ordinance amending Article 11, Planned Mixed-Use Village, Land Development Regulations, Martin County Code.

PH-3

LEGISLATIVE PUBLIC HEARING TO CONSIDER ADOPTION OF AN ORDINANCE AMENDING ARTICLE 3, ZONING DISTRICTS, LAND DEVELOPMENT REGULATIONS, MARTIN COUNTY CODE, REGARDING ACCESSORY DWELLING UNITS, (LDR 25-03) A TEXT AMENDMENT

This is a request, initiated by the Board of County Commissioners (BCC), to amend Divisions 1, 2, 3, 4, and 7, Article 3, Zoning Districts, Land Development Regulations, Martin County Code, changing the text regarding Accessory Dwelling Units (ADUs) in the furtherance of affordable housing. 5:05 PM PRESET

Agenda Item: 26-0443

ORDINANCE NO. 1270

ACTION TAKEN: The Board adopted the Ordinance amending Article 3, Zoning Districts, Land Development Regulations, Martin County Code.

PH-4

FUND BALANCE ADJUSTMENTS THAT ARE NECESSARY FOR FISCAL YEAR 2026

Each year staff reviews fund balance, monies which are not expended at the end of each fiscal year and amends the budget accordingly. These adjustments are for projects that were planned and approved in Fiscal Year (FY) 2025 but not completed prior to September 30, 2025. Funds that are remaining that are not for a specific project in Fiscal Year 2026 will be placed in reserves

Agenda Item: 26-0536 Supplemental Memorandum

ACTION TAKEN: The Board adopted the Budget Resolutions to amend the various taxing authorities and non-taxing authority funds to allocate available monies from the adopted fund balance and other revenue sources in the FY26 Budget.

RESOLUTION NOS. 26-2.20 through 26-2.45

**DEPARTMENTAL
ADMINISTRATION****DEPT-1 OFFICE OF MANAGEMENT AND BUDGET ITEMS WHICH REQUIRE BOARD
APPROVAL**

This is a placeholder on all Board meeting agendas to streamline the process for grant applications, awards, budget resolutions, budget transfers from reserves, and CIP amendments. Specific items requiring approval, if any, will be provided by Supplemental Memorandum.

Agenda Item: 26-0334 Supplemental Memorandum (6 items)

ACTION TAKEN:

1. Permission to Apply for the American Association of Retired Persons (AARP) Community Challenge Grant - The Board authorized the Human Services Director or designee to apply for the AARP Community Challenge Grant.
2. Permission to Apply for the FY26 Small County Outreach Program (SCOP) Grant through the Florida Department of Transportation (FDOT) for the SW 84th Avenue and SW Busch Street Resurfacing and Reconstruction Project - The Board adopted a Resolution authorizing the Director of the Public Works Department, or designee, to apply for the FDOT – SCOP grant for the SW 84th Avenue and SW Busch Street Resurfacing and Reconstruction Project and authorized the Director of the Public Works Department, or designee, to sign other non-monetary documents related to this grant application upon review and concurrence of the County Attorney's Office. RESOLUTION NO. 26-2.46
3. Permission to Apply for the FY26 Small County Outreach Program (SCOP) Grant through the Florida Department of Transportation (FDOT) for the SW Sunset Trail Resurfacing and Reconstruction Project - The Board adopted a Resolution authorizing the Director of the Public Works Department, or designee, to apply for the FDOT – SCOP grant for the SW Sunset Trail Resurfacing and Reconstruction Project and authorized the Director of the Public Works Department, or designee, to sign other non-monetary documents related to this grant application upon review and concurrence of the County Attorney's Office. RESOLUTION NO. 26-2.47
4. Permission to Apply for the Fiscal Year 2026 Florida Fish and Wildlife Conservation Commission (FFWCC) State Wildlife Grant (SWG) for the MC-2 Shoreline Stabilization Project - The Board authorized the Public Works Director or designee to apply for the FY26 FFWCC SWG program funding for the MC-2 Shoreline Stabilization Project.
5. Permission to Accept the Florida Department of Environmental Protection (FDEP) Grant QG030, S-1 Canal Channel Enhancement Project - The Board authorized the Chair to execute the FDEP Grant Agreement QG030, S-1 Canal Channel Enhancement Project; authorized the County Administrator or designee to execute any future non-monetary grant-related documents upon review and concurrence of the County Attorney's Office; adopted the Budget Resolution; and adopted the FY26 S-1 Canal Channel Enhancement CIP sheet. RESOLUTION NO. 26-2.48
6. Permission to Accept the FY26 Department of Children and Families (DCF) Water Safety Campaign Rip Current Simulator for Ocean Rescue – The Board adopted the Budget Resolution. RESOLUTION NO. 26-2.49

DEPT-2 CONTRACTS THAT MEET THE THRESHOLD FOR BOARD APPROVAL \$1 MILLION OR GREATER

This item is a placeholder on all Board meeting agendas to streamline the process for items that meet the Board approval threshold. Specific items requiring approval, if any, will be provided by Supplemental Memorandum. If there are no items, a Supplemental Memorandum will not be attached.

Agenda Item: 26-0465 **No items**

ACTION TAKEN: No action needed.

DEPT-3 LEGISLATIVE SESSION UPDATE

Each year the Board of County Commissioners adopts a state legislative program that sets the appropriations and policy priorities for the county. This presentation will discuss the 2026 Legislative Priorities, the successes, and any additional direction needed within the legislative program.

Agenda Item: 26-0609

9:30 AM PRESET

ACTION TAKEN: The Board heard the presentation.

DEPT-4 ART IN PUBLIC PLACES PROGRAM MANUAL AND BUDGET REVIEW FOR APPROVAL

The Martin County Art in Public Places (AIPP) program requests approval of the refreshed, updated Art in Public Places Program Manual, review of the current FY 2026 Budget, program activities/projects and the AIPP inventory.

Agenda Item: 26-0520

ACTION TAKEN: The Board approved the AIPP Program Manual update and the FY 2026 Budget.

GENERAL SERVICES

DEPT-5 PUBLIC MEETING FOR CONSIDERATION OF UNSOLICITED PROPOSAL FOR PUBLIC-PRIVATE PARTNERSHIP (P3) TO BUILD MARTIN COUNTY OPERATIONS FACILITY

In accordance with Section 255.065(3)(c), Florida Statutes, Martin County has received an unsolicited Public-Private Partnership (P3) proposal from Florida Development Solutions, LLC. to design, build, and convey a Maintenance and Operations Facility. This item is being presented to the Board for consideration and to provide the public with an opportunity to provide public comment.

Agenda Item: 26-0618 **Supplemental Memorandum**

1:30 PM PRESET

ACTION TAKEN: The Board denied acceptance of this item.

DEPT-6 PUBLIC MEETING FOR EVALUATION OF UNSOLICITED PROPOSAL FOR PUBLIC-PRIVATE PARTNERSHIP (P3) - SECOND REQUIRED MEETING

This item represents the second of three required public meetings under Section 255.065(3)(c), Florida Statutes, for consideration of an unsolicited Public-Private Partnership proposal for a Martin County Operations Facility. Following Board direction at the December 2, 2025, meeting, staff has completed its evaluation of the proposal. This meeting presents the statutory findings, provides an opportunity for public comment, and includes the required statement explaining why the proposal should proceed.

RESOLUTION NO. 26-2.50

Agenda Item: 26-0480

1:35 PM PRESET

ACTION TAKEN: The Board received the statutory evaluation findings, considered public comments, adopted the Resolution affirming the public interest determination pursuant to Section 255.065(3)(c), Florida Statutes, and directed staff to proceed with the remaining required steps, including scheduling a third public meeting and enter into negotiations for a comprehensive agreement.

GROWTH MANAGEMENT

DEPT-7 UPDATE ON CHANCEY BAY ANIMAL PROCESSING FACILITY

Staff presentation regarding a proposed, but now withdrawn, major site plan application for an animal processing facility in western Martin County.

Agenda Item: 26-0474

ACTION TAKEN: The Board heard the presentation. The Board directed staff to discuss this with the property owners and the County Attorney's Office will research this matter.

UTILITIES AND SOLID WASTE

DEPT-8 REQUEST FOR BOARD APPROVAL TO CONDUCT A FEASIBILITY STUDY REGARDING COUNTY ACQUISITION OF SOUTH MARTIN REGIONAL UTILITY (SMRU)

Jupiter Island has requested that Martin County consider potential acquisition of South Martin Regional Utility (SMRU) wastewater plant operations due to the need for significant facility upgrades. This item requests Board approval to conduct a feasibility study evaluating acquisition options, infrastructure requirements, and financial impacts. The study will assess whether wastewater flows could be conveyed to the County's Tropical Farms Wastewater Treatment Plant as a potentially lower-cost alternative to constructing a new facility.

Agenda Item: 26-0602

ACTION TAKEN: The Board approved staff's request to conduct a feasibility study evaluating the potential acquisition of South Martin Regional Utility water and wastewater plant operations, including consideration of utilizing the County's Tropical Farms Water and Wastewater Treatment Plant as a service alternative.

PUBLIC - PLEASE LIMIT COMMENTS TO THREE MINUTES.

ADJOURNED AT 5:30 PM

The next meeting is March 10, 2026.

Martin County Public Transit (Marty)
FY2023 – FY2027 Transit Asset Management Plan
Annual Update
03/26/2025



Mission Statement

Provide a reliable, safe, and efficient public transit system to Martin County residents.

About Marty

Martin County Board of County Commissioners is a designated recipient of Federal Transit Administration (FTA) Operating and Capital Assistance funds, pursuant to Section 49 U.S.C. Chapter 53.

Martin County is managed by a five-member Board and oversees the public transit service known as the Marty in Martin County, Florida.

Marty provides service under the Purchased Transit model whereas a contractor(s) is hired to perform some of its operating tasks through a competitive bid process.

Marty has three transit locations in which work is performed. Administration, planning, trip reservation, and field operations are conducted from 2401 SE Monterey Rd, Stuart, FL. Fueling, bus washing, overnight parking and pre-trip inspections are conducted from 2225 SE Avenger Circle, Stuart FL. The vehicle maintenance and dispatching services are performed at 3210 SE Slater Street, Stuart FL.

Marty operates four fixed routes and Americans with Disabilities Act (ADA) complementary Paratransit services, within a defined service area of the County, as well as a Commuter bus service which provides connection to the urbanized area south of Martin County. Marty's hours of operation are between 6:00am and 8:00pm, Monday thru Friday.

Acknowledgements

Marty TAM Plan Administrative Staff

James Gorton, Public Works Director, FTA Authorized Representative

Ashman Beecher, Transit Administrator & TAM Program Coordinator

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Executive Summary

A Transit Asset Management (TAM) Plan is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies, to keep transit systems in a State of Good Repair (SGR). By implementing a TAM Plan, the benefits include:

- Improved transparency and accountability for safety, maintenance, asset use, and funding investments.
- Optimized capital investment and maintenance decisions.
- Data-driven maintenance decisions.
- System Safety & Performance outcomes.

The consequences of an asset not being in SGR include:

- Safety risks (accidents per 100,000 revenue miles).
- Decreased system reliability (on-time performance).
- Higher maintenance costs.
- Lower system performance (missed runs due to breakdown).

Transit Asset Management Plan (TAM) Plan Policy:

Marty has developed this TAM Plan to aid in: (1) Assessment of the current condition of capital assets; (2) determine what condition and performance of its assets should be (if they are not currently in a State of Good Repair); (3) identify the unacceptable risks, including safety risks, in continuing to use an asset that is not in a State of Good Repair; and (4) deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.

Agency Overview

Martin County's public transit service, Marty, provided over 118K unlinked passenger trips in FY2024 on its fixed route, Commuter Bus, and ADA paratransit service.

Below is the inventory of vehicles used to provide the Marty program:

- 11 County owned, Fixed Route, heavy duty vehicles
- 3 County owned, Commuter Bus, heavy duty vehicles
- 5 County owned, Paratransit vehicles
- 3 County owned, Driver transfer, compact vehicles
- 1 County owned, non-revenue, pickup truck
- 1 County owned, Driver transfer, SUV

SECTION 1: INTRODUCTION & APPLICABILITY

Marty is committed to operating a public transit system that offers reliable, accessible, and convenient service with safe vehicles.

Transit Asset Management (TAM) is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of State of Good Repair (SGR).

The County is currently operating as an FTA-defined Tier II transit operator in compliance with (49 CFR S.S. 625.45 (b)(1)). Tier II transit providers are those transit agencies that do not operate rail fixed guideway public transportation systems and have 100 or fewer vehicles in fixed-route revenue service during peak regular service or have 100 or fewer vehicles in general demand response service during peak regular service hours.

This TAM Plan provides an outline of how Marty will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. The County's approach to accomplish an SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based on quality of information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at a minimum practicable cost. This document shall cover a "horizon period" of time (10/1/2023 to 9/30/2027). This TAM Plan shall be amended during the four-year horizon period when there is a significant change to staff, assets, and/or operations occurring at the County.

The Accountable Executive:

Per FTA TAM requirements, each transit operator receiving FTA funding shall designate an "Accountable Executive" to implement the TAM Plan. The County's Accountable Executive shall be the County Public Works Director. The County's Accountable Executive must balance transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out the TAM Plan and public transportation agency safety plan.

The Accountable Executive shall be responsible for ensuring the development and implementation of the TAM Plan, in accordance with S.S. 625.25 (Transit Asset Management Plan requirements). Additionally, the Compliance & TAM Program Coordinator shall be responsible for ensuring reporting requirements in accordance with both 49 CFR § 625.53 (Recordkeeping for Transit Asset Management) and 49 CFR § 625.55 (Annual Reporting for Transit Assessment Management) are completed. Furthermore, the Accountable Executive shall approve the annual asset performance targets, TAM Plan document and SGR Policy. These required approvals shall be self-certified by the Public Works Director via the annual FTA Certifications and Assurances forms in TrAMS.

TAM Plan Elements

As a Tier II transportation provider, Marty has developed and implemented a TAM Plan containing the following elements:

- (1) Asset Inventory Portfolio: An inventory of the number and type of capital assets to include Rolling Stock.
- (2) Asset Condition Assessment: A condition assessment of those inventoried assets for which the County has direct ownership and capital responsibility.
- (3) Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools that the County uses to estimate capital investment needs over time and develop its investment prioritization.
- (4) Investment Prioritization: Marty's project-based prioritization of investments, developed in accordance with § 625.53.

Definitions

Accountable Executive: Means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of the public transit agency; responsibility for carrying out transit asset management practices; and control or direction over human and capital resources needed to develop and maintain both the agency's public transit agency safety plan, in accordance with 49 U.S. Code § 5329 (d), and the agency's transit asset management plan in accordance with 49 U.S. Code § 5326.

Asset Category: Means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset Class: Means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

Asset Inventory: Means a register of capital assets, and information about those assets.

Capital Asset: Means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transit.

Decision Support Tool: Means an analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

Direct Recipient: Means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment: Means an article of nonexpendable, tangible property having a useful life of at least one year.

Exclusive-Use Maintenance Facility: Means a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

Facility: Means a building or structure that is used in providing public transportation.

Full Level of Performance: Means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Horizon Period: Means the fixed period of time within which a transit provider will evaluate the performance of its TAM Plan. FTA standard horizon period is four years.

Implementation Strategy: Means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Infrastructure: Means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Investment Prioritization: Means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Key Asset Management Activities: Means the cost of managing an asset over its whole life.

Life-Cycle Cost: Means the cost of managing an asset over its whole life.

Participant: Means a tier II provider that participates in a group TAM plan.

Performance Measure: Means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance Target: Means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

Public Transportation System: Means the entirety of a transit provider's operations, including the services provided through contractors.

Public Transportation Agency Safety Plan: Means a transit providers documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.

Recipient: Means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a sub recipient.

Rolling Stock: Means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Service Vehicle: Means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

State of Good Repair: (SGR): Means the condition in which a capital asset is able to operate at a full level of performance.

Sub recipient: Means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

TERM Scale: Means the five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0 – Excellent, 4.0 – Good, 3.0 – Adequate, 2.0 – Marginal, and 1.0 – Poor.

Tier I Provider: Means a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

Tier II Provider: Means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a sub recipient under the 5311 Rural Area Formula Program, (3) or any American Indian Tribe.

Transit Asset Management (TAM): Means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

Transit Asset Management (TAM) Plan: Means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit Asset Management (TAM) Strategy: Means the approach a transit provider takes to carry out its policy for TAM including its objectives and performance targets.

Transit Asset Management (TAM) System: Means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycle of those assets.

Transit Provider (provider): Means a recipient or sub recipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life: Means either the expected life cycle of a capital asset or the acceptable period of use in a service determined by FTA.

Useful life benchmark (ULB): Means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

State of Good Repair (SGR) Standards Policy

A capital asset is in a state of good repair (SGR) when each of the following objective standards are met:

- (1) If the asset is in a condition sufficient for the asset to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transit system are in a SGR.
- (2) The asset is able to perform its manufactured design function.
- (3) The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility.
- (4) The assets life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements (ULB).

The TAM Plan allows Marty to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle and enhances the ability to maintain an SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level.

Marty shall establish annual TAM goals, which are separate from annual SGR performance goals, based on tangible criteria related to asset performance. TAM goals include monitoring the following criteria: (Table1.1):

- Safety risks: Number of accidents per 100,000 revenue miles by mode
- $(\text{Number of accidents} \times 100,000 \text{ VRM}) / \text{Actual Annual VRM}$
- System reliability: On-time performance by mode
- Maintenance resources: Number of vehicles out of service for 30 or more days, by mode
- System performance: Missed runs due to major breakdown as a percentage of total runs by mode

Table 1.1

MARTY Annual TAM Goals

Criteria	Measure	FY24 Actual	FY25 Goal	FY25 Actual
Safety Risks	Number of accidents per 100,000 revenue miles by mode (MB)	1	1	TBD
Safety Risks	Number of accidents per 100,000 revenue miles by mode (DR)	0	1	TBD
Safety Risks	Number of accidents per 100,000 revenue miles by mode (CB)	1	1	TBD
Safety Risks	Number of facility-related incidents involving employees or customers	0	0	TBD
System Reliability	On-time performance (MB)	63%	92%	TBD
System Reliability	On-time performance (DR)	96%	92%	TBD
System Reliability	On-time performance (CB)	44%	92%	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (MB)	1	1	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (DR)	0	0	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (CB)	0	0	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (MB)	0	<6	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (DR)	0	<6	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (CB)	0	<6	TBD

TAM Plan implementation and monitoring provides a framework for maintaining an SGR by considering the condition of assets in relation to the local operating environment. Marty has developed its SGR policies to account for the prevention, preservation, maintenance, inspection, rehabilitation, disposal, and replacement of capital assets. The goal of these policies is to allow Marty to determine and predict the cost to improve asset conditions(s) at various stages of the asset life cycle, while balancing prioritization of capital, operating and expansion needs. The two foundational criteria of SGR performance measures are *Useful Life Benchmark (ULB)* and *Condition*.

Useful Life Benchmark

The Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment. ULB criteria are user defined, whereas ULB considers a provider’s unique operating environment (service frequency, weather, geography). When developing Useful Life Benchmark’s (ULB), the County recognized and considered the local operating environment of its assets within the service area, historical maintenance records, manufacturer guidelines, and the default asset ULB derived from the FTA. In most cases, if an asset exceeds its ULB, then it is a strong indicator that it may not be in a state of good repair.

For the purposes of this TAM Plan, Marty utilizes FTA ULB measures for transit assets and rolling stock financed with Federal funding. (Table 1.2 through Table 1.4). The FTA vehicle replacement and facilities lifecycles specifically those standards found in FTA Circular 5010.1E, IV-24: *Recipients of federal assistance must specify the expected minimum useful life in invitations for bids when acquiring new or replacement vehicles*. FTA guidelines for Minimum Useful Life are as follows:

Table 1.2

Minimum Service-life categories for Buses and Vans

Category	Typical Characteristics				Minimum Life	
	Length	Approx. GVW	Seats	Average Cost	(Whichever comes first)	
					Years	Miles
Heavy-Duty Large Bus	35 to 48 ft and 60 ft artic.	33,000 to 40,000	27 to 40	\$325,000 to over \$600,000	12	500,000
Heavy-Duty Small Bus	30 ft	26,000 to 33,000	26 to 35	\$200,000 to \$325,000	10	350,000
Medium-Duty and Purpose-Built Bus	30 ft	16,000 to 26,000	22 to 30	\$75,000 to \$175,000	7	200,000
Light-Duty Mid-Sized Bus	25 to 35 ft	10,000 to 16,000	16 to 25	\$50,000 to \$65,000	5	150,000
Light-Duty Small Bus, Cutaways, and Modified Van	16 to 28 ft	6,000 to 14,000	10 to 22	\$30,000 to \$40,000	4	100,000

NTD Maximum useful life is determined by years of service or accumulation of miles whichever comes first, by asset type as follows (Table 1.3):

Table 1.3

Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MO	Monorail vehicle	31
MV	Minivan	8
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
	Trucks and other rubber tire vehicles	14
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58



FEDERAL TRANSIT ADMINISTRATION

MARTY Asset Useful Life Benchmarks

Table 1.4

Asset Count	Asset Classification	Asset Item	NTD Max ULB* Years	FTA Min ULB* Years
14	Rolling Stock: Revenue Vehicles, Fixed-Route - 30ft	Gillig, Low Floor Diesel Bus	14	12
5	Rolling Stock: Revenue Vehicles, Paratransit - 23ft	Ford Paratransit	8	7
3	Rolling Stock: Non-Revenue Service Vehicle	Chevy Cruze	8	4
1	Rolling Stock: Non-Revenue Service Vehicle	Chevy 1500	8	4
1	Rolling Stock: Non-Revenue Service Vehicle	Chevy Equinox	8	4
1	Facility: Maintenance	Slater Street Building	40	40

FY24 Fixed-route Rolling Stock Report

Bus #	Vehicle Year	Make/Model	Date in Revenue Service	Current Date	FTA ULB	Actual Service (years)	Remaining Years	Actual Mileage	Minimum Useful Life Mileage	Remaining Mileage
50	2015	Gillig 30'Bus	10/1/2015	9/30/2024	12	9.005	2.995	395091	500,000	104,909
51	2016	Gillig 30'Bus	10/19/2016	9/30/2024	12	7.953	4.047	292067	500,000	207,933
52	2016	Gillig 30'Bus	12/1/2016	9/30/2024	12	7.836	4.164	365006	500,000	134,994
53	2017	Gillig 30'Bus	5/3/2017	9/30/2024	12	7.416	4.584	305249	500,000	194,751
54	2017	Gillig 30'Bus	12/1/2017	9/30/2024	12	6.836	5.164	357716	500,000	142,284
55	2017	Gillig 30'Bus	12/18/2017	9/30/2024	12	6.789	5.211	347768	500,000	152,232
56	2017	Gillig 30'Bus	1/9/2018	9/30/2024	12	6.729	5.271	347289	500,000	152,711
57	2018	Gillig 30'Bus	5/4/2018	9/30/2024	12	6.414	5.586	356916	500,000	143,084
58	2018	Gillig 30'Bus	5/4/2018	9/30/2024	12	6.414	5.586	399160	500,000	100,840
59	2018	Gillig 30'Bus	10/4/2018	9/30/2024	12	5.995	6.005	266373	500,000	233,627
60	2018	Gillig 30'Bus	4/30/2019	9/30/2024	12	5.425	6.575	360866	500,000	139,134
61	2019	Gillig 30'Bus	2/27/2020	9/30/2024	12	4.595	7.405	187612	500,000	312,388
62	2019	Gillig 30'Bus	4/9/2020	9/30/2024	12	4.479	7.521	188559	500,000	311,441
63	2020	Gillig 30'Bus	12/2/2020	9/30/2024	12	3.830	8.170	237175	500,000	262,825

FY24 Paratransit Vehicle Mileage Report

Bus #	Acquisition Year	Asset Owner	Asset Class	Make	ID/Serial No.	Vehicle Mileage
7	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62850	34607
8	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62778	37255
9	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62779	37645
10	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62812	43666
11	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62780	30439

FY24 Non-Rev Service Vehicle Mileage Report

Vehicle #	Vehicle Year	Vehicle Make	Mileage	Value	Age (Current year minus vehicle year)
60370	2017	Chevy Cruze	44486	\$39,386	7
60371	2017	Chevy Cruze	38192	\$31,099	7
61928	2018	Chevy Cruze	46342	\$35,932	6
61436	2017	Chevy P/U Truck	60505	\$48,435	7
64126	2022	Chevy Equinox	25521	\$10,167	2

Condition Assessment

The physical condition of an asset is rated as an SGR performance measure because it is a direct reflection of its ability to perform its intended function. As part of the TAM Plan SGR Standards, the County requires each vehicular asset and facility meeting FTA TAM Plan criteria to have a physical condition assessment conducted on an annual basis, where applicable. The condition assessments use a rating scale to rate the current physical appearance, maintenance requirements, safety, and accessibility of an asset, “as it currently sits”. See Section 3 for more on condition assessments.

SGR Performance Measures & Targets

SGR performance measures combine the measure of ULB and physical condition to create a performance measure from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset lifecycle (ULB & condition) and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. Further information related to SGR targets can be found in Section 6. FTA-defined SGR performance measures include:

- Rolling Stock: (Age) The SGR performance measure for rolling stock is the percentage of revenue vehicles (fixed route & paratransit) within a particular asset class that have either met or exceeded their ULB.
- Rolling Stock (non-revenue service vehicles): (Age) The SGR performance measure for non-revenue, support-service and maintenance vehicles is the percentage of those vehicles that have either met or exceeds their ULB.
- Facilities: (Condition) The SGR performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the FTA rating scale.

SECTION 2: ASSET INVENTORY PORTFOLIO

The capital asset items shown in that Marty owns, operates, and has direct capital responsibility, as well as contractor owned and operated are also included in the TAM Plan asset inventory, are comprised of: Rolling Stock, Equipment, and Facilities (Table 2.1)

MARTY TAM Asset Inventory Summary: FY2024, Authority owned with direct Capital Responsibility

Table 2.1
Asset Inventory Summary

Revenue Vehicles	Total Count	Avg Age (years)	Avg Mileage	Average Value
BU- Bus	14	6.4	314,775	\$405,026.0
CU- Cutaway Bus	5	6	36,772	\$89,229.0
Equipment	Total Count	Avg Age	Avg Mileage	Average Value
Non-Revenue/Service Automobile	4	5.8	38,635	\$16,548.0
Trucks and other Rubber Tire Vehicles	1	7.1	60,505	\$21,019.0
Facilities	Total Count	Avg Age	Avg Mileage	Average Value
Maintenance	1	40.0	N/A	N/A

Rolling Stock

Rolling stock is either a Marty-owned or a contractor owned, and operated vehicle used in the provision of public transportation, and includes vehicles used for support services. The following required data fields are maintained for each rolling stock asset (public transit vehicle):

External Vehicle	Asset Tag #
Asset Description	Classification
Vehicle Type	Last Maintenance Performed
Vehicle Title Ownership	Expected Useful Life
Mileage	Expected Useful Miles
VIN Number	Useful Life Benchmark (UBL)
Manufacturer	Anticipated Replacement or
Rehab Year	Year Built/In Service Date/Age
License Plate	Gross Vehicle Weight
Reported Condition Assessment	Vehicle Features
Purchase Cost	Capacity
Purchase Date	Length of Vehicle
Seating/Standing/Wheelchair	Current Status of Vehicle
Purchase Status (New/Used)	Storage Location
Purchase Source (Dealer/Vendor)	Disposition Date, Cost & Buyer
Grant Source Used to Purchase	Grant Number
Make/Model	Fuel Type
SGR Status	

Marty operates three modes of public transportation service, Fixed Route, Commuter Bus, and ADA Paratransit. The Fixed Route and Commuter bus service fleet inventory consists of 30' Gillig low floor diesel buses. The ADA paratransit fleet, 23' Ford Turtle Top E350's (Table 2.2).

Revenue Vehicle Inventory

Table 2.2

Fixed Route/Commuter

Asset Category	Asset Class	Asset Name	Make	Model	Count No.	ID/Serial	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	BU - Bus	30' Bus (50)	Gillig	Low Floor	1	59165	MCBOCC	2015	395,091.00	\$ 380,740.00
RevenueVehicles	BU - Bus	30' Bus (51)	Gillig	Low Floor	1	60039	MCBOCC	2016	292,067.00	\$ 392,643.00
RevenueVehicles	BU - Bus	30' Bus (52)	Gillig	Low Floor	1	60271	MCBOCC	2016	365,006.00	\$ 392,964.00
RevenueVehicles	BU - Bus	30' Bus (53)	Gillig	Low Floor	1	61412	MCBOCC	2016	305,249.00	\$ 399,826.00
RevenueVehicles	BU - Bus	30' Bus (54)	Gillig	Low Floor	1	61604	MCBOCC	2017	357,716.00	\$ 407,425.00
RevenueVehicles	BU - Bus	30' Bus (55)	Gillig	Low Floor	1	61605	MCBOCC	2017	347,768.00	\$ 407,425.00
RevenueVehicles	BU - Bus	30' Bus (56)	Gillig	Low Floor	1	61603	MCBOCC	2017	347,289.00	\$ 407,425.00
RevenueVehicles	BU - Bus	30' Bus (57)	Gillig	Low Floor	1	61718	MCBOCC	2018	356,916.00	\$ 409,597.00
RevenueVehicles	BU - Bus	30' Bus (58)	Gillig	Low Floor	1	61835	MCBOCC	2018	399,160.00	\$ 409,597.00
RevenueVehicles	BU - Bus	30' Bus (59)	Gillig	Low Floor	1	62003	MCBOCC	2018	266,373.00	\$ 410,105.00
RevenueVehicles	BU - Bus	30' Bus (60)	Gillig	Low Floor	1	62004	MCBOCC	2018	360,866.00	\$ 410,105.00
RevenueVehicles	BU - Bus	30' Bus (61)	Gillig	Low Floor	1	62871	MCBOCC	2019	187,612.00	\$ 410,105.00
RevenueVehicles	BU - Bus	30' Bus (62)	Gillig	Low Floor	1	62872	MCBOCC	2019	188,559.00	\$ 410,105.00
RevenueVehicles	BU - Bus	30' Bus (63)	Gillig	Low Floor	1	63383	MCBOCC	2020	237,175.00	\$ 422,304.00

Paratransit

Asset Category	Asset Class	Asset Name	Make	Model	Count No.	ID/Serial	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	U - Cutaway Bt	23' Bus (7)	TURTLETOP		1	62850	MCBOCC	2019	34607	\$ 89,229.00
RevenueVehicles	U - Cutaway Bt	23' Bus (8)	TURTLETOP		1	62778	MCBOCC	2019	37255	\$ 89,229.00
RevenueVehicles	U - Cutaway Bt	23' Bus (9)	TURTLETOP		1	62779	MCBOCC	2019	37645	\$ 89,229.00
RevenueVehicles	U - Cutaway Bt	23' Bus (10)	TURTLETOP		1	62812	MCBOCC	2019	43666	\$ 89,229.00
RevenueVehicles	U - Cutaway Bt	23' Bus (11)	TURTLETOP		1	62780	MCBOCC	2019	30439	\$ 89,229.00

Equipment:

Equipment evaluated per FTA requirements in the TAM Plan, is all non-revenue vehicles regardless of value, and any County-owned equipment with a cost of \$50,000 or less in acquisition value. Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. Marty does not utilize or operate any third-party non-revenue service vehicle equipment assets.

Equipment: Non-Revenue Service Vehicles

Marty operates 5 non-revenue service vehicles in its daily operations (Table 2.3). Three Chevy Cruzes are primarily used for Driver exchanges. One Chevy Equinox is used for road Supervising. One pick-up truck is used for maintenance – related road calls.

The following required data fields are maintained for each non-revenue service vehicle equipment asset:

External Vehicle	Asset Tag #
Asset Description	Classification
Vehicle Type	Last Maintenance Performed
Vehicle Title Ownership	Expected Useful Life
Mileage	Expected Useful Miles
VIN Number	Useful Life Benchmark (UBL)
Manufacturer	Anticipated Replacement or
Rehab Year	Year Built/In Service Date/Age
License Plate	SGR Status
Reported Condition Assessment	Gross Vehicle Weight
Purchase Cost	Vehicle Features
Purchase Date	Capacity
Seating/Standing/Wheelchair	Book Value
Purchase Status (New/Used)	Length of Vehicle
Purchase Source (Dealer/Vendor)	Current Status of Vehicle
Fuel Type	Storage Location
Make/Model	Disposition Date, Cost & Buyer
Grant Source Used to Purchase	Grant Number

Equipment: At or over \$50,000 in Acquisition Value

Currently, Marty has no equipment in this category

MARTY Equipment Inventory						
Table 2.3						
Asset Category	Asset Class	Make	Model	ID/Serial No.	Acquisition Year	Replacement Cost/Value
Equipment	Trucks and other Rubber Tire Vehicles	Chevrolet	1500	61436	2017	\$21,019.00
Equipment	Non Revenue/Service Automobile	Chevrolet	Cruze	60370	2017	\$16,936.00
Equipment	Non Revenue/Service Automobile	Chevrolet	Cruze	61928	2018	\$15,772.00
Equipment	Non Revenue/Service Automobile	Chevrolet	Cruze	60371	2017	\$16,936.00
Equipment	Non Revenue/Service Automobile	Chevrolet	Equinox	64126	2022	\$21,566.00

Facilities

Marty currently utilizes 1, third-party leased facility for exclusive use for maintenance of the Marty vehicles as well as other support functions. The following required data fields are maintained for each facility asset:

Asset Ownership	Build Cost
Asset Description/Name	Purchase Date
Physical Location/Address	In-Service Date
Asset Tag #	Purchase Status (New/Used)
External ID	Expected Useful Life
Classification	Land Owner
Asset Type	Building Owner
Status	Facility Size
Age/Year Built	Section of Larger Facility
Reported Condition	Percent Operational
Last Maintenance	Number of Structures
Book Value	Number of Floors
Rehabilitation Year	Number of Elevators or Escalator
Replacement Year	Number of Parking Spaces
Grant Source Used	(Public, Private, ADA)
Vendor/Builder	Line Number
FTA Facility Classification	Features & Amenities (ADA)
Interior (Sq. Ft)	Disposition Date, Cost & Buyer
Lot Size	Grant Number
SGR Status	

Marty Facility TAM Plan

Table 2.4

Asset Category	Asset Class	Asset Name	ID/Serial Count No.	Asset Owner	Acquisition	Replacement Cost/Value
Facilities	Maintenance	Slater St Maint Cntr	1	1 Private	leased by 3rd party	0

SECTION 3: ASSET CONDITION ASSESSMENT

Marty will assess the condition of its assets on an annual basis by utilizing both a visual and physical condition rating assessment scale (Table 3.1). This rating scale assigns a numerical value or rank based on the visual and/or physical condition(s) presented by each individual asset throughout its life cycle. The rating scale is based on numbers 1 to 5, with (5) being new and (1) being poor. Assets with a rating of 2.5 or higher are in SGR. All completed asset inspection forms are documented.

Rolling Stock

The TAM Plan Rolling Stock condition assessment consists of assigning a condition rating to all rolling stock assets for which County owns and has a direct capital responsibility. The condition assessments ranking is not conducted in the TAM Plan for rolling stock assets for which the County does not own, the rolling stock asset is owned by a 3rd party, and/or where the County does not have a direct capital responsibility for the rolling stock asset. However, for the purposes of NTD reporting (Inventory & Condition Submittal), all County owned, and 3rd party owned rolling stock assets (regardless of direct capital responsibility) are assigned an asset condition rating. Currently the County owns 28 vehicles, has a true lease for 23 vehicles 5 of which are used for its paratransit service.

The fixed route, Paratransit vehicles, Commuter bus rolling stock condition assessment can be found on (Table 3.2).

Table 3.1

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

MARTY Vehicle Condition Rating Report FY24

Table 3.2

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Default Useful Life Benchmark (Yrs)	Past Useful Life Benchmark	Condition Assessment Score
RevenueVehicles	BU - Bus	30' Bus (50)	59165	9.0	\$ 380,740.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (51)	60039	8.0	\$ 392,643.00	14	No	4
RevenueVehicles	BU - Bus	30' Bus (52)	60271	7.8	\$ 392,964.00	14	No	4
RevenueVehicles	BU - Bus	30' Bus (53)	61412	7.4	\$ 399,826.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (54)	61604	6.8	\$ 407,425.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (55)	61605	6.8	\$ 407,425.00	14	No	4
RevenueVehicles	BU - Bus	30' Bus (56)	61603	6.7	\$ 407,425.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (57)	61718	6.4	\$ 409,597.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (58)	61835	6.4	\$ 409,597.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (59)	62003	6.0	\$ 410,105.00	14	No	4
RevenueVehicles	BU - Bus	30' Bus (60)	62004	5.4	\$ 410,105.00	14	No	4.8
RevenueVehicles	BU - Bus	30' Bus (61)	62871	4.6	\$ 422,978.00	14	No	4.8
RevenueVehicles	BU - Bus	30' Bus (62)	62872	4.5	\$ 422,978.00	14	No	4.8
RevenueVehicles	BU - Bus	30' Bus (63)	63383	3.8	\$ 422,304.00	14	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (7)	62850	7.0	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (8)	62778	7.0	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (9)	62779	6.0	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (10)	62812	7.0	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (11)	62780	2.0	\$ 89,229.00	7	No	4.5

Equipment: Non-Revenue Service Vehicles

The TAM Plan Equipment condition assessment consists of assigning a physical condition rating to equipment that is either a non-revenue service vehicle or a non-vehicle equipment asset with an acquisition value of \$50,000 or more (individual line item or group). Furthermore, the equipment condition assessment contains only assets for which the County owns and has a direct capital responsibility.

A condition assessment ranking is not conducted in the TAM Plan for equipment assets which the County does not own, is owned by a 3rd party, the equipment has an acquisition cost below \$50,000 (individual line item or group), or where the County does not have direct capital responsibility.

However, for the purposes of NTD reporting (Inventory & Condition Submittal), all County owned equipment (with direct capital responsibility) that is a non-revenue service vehicle are reported (Table 3.3). Currently, the County does not own any non-revenue service vehicles or non-vehicle equipment assets with an acquisition cost at or above \$50,000.

MARTY Equipment Condition Report FY23

Table 3.3

Asset Category	Asset Class	Asset Name	Count	ID/Serial Number	Replacement Cost/Value	ULB	Post ULB
Equipment	Non Revenue/Service Automobile	Safety Vehicle	1	60370	\$ 16,936.00	8	No
Equipment	Non Revenue/Service Automobile	Safety Vehicle	1	60371	\$ 16,936.00	8	No
Equipment	Non Revenue/Service Automobile	Safety Vehicle	1	61928	\$ 15,772.00	8	No
Equipment	Non Revenue/Service Automobile	Safety Vehicle	1	61436	\$ 21,019.00	8	No
Equipment	Trucks and other Rubber Tire Vehicles	Pickup Truck	1	64126	\$ 21,566.00	8	No

Facilities

The TAM Plan Facilities condition assessment consists of assigning a physical condition rating, based on the FTA TERM Scale, to all facility assets for which Marty owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which Marty does not own the asset, the facility asset is owned by a 3rd party, and/or where Marty does not have direct capital responsibility for the facility.

However, for the purposes of NTD reporting (Inventory & Condition), all Marty owned, and 3rd party owned facility assets (regardless of direct capital responsibility) are included in the Facility Asset Inventory (Table 3.4). Only County owned facility assets with a direct capital responsibility are assigned a facility asset condition rating. Currently, Marty does not have direct responsibility for exclusive use facilities.

Asset Category	Asset Class	Asset Name	Count	ID/Serial No	Age (Years)	TERM Scale Condition	Replacement Cost/Value
Facilities	Maintenance	Slater Street, Maint Center	1	1	39	5	

SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

Sections 4 & 5 of this document are interrelated and detail the process and tools used to manage the lifecycle planning of capital public transit assets. Marty staff within the planning and operations departments utilizes the following management practices, policies and technology throughout the lifecycle of an asset.

Decision Support Tools:

The following analytical process is in place to support investment decision-making, including project selection and prioritization (Table 4.1). Written policy manuals, bus replacement spreadsheets, and electronic software IPS are utilized for asset lifecycle management, and investment planning. An explanation of the decision tools can be found in (Table 4.2).

MARTY TAM Decision Support & Capital Asset Investment Planning Process

Table 4.1

- Semi-annual management meeting to assess performance and set goals. (Maintenance, Operations, IT, Finance/Grants, Procurement, Executive)
- 1
- 2 Review needs based on safety deficiencies, asset ULB, agency capacity, customer demand, maintenance needs, IT security needs, and other data.
- 3 Prioritize projects based on funding availability
- 4 Development of Asset Investment priority list to report for Program of Projects.
- 5 Contract advertising RFP and award process
- 6 Board approval for approved RFP awards
- 7 Placement on TIP/STIP
- 8 Project/ Program Implementation and Monitoring

Project Year	Project Name	Asset Class	Cost	Priority
2025	N/A			
2026	N/A			
2027	Diesel Bus Acquisition (1)	Revenue Vehicles	\$600,000.00	High

MARTY TAM Decision Support Tools

Table 4.2

Documents	Description
Fleet Management and Maintenance Plan	MARTY's Maintenance Plan details all policies and procedures related to the Authority-owned vehicles. It includes: maintenance department responsibilities, PM schedules, work order process, vendor contracts and inspection needs.
Procurement Manual	The Procurement Procedure Manual lists all FTA purchasing policies, contract/bidding requirements and regulations, asset purchasing procedures, and asset disposal procedures.
TAM Plan	MARTY's Transit Asset Plan is a document containing a business model that uses the condition of assets (facility, rolling stock and equipment) used in the provision of providing public transportation to help guide the optimal prioritization of funding in order to keep the agencies transit system in a State of Good Repair (SGR). The TAM Plan also contains information related to data collection and reporting requirements for the following: Asset Inventory portfolio, Asset Condition assessment (PTMS), Decision Support Tools and Management approach, Investment prioritization list for Program of Projects reporting, and NTD annual reporting.
Capital Plan/List of Priorization of Projects/Programs	The Capital plan lists projects in rank of order on the priority list of projects needed in order to maintain SGR of an asset.
Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)	The Metropolitan Planning Organization Improvement Program is a list of upcoming transportation projects covering a period of at least four years. The TIP is developed by MARTY's MPO. The TIP includes capital and non-capital surface transportation projects.

Management Approach to Asset Management:

The primary management approach utilized to maintain SGR is risk mitigation. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the assets life cycle, both from a maintenance perspective (breakdowns) and a safety & accessibility perspective (accidents/ADA requirements).

Throughout each asset's life cycle, Marty shall monitor all assets for unsafe and inaccessible conditions. However, identifying an opportunity to improve the safety of an asset does not necessarily indicate an unsafe condition. When Marty encounters and identifies an unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable.

Marty’s risk management philosophy is the proactive approach of identifying future projects and ranking preventative projects with better return on investment higher in the investment prioritization risk. Policies and procedures to mitigate risk are included in the documents presented in (Table 4.3 to 4.7).

Performing an analysis of the asset life cycle at the individual level is just one management approach Marty uses to maintain the SGR. This analysis follows the asset from the time it is purchased, placed in operation, maintained, and ultimately disposed of. The analysis is a snapshot of each asset’s current status. The asset lifecycle stages consist of the following strategies:

- TAM Plan – Acquisition & Renewal Strategy (Design/Procurement)
- TAM Plan – Maintenance Strategy (Operate/Maintain/Monitor)
- TAM Plan – Overhaul Strategy (Rebuild)
- TAM Plan – Replacement Strategy (Disposal)
- TAM Plan – Risk Management Strategy (Mitigation)

MARTY Asset Management Approach: Acquisition and Renewal Strategy

Table 4.3

Acquisition and Renewal Strategy: Describe MARTY’s long-term replacement strategy, and how long-term renewal and improvement activities are assessed based on the asset’s lifestyle. As applicable, describe any planned changes or improvements to these processes, describing the strategies.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BU - Bus	Heavy-duty, Fixed Route vehicles are projected for replacement at 12 years/500,000 miles. Projection begins the day new vehicles are added as an asset.
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	Paratransit Cutaways are projected for replacement at 5 years 150,000 mile. Projection for replacement begins the day new vehicles are added as an asset.
Equipment - Non revenue vehicles	SUP - Support Vehicles	Replacement of support vehicles is based on ULB and funding availability.
Facility	Administration, Maintenance, Transit Stations, Fuel Stations	Facilities are maintained on an annual bases to extend ULB.

MARTY Asset Mangement Approach: Maintenance Strategy

Table 4.4

Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency
Rolling Stock	BU - Bus	Wash Vehicles and Wheels	Weekly
		Pre-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Transmission Inspection	Mileage
		Rear End Inspection	Mileage
		Air Dryer Inspection	Mileage
		Engine Breather Inspection	Mileage
		A/C Inspection	Mileage
		Camera System Inspection	Bi-Monthly
		Farebox inspection	Monthly
		Tire Inspection	Daily
ADA Systems Inspection	Daily/ Monthly		
Rolling Stock	CU - Paratransit Cutaway VN - Van	Wash Vehicles and Wheels	Weekly
		Pre-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Transmission Inspection	Mileage
		Rear End Inspection	Mileage
		A/C Inspection	Monthly/Quarterly /Annually
		Camera System Inspection	Bi-Monthly
		Farebox inspection	Monthly
		Tire Inspection	Daily
ADA Systems Inspection	Daily/ Monthly		
Equipment	SUP - Support Vehicles	Clean, Wash & Vaccum	Weekly
		Pre-trip inspection	Daily
		Post-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
Facilities	Administrative, Maintenance, Transit Stations	Facility and Equipment Inspection: Mission Critical	Daily/ Monthly
		Facility and Equipment Inspection: Mission Critical	Monthly
		Facility and Equipment Inspection: Mission Critical	Annually
		SGR Facility and Equipment Inspection	Annual

MARTY Asset Management Approach: Overhaul Strategy

Table 4.5

Overhaul Strategy: Determine how and when assets get overhauled or replaced. Describe what activities take place during an overhaul. As applicable, describe any planned changes or improvements to these processes.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BUS - Bus	It is MARTY's policy to repair damaged or non-functioning assets and components on an "as needed" basis. MARTY does not overhaul or rehabilitate its assets. Assets are replaced once the following conditions are met: (1) the asset's ULB has been met, (2) the asset is considered a total loss by covering insurance, (3) Complete mechanical failure that is not cost effective to repair.
Rolling Stock	CU - Paratransit Cutaway Van	
	VN - Van	
Equipment - Non revenue vehicles	SUP - Support Vehicles	
Facilities	Administration, Maintenance, Transit Stations, Fuel Stations	

MARTY Asset Management Approach: Disposal Strategy

Table 4.6

Disposal Strategy: Describe strategy for disposing of assets to be replaced. Describe the approval process and detail, including procedures for physically removing the asset from the property. As applicable, describe any planned changes or improvements to these processes.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BUS - Bus	Buses, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and MARTY Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 6) The buyer/scrap dealer receives title, and removes the vehicle from the property. 7) If disposal is tied to an EPA grant, EPA disposal instructions are followed and submitted as grant requires.
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	Paratransit vans and cutaway vans, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and MARTY Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 6) The buyer/scrap dealer receives title, and removes the vehicle from the property. 7) If disposal is tied to an EPA grant, EPA disposal instructions are followed and submitted as grant requires.
Equipment	Non- Revenue SUP - Support Vehicles Cars/Trucks/Vans	Non-revenue service vehicles, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and MARTY Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking.
Facilities	Administration, Maintenance, Transit Stations, Fuel Stations	Facilities and real-estate, once ULB is met or exceeded or conditions exist to permit a move, facility assets are disposed of using the following method: 1) Approval received from the Authority Board and the FTA to initiate disposal procedures; 2) The facility is inspected and appraised by the 3rd party; 3) Utilizing a real-estate company, the facility is placed up for sale and bid; 4) The facility is sold to the highest bidder, sale is approved by the Authority Board and FTA; 5) The Authority removes all property and vacates the location; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 7) The highest bidder receives title, and takes ownership of the property.

MARTY Asset Management Approach: Risk Management Strategy

Table 4.7

Risk Management: ID any risks faced to your assets or organization as a whole, and describe the mitigation strategies for each one.

Risk	Mitigation Strategy
<p>Loss of significant Federal/State funding</p>	<p>Increased dependence on Local funding for Capital improvements. Increase maintenance and service activities that are in balance with existing budget. Extend asset ULB, if possible.</p>
<p>Fuel supply chain disruption.</p>	<p>Fuel offsite in partnership with another transit agency, state DOT, municipality, and/or private sector organization.</p>
<p>Parts supply chain disruption.</p>	<p>Partner with regional transit agencies and OEMs to retain parts supply chain.</p>
<p>Catastrophic loss of asset(s) due to natural or man-made disasters and hazards.</p>	<p>Enact MARTY and Catastrophic Loss Plans. Use backup facilities, and reserve vehicles from partner transit agencies.</p>

SECTION 5: PRORITIZATION LIST OF INVESTMENTS

Marty shall perform an investment prioritization analysis on a semi-annual basis to determine what capital investments are needed and how to maintain SGR. These SGR projects will be ranked in order of implementation priority. The investment prioritization analysis aids Marty in making more informed investment decisions to improve SGR of our capital assets and define when an asset needs overhaul or replacement. The investment prioritization list is a list containing the work plan(s) and schedule(s) of the proposed projects and programs that Marty estimates would achieve its SGR goals, and a ranking of projects and programs based on implementation priority over the TAM Plan horizon period of four (4) years.

Marty will rank selected projects and programs to improve or manage the SGR of capital assets for which Marty has direct capital responsibility. The ranking criteria of projects and programs shall be consistent throughout the TAM Plan. Priority consideration will be given to local projects and programs that: (1) both improve SGR and correct an identified unacceptable safety risk; and (2) take into consideration ADA requirements (49 CFR Part 37) concerning maintenance of accessible features and alteration of transit facilities. Furthermore, when developing an investment prioritization list, Marty shall take into consideration its estimation of funding levels from all sources that it reasonably expects will be available in each fiscal year during the TAM Plan horizon period.

The ranking of investment prioritization programs and projects will be expressed as: *High Priority, Medium Priority, or Low Priority*. Each investment prioritization program or project ranked shall contain a year and/or date in which the Marty intends to carry out the program or project. This output process is a list of ranked projects and programs at the asset class level that identify assets from the asset inventory. Marty's list of prioritized investments can be found on (Table 4.1).

SECTION 6: ANNUAL PERFORMANCE TARGETS & MEASURES

This section lists the process, data sources, and methodology used in the development of the FTA requirement for Marty to set annual SGR performance targets. As introduced in Section 1, a State of Good Repair (SGR) is a threshold that identifies desired performance condition. Specifically, an asset is in an SGR when the asset can operate at a full level of performance. This means the asset:

1. Can perform its designed function.
2. Does not pose a known and/or unacceptable safety risk (Condition)
3. Lifecycle investments have been met or recovered FTA (ULB)

The FTA has enlisted the use of the following asset performance measure criteria for use in the development of Marty's SGR performance targets (Table 5.1).

Marty will establish one or more performance target(s) for each applicable asset class performance measure on an annual basis for the next fiscal year. The timeline for establishing SGR performance targets & measures are as follows:

Within three months before the effective date of October 1, 2023, Marty shall set performance targets for the next fiscal year for each asset class included in this TAM Plan. These performance targets shall be established on or by no later than the date of the last Martin County Board of County Commissioners meeting of FY23. TAM Plan updates and adjusted targets shall be established with annual NTD reporting and approved by the Accountable Executive.

SGR performance targets are based on realistic expectations derived from both the most recent available data (ULB/condition), FTA performance measure criteria, and the financial resources from all sources Marty reasonably expects will be available during the TAM Plan horizon period for capital planning purposes. SGR performance targets for the current fiscal year shall be monitored on a semi-annual basis. The Accountable Executive is required to approve each annual performance target submission to FTA/NTD.

Table 5.1

MARTY SGR Performance and Targets (2023–2027)

ASSET CATEGORY PERFORMANCE MEASURE	ASSET CLASS	TARGET 2023	TARGET 2024	TARGET 2025	TARGET 2026	TARGET 2027
REVENUE VEHICLES						
Age-% of vehicles that have met or exceeded their useful life Benchmark (ULB)	AB-Articulated Bus	N/A	N/A	N/A	N/A	N/A
	AO-Automobile	N/A	N/A	N/A	N/A	N/A
	BR-Over the Road Bus	N/A	N/A	N/A	N/A	N/A
	BU-Bus	0%	0%	0%	0%	7%
	CU-Cutaway Bus	0%	0%	0%	0%	100%
	DB-Double Decked Bus	N/A	N/A	N/A	N/A	N/A
	FB-Ferryboat	N/A	N/A	N/A	N/A	N/A
	MB-Mini-Bus	N/A	N/A	N/A	N/A	N/A
	MV-Mini-Van	N/A	N/A	N/A	N/A	N/A
	RT-Rubber-tire Vintage Trolley	N/A	N/A	N/A	N/A	N/A
	SB-School Bus	N/A	N/A	N/A	N/A	N/A
	SV-Sport Utility Vehicle	N/A	N/A	N/A	N/A	N/A
	TB-Trolleybus	N/A	N/A	N/A	N/A	N/A
	VN-Van	N/A	N/A	N/A	N/A	N/A
	Custom -1	N/A	N/A	N/A	N/A	N/A
Custom -2	N/A	N/A	N/A	N/A	N/A	
Custom -3	N/A	N/A	N/A	N/A	N/A	
EQUIPMENT						
Age-% of revenue vehicles within a particular asset class that have met or exceeded their useful life Benchmark (ULB)	Non-Revenue / Service Automobile	0%	0%	0%	0%	0%
	Steel Wheel Vehicles	N/A	N/A	N/A	N/A	N/A
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%	0%
	Custom -1	N/A	N/A	N/A	N/A	N/A
	Custom -2	N/A	N/A	N/A	N/A	N/A
	Custom -3	N/A	N/A	N/A	N/A	N/A
FACILITIES						
Condition-% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	N/A	N/A	N/A	N/A
	Maintenance	N/A	N/A	N/A	N/A	N/A
	Trucks and other Rubber Tire Vehicles	N/A	N/A	N/A	N/A	N/A
	Parking Structures	N/A	N/A	N/A	N/A	N/A
	Passenger Facilities	N/A	N/A	N/A	N/A	N/A
	Custom -1	N/A	N/A	N/A	N/A	N/A
	Custom -2	N/A	N/A	N/A	N/A	N/A
	Custom -3	N/A	N/A	N/A	N/A	N/A

SECTION 7: RECORDKEEPING & NTD REPORTING

Marty shall maintain all supporting TAM Plan records and documents. Marty shall make TAM Plan records available to FEDERAL (FTA), STATE (FDOT, and MPO's entities that provide(s) funding to the Marty, and to aid in the planning process. Marty shall report, on an annual basis, to the FTA's National Transit Database (NTD):

- Inventory of assets.
- SGR performance targets for the next fiscal year.
- Condition inspection assessments and performance measures of capital assets.
- An annual narrative reported to NTD that provides a description of any change in the condition of the Marty transit system or operations from the previous year, and the progress made during the reporting year to meet the performance targets set in the previous reporting year.

Pursuant to NTD requirements, because Marty's fiscal year ends on September 30th, annual TAM data reporting to NTD shall be completed by Marty staff by January 31 of each calendar year.

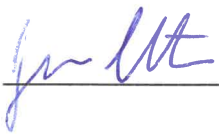
SECTION 8: UPDATES & CONTINUOUS IMPROVEMENT

The TAM Plan is a “living document” that shall be reviewed on a semi-annual basis, updated, and incorporated in to Marty’s capital and budget planning, and reporting processes. Beginning in FY23, TAM Plan data shall serve as a “baseline” measure for asset performance management. As more data is collected, additional monitoring categories and goals will be included to support condition and reliability-based decision-making.

This TAM Plan shall be updated annually in conjunction with the annual NTD report. It will cover a “horizon period” starting 10/1/2023 to 9/30/2027. Projected Fleet Replacement will change annually as new data is entered into the TAM Plan Template.

PLAN & PERFORMANCE TARGETS APPROVAL

The TAM Rule requires that the transit provider's accountable executive approve its TAM plan, which includes the performance measure targets. Once approved, the Plan and targets will be transmitted to the Martin Metropolitan Planning Organization (MPO).

Name (Print)	Title	Approval (Sign)	Date
<u>James Gorton</u>	<u>Public Works Director</u>		<u>4/17/25</u>

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Martin MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on 02/03/2020.

Based on a joint review and evaluation, the Florida Department of Transportation and the Martin MPO recommend that the Metropolitan Planning Process for the Martin MPO be certified.

Name: Steve C. Braun, P.E.
Title: District Secretary (or designee)

Date

Name: Sarah Heard
Title: MPO Chair (or designee)

Date

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ITEM NUMBER:413253 2 PROJECT DESCRIPTION:SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:89095000 PROJECT LENGTH: 7.131MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		214,774
TOTAL 413253 2		214,774
TOTAL 413253 2		214,774

ITEM NUMBER:413254 2 PROJECT DESCRIPTION:SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH MEADOWS *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:89095000 PROJECT LENGTH: 7.768MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		132,053
TOTAL 413254 2		132,053
TOTAL 413254 2		132,053

ITEM NUMBER:419669 3 PROJECT DESCRIPTION:WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CARU		-735,674
SA		15,000
TOTAL 419669 3		-720,674
TOTAL 419669 3		-720,674

ITEM NUMBER:422681 5 PROJECT DESCRIPTION:SR-9/I-95 FR 1 MILE N OF HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID:89095000 PROJECT LENGTH: 9.918MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP		500,000
NHPP		286,663
TOTAL 422681 5		786,663
TOTAL 422681 5		786,663

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ITEM NUMBER:435139 2 PROJECT DESCRIPTION:CR-707/SE BEACH ROAD FROM PALM BEACH/MARTIN CL TO CR-708/SE BRIDGE RD *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
 ROADWAY ID:89030000 PROJECT LENGTH: 7.052MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C	
SA	303,897
TOTAL 435139 2	303,897
TOTAL 435139 2	303,897

ITEM NUMBER:437838 1 PROJECT DESCRIPTION:SR-5/US-1 FROM S. OF SE HERITAGE BLVD. TO NORTH OF SE SALERNO RD. *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
 ROADWAY ID:89010000 PROJECT LENGTH: 3.570MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,901
TOTAL 437838 1	20,901
TOTAL 437838 1	20,901

ITEM NUMBER:441699 1 PROJECT DESCRIPTION:CR-713/HIGH MEADOW AVE FROM SR-9/I-95 TO CR-714/MARTIN HWY *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:89000032 PROJECT LENGTH: 2.670MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	64,000
TOTAL 441699 1	64,000
TOTAL 441699 1	64,000

ITEM NUMBER:441700 1 PROJECT DESCRIPTION:COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1 *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
 ROADWAY ID:89000003 PROJECT LENGTH: 3.230MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CM	35,129
PROT	25,760
SU	1,581,193
TOTAL 441700 1	1,642,082
TOTAL 441700 1	1,642,082

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ITEM NUMBER:441701 1 PROJECT DESCRIPTION:COVE ROAD FROM SR-5/US-1 TO DIXIE HIGHWAY *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
 ROADWAY ID:89000003 PROJECT LENGTH: 1.080MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	749
SU	-84
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C	
SM	779,119
TOTAL 441701 1	779,784
TOTAL 441701 1	779,784

ITEM NUMBER:442317 1 PROJECT DESCRIPTION:SR-76/KANNER HIGHWAY @ CSX CROSSING 628084L *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RAIL SAFETY PROJECT
 ROADWAY ID:89060000 PROJECT LENGTH: .013MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-3,507
SU	-3,507
TOTAL 442317 1	-3,507
TOTAL 442317 1	-3,507

ITEM NUMBER:444405 2 PROJECT DESCRIPTION:SR-714 SE MONTEREY ROAD AND CR-A1A MULTIMODAL PATHWAY *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:BIKE LANE/SIDEWALK
 ROADWAY ID:89030000 PROJECT LENGTH: .723MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	28,022
SU	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C	
SU	143,898
TOTAL 444405 2	176,920
TOTAL 444405 2	176,920

ITEM NUMBER:444705 1 PROJECT DESCRIPTION:NE DIXIE HWY, NW ALICE ST AND SE PETTWAY ST @ FEC *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:FEASIBILITY STUDY
 ROADWAY ID:89030000 PROJECT LENGTH: .117MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-178,376
TOTAL 444705 1	-178,376
TOTAL 444705 1	-178,376

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ITEM NUMBER:446072 1 PROJECT DESCRIPTION:SALERNO ROAD FROM SOUTHEAST WILLOUGHBY TO SOUTHEAST CABLE DRIVE *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:BIKE LANE/SIDEWALK
 ROADWAY ID:89000004 PROJECT LENGTH: .911MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-2,360
TOTAL 446072 1	-2,360
TOTAL 446072 1	-2,360

ITEM NUMBER:447002 1 PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:LIGHTING
 ROADWAY ID:89091000 PROJECT LENGTH: .015MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	189,002
TOTAL 447002 1	189,002
TOTAL 447002 1	189,002

ITEM NUMBER:447555 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:INTERSECTION (NEW)
 ROADWAY ID:89090500 PROJECT LENGTH: .372MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	5,133
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	300
TOTAL 447555 1	5,433
TOTAL 447555 1	5,433

ITEM NUMBER:447649 1 PROJECT DESCRIPTION:SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER AVE *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
 ROADWAY ID:89010000 PROJECT LENGTH: 1.724MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,243,073
TOTAL 447649 1	2,243,073
TOTAL 447649 1	2,243,073

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HIGHWAYS
=====

ITEM NUMBER:448307 1 PROJECT DESCRIPTION:CITY OF STUART - VARIOUS LOCATIONS *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
ROADWAY ID:89000044 PROJECT LENGTH: .748MI LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	12,171
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C SM	-34,175
TALT	-20,386
TALU	-45,832
TOTAL 448307 1	-88,222
TOTAL 448307 1	-88,222

ITEM NUMBER:448397 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BLVD TURN LANE AT TOMMY CLEMENTS STREET *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:89070000 PROJECT LENGTH: .386MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2

FUND CODE	2025
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	211,660
TOTAL 448397 1	211,660
TOTAL 448397 1	211,660

ITEM NUMBER:448997 1 PROJECT DESCRIPTION:SE AVALON DRIVE FROM SE COVE ROAD TO SE SALERNO ROAD *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
ROADWAY ID:89900061 PROJECT LENGTH: .501MI LANES EXIST/IMPROVED/ADDED: 2/ 1/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	-2,832
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	16,832
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C TALT	492,490
TALU	446,976
TOTAL 448997 1	953,466
TOTAL 448997 1	953,466

ITEM NUMBER:449159 1 PROJECT DESCRIPTION:SR-9/I-95 N OF BRIDGE RD TO S OF SR-76/KANNER HWY *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
ROADWAY ID:89095000 PROJECT LENGTH: 3.675MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP	669,001
TOTAL 449159 1	669,001
TOTAL 449159 1	669,001

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 ANNUAL OBLIGATIONS REPORT
 =====
HIGHWAYS
 =====

ITEM NUMBER:449160 1 PROJECT DESCRIPTION:SR-9/I-95 FR S OF SR-76/KANNER HWY TO MARTIN/ST. LUCIE COUNTY LINE *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
 ROADWAY ID:89095000 PROJECT LENGTH: 13.327MI LANES EXIST/IMPROVED/ADDED: 6/ 3/ 0

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,383,943
TOTAL 449160 1	1,383,943
TOTAL 449160 1	1,383,943

ITEM NUMBER:452997 1 PROJECT DESCRIPTION:SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
 ROADWAY ID:89030000 PROJECT LENGTH: .160MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	5,000
TOTAL 452997 1	5,000
TOTAL 452997 1	5,000

ITEM NUMBER:453333 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW VAN BUREN AVE *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:89070000 PROJECT LENGTH: 5.101MI LANES EXIST/IMPROVED/ADDED: 3/ 2/ 2

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	40,675
TOTAL 453333 1	40,675
TOTAL 453333 1	40,675

ITEM NUMBER:453333 2 PROJECT DESCRIPTION:SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:89070000 PROJECT LENGTH: 9.812MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,216,310
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	8,901
TOTAL 453333 2	1,225,211
TOTAL 453333 2	1,225,211
TOTAL DIST: 04	10,054,399
TOTAL HIGHWAYS	10,054,399

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

RAIL
=====

ITEM NUMBER: 448048 1
DISTRICT: 04
ROADWAY ID:

PROJECT DESCRIPTION: CROSSING #628079P MARTIN LUTHER KING DRIVE IN INDIANTOWN.
COUNTY: MARTIN
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-13,367
TOTAL 448048 1	-13,367
TOTAL 448048 1	-13,367
TOTAL DIST: 04	-13,367
TOTAL RAIL	-13,367
<hr/>	
GRAND TOTAL	10,609,521

Capital Improvement Plan's (CIPs)

Martin County, FL
Capital Improvement Plan (CIP)
2026 through 2035

ROADS EXPENDITURE SUMMARY

Project Name	C or N	Total	To Date	Unfunded	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031-2035
1011 - Multimodal Pathways	C	\$ 800,000	-	-	80,000	80,000	80,000	80,000	80,000	400,000
101113 - SE Washington Street Sidewalk	N	\$ 843,507	112,483	-	731,024	-	-	-	-	-
101114 - SUN Trail Multimodal Pathway (US-1 to Seabranck Preserve State Park)	N	\$ 1,900,000	400,000	-	-	1,500,000	-	-	-	-
101115 - SW Bulldog Way Sidewalk	N	\$ 1,323,062	-	-	150,000	1,173,062	-	-	-	-
101116 - NW Alice St at FEC Rail Crossing Sidewalk	N	\$ 1,320,000	250,000	-	-	1,070,000	-	-	-	-
101117 - NE South Street Sidewalk Project	N	\$ 50,000	-	-	50,000	-	-	-	-	-
101118 - Fisherman's Cove Sidewalk	N	\$ 50,000	-	-	50,000	-	-	-	-	-
1016 - Intersection Improvements	C	\$ 5,950,000	-	-	595,000	595,000	595,000	595,000	595,000	2,975,000
101608 - US-1 (NW Federal Highway) Turn Lane at NW Baker Road	C	\$ 1,858,531	106,322	-	264,397	1,487,812	-	-	-	-
101609 - US-1 (SW Federal Highway) Turn Lane at SR-76 (S Kanner Highway)	C	\$ 8,588,892	-	-	861,680	1,820,000	4,502,831	1,404,381	-	-
101612 - SE Bridge Road Turn Lane at SE Powerline Avenue	C	\$ 730,000	30,000	(570,000)	-	-	-	-	-	700,000
101615 - SR-710 (SW Warfield Blvd.) at CR-714 (SW Martin Highway) Intersection Realignment	N	\$ 440,376	113,859	-	176,187	150,330	-	-	-	-
1017 - Resurfacing and Drainage Maintenance	N	\$ 82,038,791	-	-	849,678	1,946,831	2,321,289	2,268,095	3,700,483	70,952,415
101719 - Jensen Beach Neighborhood Restoration	N	\$ 2,921,000	571,000	-	-	-	150,000	2,200,000	-	-
101738 - Old Palm City (South) Neighborhood Restoration	N	\$ 8,041,500	2,541,500	-	-	5,500,000	-	-	-	-
101739 - Port Salerno/New Monrovia Neighborhood Restoration	N	\$ 4,960,000	160,000	-	2,500,000	-	2,300,000	-	-	-
101742 - Coral Gardens Neighborhood Restoration	N	\$ 2,790,000	1,500,000	-	-	1,290,000	-	-	-	-
101747 - Rocky Point Neighborhood Restoration	N	\$ 5,888,000	2,288,000	-	-	-	3,600,000	-	-	-
101760 - Tropic Vista Neighborhood Restoration	N	\$ 1,910,000	-	-	-	110,000	1,800,000	-	-	-
101762 - SPS/Manatee Business Park Improvements	N	\$ 1,930,000	130,000	-	1,800,000	-	-	-	-	-
101765 - Zeus Park Neighborhood Restoration	N	\$ 3,050,000	-	-	-	-	250,000	2,800,000	-	-
101766 - Old Palm City (North) Neighborhood Restoration	N	\$ 8,159,000	484,000	-	7,675,000	-	-	-	-	-
101767 - South County Neighborhood Restoration	N	\$ 1,800,000	150,000	-	-	1,650,000	-	-	-	-
101773 - SE Shell Avenue Realignment	N	\$ 980,000	-	(825,000)	-	-	155,000	-	-	825,000
101776 - Rio Neighborhood Restoration	N	\$ 4,685,000	-	-	-	250,000	-	3,635,000	800,000	-
101777 - South Fork Neighborhood Restoration	N	\$ 3,000,000	-	-	-	200,000	2,800,000	-	-	-
101778 - Dirt Road Paving (Urban Service District)	N	\$ 3,150,000	-	-	350,000	350,000	350,000	350,000	-	1,750,000
101787 - SW Kansas Avenue Resurfacing	N	\$ 1,295,611	-	-	-	-	1,295,611	-	-	-
101788 - SE County Line Road Resurfacing (US-1 to Wooden Bridge Lane)	N	\$ 2,926,252	-	-	100,000	-	2,826,252	-	-	-
101790 - Gomez West Neighborhood Restoration	N	\$ 2,350,000	-	-	-	-	-	150,000	2,200,000	-
101791 - Browning - MHG Neighborhood Restoration	N	\$ 2,150,000	-	-	-	-	-	150,000	2,000,000	-
101792 - NE Green River Parkway Resurfacing	N	\$ 1,829,550	-	-	300,000	-	-	1,529,550	-	-
101794 - CR-A1A SE Dixie Hwy (Cove to Jefferson)	N	\$ 3,594,420	-	-	80,000	3,514,420	-	-	-	-
101795 - Port Sewall Neighborhood Restoration	N	\$ 2,450,000	-	-	-	-	250,000	-	2,200,000	-
101796 - North Sewall's Point Road	N	\$ 150,000	-	-	150,000	-	-	-	-	-
101797 - SW 84th Avenue-SW Busch Street Resurfacing	N	\$ 1,500,000	-	-	1,500,000	-	-	-	-	-
1017PM - Pavement Marking Maintenance	N	\$ 2,000,000	-	-	200,000	200,000	200,000	200,000	200,000	1,000,000
1018 - Traffic Signals and Streetlight Rehabilitations	N	\$ 10,000,000	-	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
1019 - Annual Commitments	N	\$ 4,000,000	-	-	400,000	400,000	400,000	400,000	400,000	2,000,000
101901 - Rail Safety Improvements	N	\$ 6,000,000	-	-	600,000	600,000	600,000	600,000	600,000	3,000,000
1053 - Bridge Replacements/Renovations	N	\$ 3,000,000	-	-	300,000	300,000	300,000	300,000	300,000	1,500,000
105307 - NW Pine Lake Drive Bridge Replacement	N	\$ 3,100,000	-	-	500,000	-	-	2,600,000	-	-
105313 - SE Island Way West Bridge Replacement	N	\$ 2,900,000	500,000	-	-	2,400,000	-	-	-	-
105315 - Arundel Bridge (SW 96th St.) Scour Protection	N	\$ 1,582,591	100,000	-	-	1,482,591	-	-	-	-
1064 - Traffic Safety Measures	N	\$ 5,000,000	-	-	500,000	500,000	500,000	500,000	500,000	2,500,000
1066A - SR-710 (SW Warfield Boulevard) Widening	C	\$ 47,714,089	-	-	8,099,019	12,246,519	16,272,920	11,095,631	-	-
1124 - SE Willoughby Boulevard Extension	C	\$ 1,225,985	845,985	-	380,000	-	-	-	-	-
1125 - CR-713 (SW High Meadow Avenue) Widening	C	\$ 2,696,043	-	-	1,176,995	-	-	1,519,048	-	-
4957 - Heavy Equipment Replacement	N	\$ 8,050,000	-	-	805,000	805,000	805,000	805,000	805,000	4,025,000
TBD - Enhanced Landscape Rehabilitation	N	\$ 2,650,000	-	(2,350,000)	30,000	30,000	30,000	30,000	30,000	2,500,000
TBD - SE Cove Road Widening	C	\$ 4,937,050	3,345,299	-	1,591,751	-	-	-	-	-
Expenditure Total		\$ 282,259,250	\$ 13,628,448	\$ (3,745,000)	\$ 33,845,731	\$ 42,651,565	\$ 43,383,903	\$ 34,211,705	\$ 15,410,483	\$ 99,127,415

Martin County, FL
Capital Improvement Plan (CIP)
 2026 through 2035

ROADS REVENUE SUMMARY

Revenue	Total	To Date	Carryover	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031-2035
Ad Valorem	\$ 15,268,500	1,188,500	780,000	1,330,000	1,330,000	1,330,000	1,330,000	1,330,000	6,650,000
Fire MSTU	\$ 300,000	-	-	30,000	30,000	30,000	30,000	30,000	150,000
FPL Franchise Fee	\$ 109,470,483	3,140,483	12,330,000	8,900,000	8,900,000	8,900,000	8,900,000	8,900,000	49,500,000
Gas Tax	\$ 16,240,000	160,000	-	1,608,000	1,608,000	1,608,000	1,608,000	1,608,000	8,040,000
Grant	\$ 15,568,471	642,000	3,000,000	580,219	8,856,421	1,342,669	1,147,162	-	-
Impact Fee	\$ 1,050,000	-	250,000	80,000	80,000	80,000	80,000	80,000	400,000
Road MSTU	\$ 52,155,830	1,486,000	1,745,000	3,762,483	3,762,483	3,762,483	3,762,483	3,862,483	30,012,415
State Funds	\$ 67,460,966	4,411,465	-	12,550,029	15,704,661	20,775,751	14,019,060	-	-
Stormwater MSTU	\$ 1,000,000	-	-	100,000	100,000	100,000	100,000	100,000	500,000
Revenue Total	\$ 278,514,250	\$ 11,028,448	\$ 18,105,000	\$ 28,940,731	\$ 40,371,565	\$ 37,928,903	\$ 30,976,705	\$ 15,910,483	\$ 95,252,415

Town of Jupiter Island

Road Microsurfacing and Asphalt Overlay Rotation

Last Update (4/9/2026)

Road	Group	Grading	Length	Width	Sq. Feet	Sq. Yards	Type	Last Paved	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Gomez Road	15	75	11409	19	216,771	24,085	Asphalt Overlay (AO)	2013														X			
Reed Place	1	95	429	9	3,816	429	AO	2015	X																X
Estrada Road	2	100	705	13	14,940	1,660	AO	2015	X																X
Greenville West	1	98	394	13	5,122	569	AO	2016		X															X
Greenville East	3	100	394	13	5,122	569	AO	2016		X															X
Bunker Hill Road	8	85	530	13	6,890	765	AO	2017			X														X
River Road (the ramble)	1	90	1614	9	14,526	1,614	Microsurface (MS)	2018				X													
Grassy Trail	7	95	530	13	6,890	765	MS	2018				X													
Palmetto Trail	7	95	530	13	6,890	765	MS	2018				X													
Rabbit Run	7	95	530	13	9,903	741	MS	2018				X													
Black Bear Trail	7	95	530	13	6,916	768	MS	2018				X													
South Trail	7	85	530	8	4,240	471	AO	2018				X													
Palm Trail	11	95	303	13	3,939	438	MS	2018				X													
Angas Trail	11	95	300	13	3,900	433	MS	2018				X													
Allen Trail	11	95	347	13	4,511	501	MS	2018				X													
Links Road fka Delespine	9	95	576	15	37,592	960	AO	2018				X													
Links Road	9	90	2000	15	37,592	3,333	AO	2018				X													
Pitou Trail	12	90	384	17	6,528	725	MS	2018				X													
Public Safety Parking	5	95			17,163	1,907	AO	2018				X													
North Beach Road Drainage	5	100	8,884	18	159,912	17,768	Full Depth Rec. (FDR)	2019					X												
North Beach Road	6	100	8,884	18	159,912	17,768	FDR	2020						X											
Town Hall Parking	6	50			43,515	4,835	AO	2024										X							
Devonshire Lane West	3	50	786	13	10,218	1,139	MS	2024										X							
Barrow Place West	3	60	496	13	5,148	572	MS	2024										X							
Barrow Place East	3	60	496	13	5,148	572	MS	2024										X							
Clear View Avenue	13	60	387	12	4,644	516	MS	2024										X							
Osceola Avenue	13	70	434	16	6,944	772	MS	2024										X							
Bright View Avenue	13	80	720	16	11,520	1,280	MS	2024										X							
Harmony Lane	13	84	771	12	9,252	1,028	MS	2024										X							
Bassett Creek Trail	14	70	1013	18	18,234	2,026	MS	2024										X							
Isle Ridge E/W Street	10	50	600	16	9,600	1,067	AO+Widening	2025											X						
Isle Ridge N/S Streets	10	50	1200	9	10,800	1,200	AO	2025											X						
TOTALS			46,706		868,098	92,041																			

R O A D C O N D I T I O N A S S E S S M E N T

Notes:

Micro-Surfacing: is a polymer modified, asphalt emulsion based, dense graded, cold mixed, quick setting, asphalt resurfacing material. It is designed to be applied in a semi-liquid condition with a specialized mixing and paving machine. By design it chemically changes from a semi-liquid material to a dense cold mix material that is able to carry normal traffic within one hour after application. This method requires a level surface without significant imperfections or cracks. Limited repairs may be required prior to application.

Asphalt Overlay: An "overlay" is the paving of a second layer of asphalt over existing asphalt. An overlay can be done when the existing asphalt is in overall good condition, but will require limited repairs prior to application. This method is recommended over micro-surfacing when greater than 20% of the roadway is deteriorated to an extent that it will need repaired.

(FDR) Full Depth Reclamation: This process rebuilds worn out asphalt pavements by recycling the existing roadway. The old asphalt and base materials are pulverized and compacted to produce a strong durable base for either an asphalt or concrete surface. Alternately, new base material may be brought in if existing asphalt layers are not significant enough to be used as base material or when additional materials are needed.

North Beach Road, River Road, Bassett Creek Trail: Future road assessment and design considerations to include mitigation strategies in accordance with Vulnerability Assessment.

Root Pruning should be utilized periodically where ficus or other plants may impact the structural integrity of the roadway. Root pruning is shown in alternating years and would be utilized as needed throughout the Town.



**RESOLUTION
NO. 988-25**

**A RESOLUTION OF THE TOWN COMMISSION OF THE
TOWN OF SEWALL'S POINT, FLORIDA, ADOPTING THE
FIVE-YEAR CAPITAL IMPROVEMENT PLAN FOR
FISCAL YEAR 2025-2026; AND PROVIDING FOR AN
EFFECTIVE DATE AND OTHER PURPOSES.**

WHEREAS, the Town of Sewall's Point, Florida, (the "Town") is a duly constituted municipality having such power and authority conferred upon it by the Florida Constitution and Chapter 166, Florida Statutes; and

WHEREAS, Article IV, section 2(2) of the Town's Charter, requires the Town Manager in conjunction with the budget process, submit a five-year capital improvement plan to the Commission for approval and adoption.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF SEWALL'S POINT, FLORIDA, AS FOLLOWS:

Section 1. The Town Commission of the Town of Sewall's Point does hereby adopt the Five-Year Capital Improvement Plan for Fiscal Year 2025-2026 which is attached hereto and incorporated herein as "Exhibit A."

Section 2. This Resolution shall take effect upon approval by the Town Commission.

Commissioner Mayfield offered the Resolution and moved its adoption. The motion was seconded by Commissioner Fender, and upon being put to a vote, the vote was:

	<u>AYE</u>	<u>NAY</u>
DAVE KURZMAN, MAYOR	<u>X</u>	_____
VINNY BARILE, VICE MAYOR	<u>X</u>	_____
FRANK FENDER, COMMISSIONER	<u>X</u>	_____
KAIJA MAYFIELD, COMMISSIONER	<u>X</u>	_____
FRANK TIDIKIS, COMMISSIONER	_____	<u>X</u>

The Town Manager thereupon declared this Resolution No. 988-25 approved and adopted by the Town Commission of the Town of Sewall's Point on this 11th day of September, 2025.

TOWN OF SEWALL'S POINT, FLORIDA



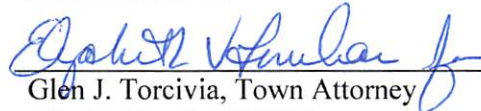
DAVE KURZMAN, MAYOR

ATTEST:



Maria Pierce, Acting Town Clerk/Finance Director

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:



Glen J. Torcivia, Town Attorney

Florida Bar No. 343374



TOWN OF SEWALL'S POINT
CAPITAL IMPROVEMENT PLAN 2026 - 2030



PROJECT COSTS

CAPITAL PROJECTS

	FY26	FY27	FY28	FY29	FY30	5-YR TOTAL
South Sewall's Point Road Phase 1 Part 4	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
South Sewall's Point Road Phase 2	\$ 6,750,000	\$ 6,750,000	\$ -	\$ -	\$ -	\$ 13,500,000
South Sewall's Point Road Phase 3	\$ 3,950,780	\$ 1,798,988	\$ -	\$ -	\$ -	\$ 5,749,768
South Sewall's Point Road Phase 4	\$ -	\$ 8,100,000	\$ 6,300,000	\$ -	\$ -	\$ 14,400,000
N. Sewall's Point Stormwater Improvements	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ 250,000	\$ 750,000
South Sewall's Point Septic to Sewer	\$ 7,250,000	\$ -	\$ -	\$ -	\$ -	\$ 7,250,000
Police Department Remodel	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000
Town Hall Resiliency Project	\$ -	\$ -	\$ 2,750,000	\$ 2,250,000	\$ -	\$ 5,000,000
TOTAL	\$ 18,060,780	\$ 19,148,988	\$ 9,300,000	\$ 2,500,000	\$ 250,000	\$ 49,259,768

JOINT CAPITAL PROJECTS

N. Sewall's Point Roadway Improvements	TBD	TBD	TBD	TBD	TBD	TBD
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CAPITAL PURCHASES

Park Fountain	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Police Radios	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 100,000
Police Cars	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 425,000
Police Security Upgrades	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Server/Computer Replacements	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
TOTAL	\$ 110,000	\$ 210,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 650,000

CAPITAL MAINTENANCE

Engineering	\$ 75,000	\$ 75,000	\$ 75,000	\$ 80,000	\$ 80,000	\$ 385,000
Streetlights & Signs	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 75,000
Streets & Bridges/Seawalls	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 1,750,000
Storm Water System Maintenance	\$ 100,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 700,000
Parks & Landscaping						\$ -
Streetscaping	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 300,000
Tree Maintenance	\$ 10,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 90,000
Town Hall	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 125,000
TOTAL	\$ 635,000	\$ 695,000	\$ 695,000	\$ 700,000	\$ 700,000	\$ 3,425,000

COST GRAND TOTAL	\$ 18,805,780	\$ 20,053,988	\$ 10,105,000	\$ 3,310,000	\$ 1,060,000	\$ 53,334,768
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	Title	Fund	Bud Acct	Orgn	Project	Proj Acct	OG #	Notes	2024	2025	2026	2027	2028	2029	2030
1	ALT WATER SUPPLY PHASE II	410	56563	610	21032605	531	311	DESIGN - FA #2		600,000					
2	ALT WATER SUPPLY PHASE II	410	56563	610	21032605	563	311	CONSTRUCTION - FA #2 (DRILL WELL & CASING)			4,600,000				
3	RO TREATMENT PLANT EXPANSION PHASE III	410	56363	610	TBD	531	TBD	DESIGN (WELL & ADDL RO EQUIP) FA #3				2,000,000			
4	RO TREATMENT PLANT EXPANSION PHASE III	410	56363	610	TBD	563	TBD	CONSTRUCTION (WELL & ADDL RO EQUIP) FA #3					4,800,000	4,800,000	1,800,000
5	REHAB RAW WATER WELL 27	410	53531	610	TBD	531	TBD	DESIGN		45,000					
6	REHAB RAW WATER WELL 27	410	53546	610	TBD	546	TBD	CONSTRUCTION			1,500,000				
7	EFF PUMP STATION WET WELL EXPANSION MODIFICATION	410	56563	620	21032605	563	345	DESIGNED IN 2023, SEEK POSSIBLE GRANT FUNDING				500,000			
8	REHAB/REPLACE CLARIFIER BASINS	410	56563	620	TBD	563	314	GRAVITY PIPING MANIFOLDS				1,500,000	1,500,000	1,500,000	
9	TURBO BLOWERS	410	56564	620	20044201	531	313	DESIGN - DEFER TO FY26. SEEK GRANT FUNDING OPP FY25			150,000				
10	TURBO BLOWERS	410	56564	620	20044201	564	313	TURBO BLOWERS - CONSTRUCTION				1,000,000	1,000,000	1,000,000	
11	WRF HEADWORKS IMPROVEMENTS	410	56562	620	22046101	562	308	WRF HEADWORKS IMPS	750,000	750,000					
12	WRF HEADWORKS IMPROVEMENTS PH 2 (TANK ROOF STRUCTURES)	410		620				EQUIPMENT			800,000				
13	WRF HEADWORKS IMPROVEMENTS PH 2 (TANK ROOF STRUCTURES)	410		620				DESIGN & CEI			315,000				
14	WRF HEADWORKS IMPROVEMENTS PH 2 (TANK ROOF STRUCTURES)	410	56562	620	TBD	TBD	TBD	INSTALLATION			1,300,000				
15	FIRE HYDRANT/WATER MAIN UPGRADES	410	56563	630	TBD	531	347	ST LUCIE BLVD FIRE HYDRANTS (5) INSTALLATION IN FY24	75,000	75,000					
16	B&A FLEA MARKET UTILITIES	410	56563	630	22046301	563	346	B&A FLEA MARKET UTILITIES				20,000	30,000		
17	FORCE MAIN EVALUATIONS (EXISTING)-CITYWIDE	410	53531	630	TBD	531	348	EVALUATE FM CONDITIONS	100,000						
18	FORCE MAIN UPGRADES-CITYWIDE	410	56563	630	051601	531	348	DESIGN- DEFER FROM FY25. NO CURRENT FUNDING.			150,000				
19	FORCE MAIN UPGRADES-CITYWIDE	410	56563	630	051601	563	348	CONSTRUCTION				500,000	500,000	500,000	500,000
20	GRINDER STA INTALLS	410	53552	630	22011201	552	302	GRINDER INSTALL RESTORATION		10,000	10,000	7,150	5,200		
21	GRINDER STA INTALLS	410	56563	630	22011201	563	302	GRINDER SYSTEMS		274,738	300,000	203,713	168,200		
22	LIFTSTATION REHAB C25 & C45 (CONQUISTADOR)	410	56563	630	050101	531	349	DESIGN/CONSULTANT/CEI (CONQUISTADOR)	150,000	25,000					
23	LIFTSTATION REHAB C25 & C45 (CONQUISTADOR)	410	56563	630	050101	563	349	CONSTRUCTION (CONQUISTADOR)		500,000					
24	L/S C25 N. STUART	410	56563	630	TBD	563	TBD	CONSTRUCTION			1,000,000				
25	MONTEREY RD FORCE MAIN CONSTRUCTION	410	56563	630	21040501	531	312	DESIGN	75,000	75,000					
26	MONTEREY RD FORCE MAIN CONSTRUCTION	410	56563	630	21040501	563	312	RECONSTRUCT MONTEREY RD FORCE MAIN @ US-1			425,000				
27	KRUEGER FORCEMAIN REPLACEMENT PH3	410	56563	630	20044403	531	352	DESIGN		100,000	150,000				
28	KRUEGER FORCEMAIN REPLACEMENT PH3	410	56563	630	20044403	563	352	CONSTRUCTION & CEI (SAILFISH PH 3)			2,000,000	2,000,000			
29	WATER MAIN EVALUATIONS (EXISTING)-CITYWIDE	410	56563	630	051501	531	344	EVALUATE WM CONDITIONS W/HYDRAULIC MODELING		100,000	150,000				
30	WATER MAIN UPGRADES-CITYWIDE	410	56563	630	051501	531	344	DESIGN			250,000				
31	WATER MAIN UPGRADES-CITYWIDE	410	56563	630	051501	563	344	CONSTRUCTION			250,000	500,000	500,000	500,000	500,000
32	LPS WATERCRESS WAY SW	410	56563	630	051701	531		DESIGN		25,000					
33	LPS WATERCRESS WAY SW	410	56563	630	051701	563		CONSTRUCTION		50,000					
34	PUBLIC WORKS COMPLEX	420	53531	720	20042503	531	350	ENG DESIGN SVCS PW/SAN/VEH MAINT FACILITY (CONCEPTUAL)	515,000						
35	PUBLIC WORKS COMPLEX	420	56562	720	20042503	531	350	ENG DESIGN SVCS PW/SAN/VEH MAINT FACILITY		985,000					
36	FLOURIDE SYSTEM							REPLACE SYSTEM & RECOAT CONTAINMENT AREA		150,000					
										3,689,738	13,350,000	5,730,863	3,703,400	3,500,000	
	PUBLIC WORKS														
32	BANDSHELL IMPROVEMENTS	001	56563	220		563	328	BANDSHELL IMPROVEMENTS	-			75,000			
33	VETERANS MEMORIAL PK AMPHITHEATRE	001	56563	220	47110	563	329	VETERANS MEMORIAL PK AMPHITHEATRE	1,271,000	2,819,402					
34	COURTESY DOCK WAVE ATTENUATOR	001	56563	230	PWP00394	563	301	COURTESY DOCK WAVE ATTENUATOR	50,000	1,150,000	1,150,000				
35	HANEY CREEK NATURE TRAILS	001	56563	230		563	318	HANEY CREEK NATURE TRAILS					555,710		
36	SE CENTRAL PKWY DRAINAGE IMPROVEMENTS	430	56563	810		563	325			17,000	111,000				
37	SE FLAMINGO AVE DRAINAGE IMPROVEMENTS	430	56563	810	47115	563	326	SE FLAMINGO AVE DRAINAGE IMPRS					500,000		
38	SE OCEAN AVE DRAINAGE IMPROVEMENTS	430	56563	810		531	324	DESIGN				38,000			
39	SE OCEAN AVE DRAINAGE IMPROVEMENTS	430	56563	810		563	324	CONSTRUCTION					273,000		
40	SW SOUTH CAROLINA DRAINAGE IMPROVEMENTS	430	56563	810		531	327	DESIGN			12,000				

	Title	Fund	Bud Acct	Orgn	Project	Proj Acct	OG #	Notes	2024	2025	2026	2027	2028	2029	2030
41	SW SOUTH CAROLINA DRAINAGE IMPROVEMENTS	430	56563	810		563	327	CONSTRUCTION				90,720			
42	DYER DR. STORMWATER IMPROVEMENTS	430	56563	810		531	321	DESIGN	50,000						
43	DYER DR. STORMWATER IMPROVEMENTS	430	56563	810		563	321	CONSTRUCTION		262,000					
44	LAKE CHARLOTTE DRAINAGE IMPROVEMENTS	430	56563	810		531	323	DESIGN				30,800			
45	LAKE CHARLOTTE DRAINAGE IMPROVEMENTS	430	56563	810		563	323	CONSTRUCTION					221,600		
46	LONITA STREET DRAINAGE IMPROVEMENTS	430	56563	810		531	322	DESIGN	80,000						
47	LONITA STREET DRAINAGE IMPROVEMENTS	430	56563	810		563	322	CONSTRUCTION		327,600					
48	(119, 312, 300) SE MARTIN AVE DRAINAGE IMPS	430	56563	810		531		DESIGN				75,000			
49	(119, 312, 300) SE MARTIN AVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION					636,000		
50	201 SE CHANNEL AVE DRAINAGE IMPS	430	56563	810		531		DESIGN				25,000			
51	201 SE CHANNEL AVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION				182,000			
52	540 SE ST LUCIE CRESCENT DRAINAGE IMPS	430	56563	810		531		DESIGN			12,000				
53	540 SE ST LUCIE CRESCENT DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION			95,000				
54	713 SW BRYANT AVE DRAINAGE IMPS	430	56563	810		531		DESIGN				8,000			
55	713 SW BRYANT AVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION				25,000			
56	834-906 SE LINCOLN AVE DRAINAGE IMPS	430	56563	810		531		DESIGN		50,000					
57	834-906 SE LINCOLN AVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION			521,000				
58	SW NORTH CAROLINA DRIVE @ DEAD END DRAINAGE IMPS	430	56563	810		531		DESIGN			30,000				
59	SW NORTH CAROLINA DRIVE @ DEAD END DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION				300,000			
60	SE STYPMANN BLVD NEIGHBORHOOD DRAINAGE IMPS	430	56563	810		531		DESIGN				200,000	200,000		
61	SE STYPMANN BLVD NEIGHBORHOOD DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						1,600,000	
62	304 SW INDIAN GROVE DRIVE DRAINAGE IMPS	430	56563	810		531		DESIGN				70,000			
63	304 SW INDIAN GROVE DRIVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION					670,000		
64	HOLIDAY MH PARK/FRAZIER CREEK TRIB DITCH DRAINAGE	430	56563	810		531		DESIGN		60,000					
65	HOLIDAY MH PARK/FRAZIER CREEK TRIB DITCH DRAINAGE	430	56563	810		563		CONSTRUCTION			578,000				
66	(502) SE DOLPHIN DRIVE DRAINAGE IMPS	430	56563	810		531		DESIGN					50,000		
67	(502) SE DOLPHIN DRIVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						424,000	
68	(510) SW SOUTH CAROLINA DRIVE DRAINAGE IMPS	430	56563	810		531		DESIGN					15,000		
69	(510) SW SOUTH CAROLINA DRIVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						131,000	
70	(100) SW ATLANTA AVE/ANCHORAGE WAY DRAINAGE IMPS	430	56563	810		531		DESIGN					30,000		
71	(100) SW ATLANTA AVE/ANCHORAGE WAY DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						236,000	
72	(201) SE DUNSCOMBE RD DRAINAGE IMPS	430	56563	810		531		DESIGN					40,000		
73	(201) SE DUNSCOMBE RD DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						327,000	
74	WRIGHT BLVD/DIXIE HWY DRAINAGE IMPS	430	56563	810		531		DESIGN					150,000		
75	WRIGHT BLVD/DIXIE HWY DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						1,250,000	
76	(518) NW 3RD STREET DRAINAGE IMPS	430	56563	810		531		DESIGN					50,000		

5-Year Summary of Projects by Funding Category

Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Federal	17,665,142	7,072,470	13,754,883	15,120,981	111,204,707	164,818,183
Local	3,298,441	1,605,464	1,965,860	1,281,590	1,499,423	9,650,778
R/W and Bridge Bonds	6,171,851	3,746,519	0	0	0	9,918,370
State 100%	26,063,350	51,787,592	91,865,465	78,189,040	218,319,851	466,225,298
Toll/Turnpike	15,639,563	30,732	707,859	43,097,301	31,534,693	91,010,148
Total	68,838,347	64,242,777	108,294,067	137,688,912	362,558,674	741,622,777

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ACCM - ADVANCE CONSTRUCTION (CM)							
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	0	0	92,160	211,549	956,000	1,259,709
Total		0	0	92,160	211,549	956,000	1,259,709
ACNP - ADVANCE CONSTRUCTION NHPP							
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	0	0	707,250	8,224,260	0	8,931,510
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	995,144	2,139,440	654,864	45,000	0	3,834,448
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	1,717,500	803,500	2,939,499	1,028,982	106,078,599	112,568,080
Total		2,712,644	2,942,940	4,301,613	9,298,242	106,078,599	125,334,038
ACPL - ADVANCE CONSTRUCTION PLANNING							
4393286	MARTIN COUNTY FY 2026/2027-2027/2028 UPWP	576,585	576,585	0	0	0	1,153,170
4393287	MARTIN COUNTY FY 2028/2029-2029/2030 UPWP	0	0	576,585	576,585	0	1,153,170
4393288	MARTIN COUNTY FY 2030/2031-2031/2031 UPWP	0	0	0	0	576,585	576,585
Total		576,585	576,585	576,585	576,585	576,585	2,882,925
ACSA - ADVANCE CONSTRUCTION (SA)							
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	0	0	417,000	0	0	417,000
4444151	SR-5/US-1 AT BAKER RD	254,146	0	0	0	0	254,146
4444171	SR-5/US-1 AT NW SUNSET BLVD	35,811	0	0	0	0	35,811
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	20,000	51,000	0	0	0	71,000
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	49,013	0	0	0	0	49,013
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	5,000	0	0	0	5,000
Total		358,970	56,000	417,000	0	0	831,970
ACSL - ADVANCE CONSTRUCTION (SL)							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ACSL - ADVANCE CONSTRUCTION (SL)							
4444171	SR-5/US-1 AT NW SUNSET BLVD	1,541,972	0	0	0	0	1,541,972
Total		1,541,972	0	0	0	0	1,541,972
ACSM - STBG AREA POP. W/ 5K TO 49,999							
4444151	SR-5/US-1 AT BAKER RD	244,323	0	0	0	0	244,323
Total		244,323	0	0	0	0	244,323
ACSS - ADVANCE CONSTRUCTION (SS,HSP)							
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	159,240	0	0	0	0	159,240
4571801	SR-9/I-95 MARTIN COUNTY - GUARDRAIL	6,544,709	0	0	0	0	6,544,709
Total		6,703,949	0	0	0	0	6,703,949
ACSU - ADVANCE CONSTRUCTION (SU)							
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	0	0	0	1,191,424	0	1,191,424
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	0	0	240,661	1,570,451	0	1,811,112
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	0	700,000	2,490,000	6,000	2,150,000	5,346,000
4444151	SR-5/US-1 AT BAKER RD	1,469,503	0	0	0	0	1,469,503
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	851,777	0	0	0	0	851,777
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	1,314,162	0	526,599	0	0	1,840,761
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	0	252,805	0	0	0	252,805
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	827,025	0	827,025
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	2,000,000	0	0	2,000,000
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	0	15,000	0	0	15,000
Total		3,635,442	952,805	5,272,260	3,594,900	2,150,000	15,605,407
ART - ARTERIAL HIGHWAYS PROGRAMS							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ART - ARTERIAL HIGHWAYS PROGRAMS							
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	0	0	0	0	87,169,489	87,169,489
Total		0	0	0	0	87,169,489	87,169,489
ARTW - ARTERIAL WIDENING PROGRAM							
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	0	0	0	0	18,144,160	18,144,160
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	0	0	20,000,000	0	0	20,000,000
Total		0	0	20,000,000	0	18,144,160	38,144,160
BNIR - INTRASTATE R/W & BRIDGE BONDS							
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	6,171,851	0	0	0	0	6,171,851
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	0	3,746,519	0	0	0	3,746,519
Total		6,171,851	3,746,519	0	0	0	9,918,370
BRRP - STATE BRIDGE REPAIR & REHAB							
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	350,000	0	0	5,097,988	0	5,447,988
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	0	0	3,657,297	0	0	3,657,297
Total		350,000	0	3,657,297	5,097,988	0	9,105,285
D - UNRESTRICTED STATE PRIMARY							
2337031	MARTIN CO STATE HWY SYS ROADWAY	300,000	300,000	300,000	0	0	900,000
2337032	MARTIN CO STATE HWY SYS BRIDGES	35,000	35,000	0	0	0	70,000
2342651	MARTIN COUNTY INTERSTATE-ROADWAY	10,000	10,000	0	0	0	20,000
2342652	MARTIN COUNTY INTERSTATE-BRIDGES	12,000	12,000	12,000	0	0	36,000
4505591	MARTIN COUNTY ASSET MAINTENANCE	2,923,990	2,923,990	2,833,505	2,833,505	0	11,514,990
4505592	MARTIN COUNTY ASSET MAINTENANCE	0	0	2,500,000	3,000,000	3,000,000	8,500,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
D - UNRESTRICTED STATE PRIMARY							
4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	0	766,779	694,556	980,886	797,581	3,239,802
Total		3,280,990	4,047,769	6,340,061	6,814,391	3,797,581	24,280,792
DDR - DISTRICT DEDICATED REVENUE							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	417,575	430,102	430,102	0	0	1,277,779
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	256,694	0	0	0	0	256,694
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	15,000	2,046,533	0	0	0	2,061,533
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	1,687,098	0	830,448	5,684,990	8,202,536
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	0	0	1,443,965	0	0	1,443,965
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	356,625	0	0	0	0	356,625
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	140,000	5,408,173	0	0	0	5,548,173
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	6,133,191	0	0	0	6,133,191
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	0	0	0	210,704	0	210,704
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	16,891,584	1,314,727	18,206,311
4570041	SR-A1A/SE OCEAN BOULEVARD AT SR-714/SE MONTEREY ROAD	0	0	0	0	300,000	300,000
Total		1,185,894	15,705,097	1,874,067	17,932,736	7,299,717	43,997,511
DI - ST. - S/W INTER/INTRASTATE HWY							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	850,972	2,000,000	426,712	0	3,277,684
Total		0	850,972	2,000,000	426,712	0	3,277,684
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	0	69,744	0	0	0	69,744

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	120,000	200,000	200,000	644,924	0	1,164,924
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	31,993	0	0	0	0	31,993
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	20,000	100,280	0	0	0	120,280
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	124,127	0	0	0	124,127
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	5,000	0	0	5,640	0	10,640
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	0	0	5,465	0	0	5,465
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	69,910	69,872	139,782
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	109,300	0	0	109,300
4570041	SR-A1A/SE OCEAN BOULEVARD AT SR-714/SE MONTEREY ROAD	0	0	0	0	5,000	5,000
Total		176,993	494,151	314,765	720,474	74,872	1,781,255
DIOH - STATE 100% - OVERHEAD							
2337031	MARTIN CO STATE HWY SYS ROADWAY	37,140	37,140	37,140	0	0	111,420
2337032	MARTIN CO STATE HWY SYS BRIDGES	4,333	4,333	0	0	0	8,666
2342651	MARTIN COUNTY INTERSTATE-ROADWAY	1,238	1,238	0	0	0	2,476
2342652	MARTIN COUNTY INTERSTATE-BRIDGES	1,486	1,486	1,486	0	0	4,458
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	10,231	10,537	10,537	10,959	22,794	65,058
4134931	PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS	0	0	0	0	28,420	28,420
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	0	0	0	119,640	0	119,640
4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS	3,284	3,483	3,483	3,668	8,747	22,665
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	44,937	0	0	0	0	44,937
4346611	PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES	0	0	0	0	3,185	3,185

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIOH - STATE 100% - OVERHEAD							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	479	77,563	0	0	0	78,042
4393286	MARTIN COUNTY FY 2026/2027-2027/2028 UPWP	82,221	82,221	0	0	0	164,442
4393287	MARTIN COUNTY FY 2028/2029-2029/2030 UPWP	0	0	82,221	82,221	0	164,442
4393288	MARTIN COUNTY FY 2030/2031-2031/2031 UPWP	0	0	0	0	82,221	82,221
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	155,247	468,416	148,220	1,200,862	206,365	2,179,110
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	0	0	21,115	111,273	59,182	191,570
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	0	44,988	207,851	92,619	132,225	477,683
4419951	MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING	0	137,473	0	0	0	137,473
4435002	FROM SE OSPREY ST TO SE GOMEZ AVE (FROM US-1 TO SEABRANCH STATE PARK)	47,850	0	0	0	0	47,850
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	0	0	272,425	0	0	272,425
4444151	SR-5/US-1 AT BAKER RD	67,849	0	0	0	0	67,849
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	44,059	0	0	0	0	44,059
4444171	SR-5/US-1 AT NW SUNSET BLVD	55,169	0	0	0	0	55,169
4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	90,160	0	0	0	0	90,160
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	91,953	298,280	32,386	0	0	422,619
4473981	SAILFISH CAPITAL TRAIL/MARTIN TRAIL	0	119,200	0	0	0	119,200
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	12,316	21,398	47,673	267,965	0	349,352
4478681	I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES	15,237	0	0	0	0	15,237
4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	0	0	9,800	0	0	9,800
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	6,068	0	0	0	0	6,068
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	35,446	0	0	0	0	35,446

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIOH - STATE 100% - OVERHEAD							
4496941	GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE	0	0	0	36,594	0	36,594
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	403,436	0	0	0	403,436
4505591	MARTIN COUNTY ASSET MAINTENANCE	171,346	171,346	166,043	166,043	0	674,778
4505592	MARTIN COUNTY ASSET MAINTENANCE	0	0	146,500	175,800	175,800	498,100
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	76,981	0	0	0	0	76,981
4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	0	44,933	40,701	57,480	46,738	189,852
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	52,635	14,580	0	0	67,215
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	26,756	0	0	176,753	0	203,509
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	15,295	0	0	0	0	15,295
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	0	0	120,276	0	0	120,276
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	445,220	136,671	47,631	5,675	3,469,659	4,104,856
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	119,120	297,196	836,149	63,282	6,443,305	7,759,052
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	582,644	56,375	639,019
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	1,532,650	0	0	1,532,650
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	0	2,352	0	0	0	2,352
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	28,251	0	0	28,251
4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	0	4,900	0	0	0	4,900
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	36,081	0	0	0	36,081
4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	0	13,014	0	0	0	13,014

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIOH - STATE 100% - OVERHEAD							
4570041	SR-A1A/SE OCEAN BOULEVARD AT SR-714/SE MONTEREY ROAD	0	0	0	0	23,031	23,031
4570961	FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS	681	0	21,796	0	0	22,477
4571801	SR-9/I-95 MARTIN COUNTY - GUARDRAIL	366,936	0	0	0	0	366,936
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	681	33,096	0	0	33,777
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	47,938	47,938
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	31,560	31,560
Total		2,029,038	2,471,001	3,862,010	3,153,478	10,837,545	22,353,072
DIS - STRATEGIC INTERMODAL SYSTEM							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	13,054,045	0	0	0	13,054,045
Total		0	13,054,045	0	0	0	13,054,045
DITS - STATEWIDE ITS - STATE 100%.							
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	346,489	0	0	0	0	346,489
Total		346,489	0	0	0	0	346,489
DPTO - STATE - PTO							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	0	0	0	447,306	465,199	912,505
4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	3,680,000	0	0	0	0	3,680,000
4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	0	0	400,000	0	0	400,000
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	0	96,000	0	0	0	96,000
4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	0	200,000	0	0	0	200,000
4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	0	531,200	0	0	0	531,200

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DPTO -							
Total		3,680,000	827,200	400,000	447,306	465,199	5,819,705
DS - STATE PRIMARY HIGHWAYS & PTO							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	0	0	715,924	0	715,924
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	1,111,449	0	0	0	1,111,449
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	5,666,418	0	0	0	5,666,418
Total		0	6,777,867	0	715,924	0	7,493,791
DU - STATE PRIMARY/FEDERAL REIMB							
4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS	134,037	142,178	142,178	149,705	153,523	721,621
Total		134,037	142,178	142,178	149,705	153,523	721,621
DWS - WEIGH STATIONS - STATE 100%							
4419951	MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING	0	4,309,490	0	0	0	4,309,490
4478681	I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES	477,662	0	0	0	0	477,662
Total		477,662	4,309,490	0	0	0	4,787,152
FTA - FEDERAL TRANSIT ADMINISTRATION							
4134931	PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS	1,160,000	1,160,000	1,160,000	1,160,000	1,160,000	5,800,000
4346611	PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES	130,000	130,000	130,000	130,000	130,000	650,000
Total		1,290,000	1,290,000	1,290,000	1,290,000	1,290,000	6,450,000
GMR - GROWTH MANAGEMENT FOR SIS							
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	0	0	0	0	88,039,186	88,039,186
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	9,100,000	0	0	9,100,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
GMR -							
Total		0	0	9,100,000	0	88,039,186	97,139,186
GRSC - GROWTH MANAGEMENT FOR SCOP							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	50,000	0	0	0	0	50,000
4496941	GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE	0	0	0	1,147,162	0	1,147,162
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	1,832,051	0	0	0	0	1,832,051
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	137,805	0	0	0	137,805
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	826,518	826,518
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	544,138	544,138
Total		1,882,051	137,805	0	1,147,162	1,370,656	4,537,674
LF - LOCAL FUNDS							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	417,575	430,102	430,102	447,306	465,199	2,190,284
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	0	0	0	256,201	0	256,201
4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS	180,027	188,168	188,168	195,695	203,523	955,581
4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	920,000	0	0	0	0	920,000
4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	0	0	100,000	0	0	100,000
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	371,440	0	0	0	0	371,440
4496941	GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE	0	0	0	382,388	0	382,388
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	1,101,212	0	0	0	0	1,101,212
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	719,194	0	0	0	719,194

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
LF - LOCAL FUNDS							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	308,187	0	0	0	0	308,187
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	0	24,000	0	0	0	24,000
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	295,204	0	0	295,204
4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	0	50,200	0	0	0	50,200
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	61,000	0	0	0	61,000
4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	0	132,800	0	0	0	132,800
4570961	FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS	0	0	907,386	0	0	907,386
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	0	45,000	0	0	45,000
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	500,920	500,920
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	329,781	329,781
Total		3,298,441	1,605,464	1,965,860	1,281,590	1,499,423	9,650,778
PKOH - TURNPIKE INDIRECT COSTS							
4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)	41,480	0	2,440	0	0	43,920
4461661	I95 & SR91 DIRECT CONNECT INTCHG AT BRIDGE RD (MP 123.7-127)	0	0	0	602,680	0	602,680
4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)	36,600	732	15,419	424,180	752,118	1,229,049
4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)	294,000	0	0	0	0	294,000
4469751	TPK (SR91) AND I-95 DIRECT CONNECTION INTERCHANGE (MP 125)	732	0	0	0	0	732
Total		372,812	732	17,859	1,026,860	752,118	2,170,381
PKYI - TURNPIKE IMPROVEMENT							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PKYI - TURNPIKE IMPROVEMENT							
4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)	1,700,000	0	100,000	0	0	1,800,000
4461661	I95 & SR91 DIRECT CONNECT INTCHG AT BRIDGE RD (MP 123.7-127)	0	0	0	24,700,000	0	24,700,000
4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)	1,500,000	30,000	590,000	17,370,441	30,782,575	50,273,016
4469751	TPK (SR91) AND I-95 DIRECT CONNECTION INTERCHANGE (MP 125)	30,000	0	0	0	0	30,000
Total		3,230,000	30,000	690,000	42,070,441	30,782,575	76,803,016
PKYR - TURNPIKE RENEWAL & REPLACEMENT							
4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)	12,036,751	0	0	0	0	12,036,751
Total		12,036,751	0	0	0	0	12,036,751
SCED - 2012 SB1998-SMALL CO OUTREACH							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	487,805	0	0	0	0	487,805
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	25,016	0	0	0	0	25,016
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	487,805	457,058	0	0	944,863
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	210,386	210,386
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	138,508	138,508
Total		512,821	487,805	457,058	0	348,894	1,806,578
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	5,053	0	0	0	0	5,053
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	462,896	0	0	0	0	462,896
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	454,146	0	0	0	454,146

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	442,805	0	0	442,805
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	225,414	225,414
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	148,401	148,401
Total		467,949	454,146	442,805	0	373,815	1,738,715
SCWR - 2015 SB2514A-SMALL CO OUTREACH							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	568,293	0	0	0	0	568,293
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	93,245	0	0	0	0	93,245
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	570,244	0	0	0	570,244
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	442,806	0	0	442,806
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	240,442	240,442
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	158,295	158,295
Total		661,538	570,244	442,806	0	398,737	2,073,325
SIWR - 2015 SB2514A-STRATEGIC INT SYS							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	5,670,000	0	0	40,232,869	0	45,902,869
Total		5,670,000	0	0	40,232,869	0	45,902,869
SR2T - SAFE ROUTES - TRANSFER							
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	0	1,000,523	0	0	1,000,523
Total		0	0	1,000,523	0	0	1,000,523
SSI - STATEWIDE SAFETY INITIATIVES							
4571801	SR-9/I-95 MARTIN COUNTY - GUARDRAIL	3,841,925	0	0	0	0	3,841,925

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
SSI -							
Total		3,841,925	0	0	0	0	3,841,925
STED - 2012 SB1998-STRATEGIC ECON COR							
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	36,069,000	0	0	36,069,000
Total		0	0	36,069,000	0	0	36,069,000
TALM - TAP AREA POP. 5K TO 50,000							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	78,426	0	0	0	0	78,426
Total		78,426	0	0	0	0	78,426
TALT - TRANSPORTATION ALTS- ANY AREA							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	206,657	0	0	0	0	206,657
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	872,300	0	0	0	872,300
4570961	FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS	5,000	0	422,802	0	0	427,802
Total		211,657	872,300	422,802	0	0	1,506,759
TALU - TRANSPORTATION ALTS- >200K							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	177,137	0	0	0	0	177,137
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	239,662	0	0	0	239,662
4570961	FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS	0	0	239,762	0	0	239,762
Total		177,137	239,662	239,762	0	0	656,561
TLWR - 2015 SB2514A-TRAIL NETWORK							
4435002	FROM SE OSPREY ST TO SE GOMEZ AVE (FROM US-1 TO SEABRANCH STATE PARK)	1,500,000	0	0	0	0	1,500,000
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	0	0	6,905,596	0	0	6,905,596

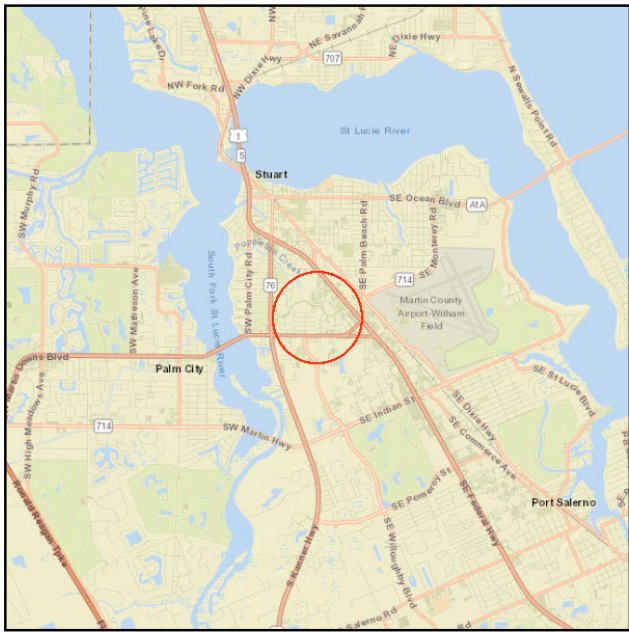
5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
TLWR - 2015 SB2514A-TRAIL NETWORK							
4473981	SAILFISH CAPITAL TRAIL/MARTIN TRAIL	0	1,600,000	0	0	0	1,600,000
Total		1,500,000	1,600,000	6,905,596	0	0	10,005,596
TRWR - 2015 SB2514A-TRAN REG INCT PRG							
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	0	0	0	1,500,000	0	1,500,000
Total		0	0	0	1,500,000	0	1,500,000

Section A - Highway

4196693 - WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY

Non-SIS



From: SR-714/MONTEREY RD
To: SR-5/US-1/FEDERAL HWY
Section: A - Highway
Work Summary: PD&E/EMO STUDY
Lead Agency: FDOT
Length: .000
LRTP #: Figure 7.3.1-1

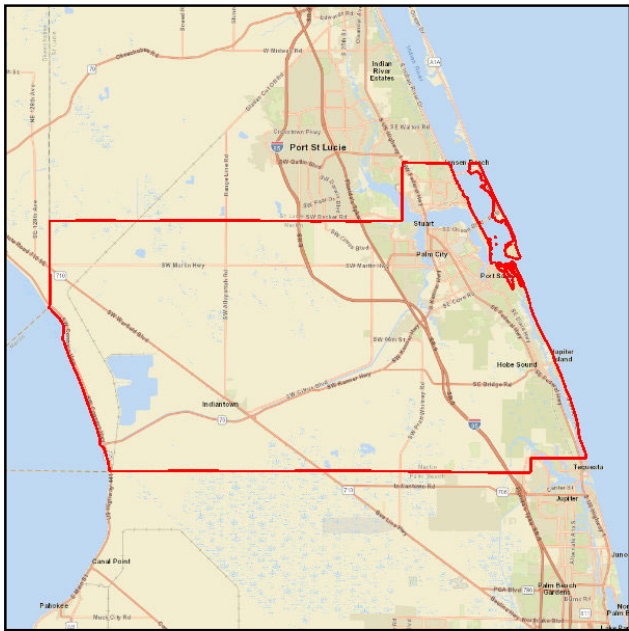
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	LF	0	0	0	256,201	0	256,201
PE	ACSU	0	0	0	1,191,424	0	1,191,424
PEX	DIOH	0	0	0	119,640	0	119,640
Total		0	0	0	1,567,265	0	1,567,265

Prior Cost <2027: 6,257,594
Future Cost >2032: 0
Total Project Cost: 7,824,859

Project Description: 2022 MPO PRIORITY #9; FY27-FY31 MPO PRIORITY #10. NEW 2L ROAD; PD&E R/W NEEDED

4278035 - MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM

Non-SIS



From:
To: COUNTYWIDE
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** .000
Lead Agency: Martin County **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
OPS	DDR	256,694	0	0	0	0	256,694
OPS	DITS	346,489	0	0	0	0	346,489
OPX	DIOH	44,937	0	0	0	0	44,937
Total		648,120	0	0	0	0	648,120

Prior Cost <2027: 3,145,368
Future Cost >2032: 0
Total Project Cost: 3,793,488
Project Description: TRAFFIC SIGNALS

4383452 - SR-5/US-1 AT JOAN JEFFERSON WAY & SR-5/US-1 AT OCEAN BLVD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** .113
Lead Agency: FDOT **LRTP #:** Figure 7.3.4.-1

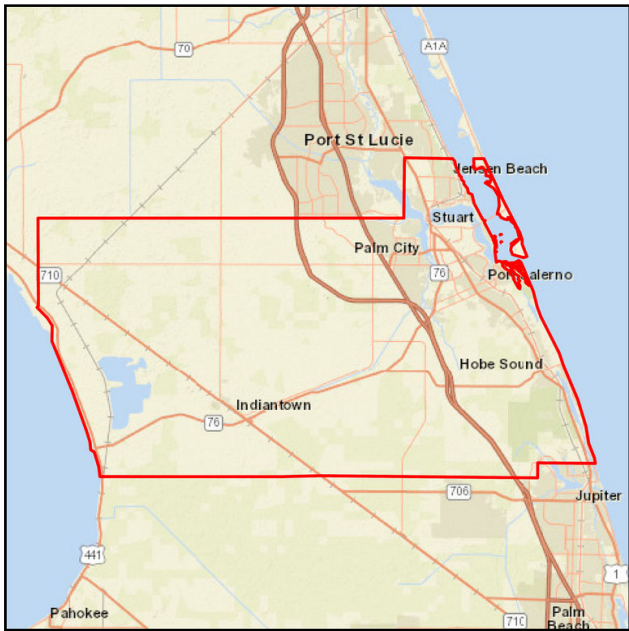
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	2,046,533	0	0	0	2,046,533
CST	DIH	0	69,744	0	0	0	69,744
RRU	DDR	15,000	0	0	0	0	15,000
COX	DIOH	479	51,698	0	0	0	52,177
CSX	DIOH	0	25,865	0	0	0	25,865
Total		15,479	2,193,840	0	0	0	2,209,319

Prior Cost <2027: 885,312
Future Cost >2032: 0
Total Project Cost: 3,094,631

Project Description: 2022 MPO PRIORITY #11 REPLACE THE SIGNAL MAST ARMS AND PROVIDE ENHANCED PEDESTRIAN FACILITIES AND BACK PLATES WITH VIDEO DETECTION SYSTEM AT SR-5/US-1 AND SW JOAN JEFFERSON, & SR-5/US-1 AND SW OCEAN BLVD INTERSECTIONS. PROVIDE QUEUE DETECTION CAMERA FOR EB TRAFFIC ALONG SW JOAN JEFFERSON WAY. R/W NEEDED. MPO AGREES TO GREEN MAST ARMS.

4393286 - MARTIN COUNTY FY 2026/2027-2027/2028 UPWP

Non-SIS



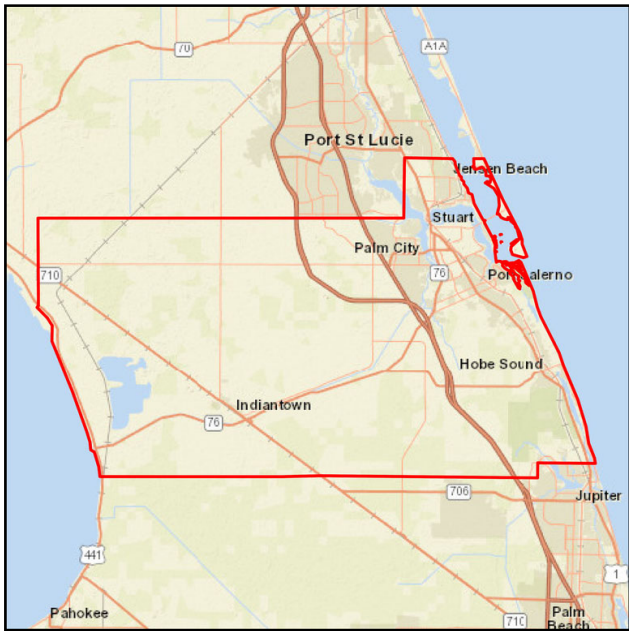
From:
To:
Section: A - Highway
Work Summary: TRANSPORTATION PLANNING **Length:**
Lead Agency: Martin MPO **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PLN	ACPL	576,585	576,585	0	0	0	1,153,170
PLX	DIOH	82,221	82,221	0	0	0	164,442
Total		658,806	658,806	0	0	0	1,317,612

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,317,612
Project Description: PLANNING (PL) FUNDS

4393287 - MARTIN COUNTY FY 2028/2029-2029/2030 UPWP

Non-SIS



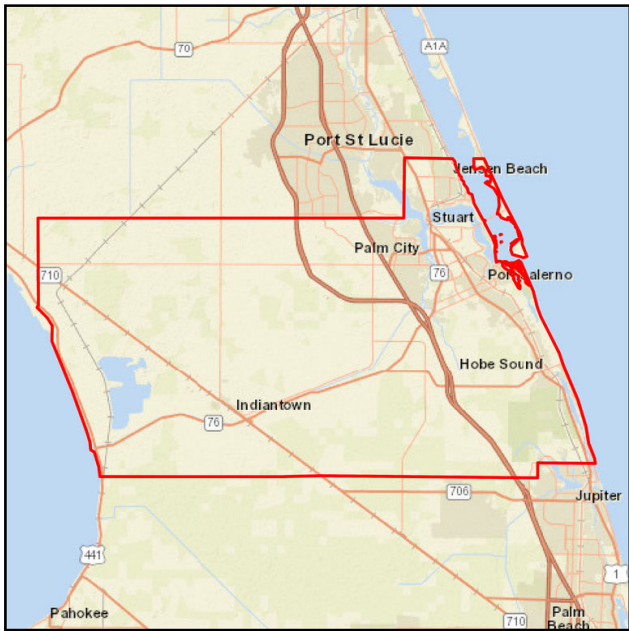
From:
To:
Section: A - Highway
Work Summary: TRANSPORTATION PLANNING **Length:**
Lead Agency: Martin MPO **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PLN	ACPL	0	0	576,585	576,585	0	1,153,170
PLX	DIOH	0	0	82,221	82,221	0	164,442
Total		0	0	658,806	658,806	0	1,317,612

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,317,612
Project Description: PLANNING (PL) FUNDS

4393288 - MARTIN COUNTY FY 2030/2031-2031/2031 UPWP

Non-SIS



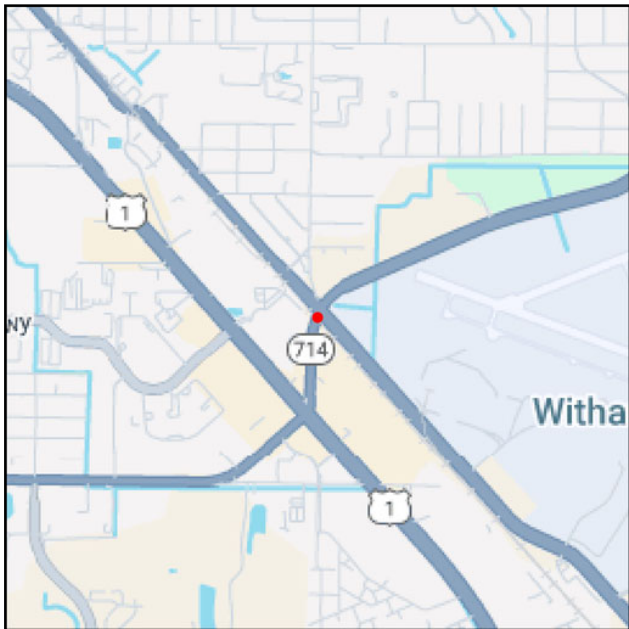
From:
To:
Section: A - Highway
Work Summary: TRANSPORTATION PLANNING **Length:** 0.0
Lead Agency: Martin MPO **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PLN	ACPL	0	0	0	0	576,585	576,585
PLX	DIOH	0	0	0	0	82,221	82,221
Total		0	0	0	0	658,806	658,806

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 658,806
Project Description: PLANNING (PL) FUNDS

4416363 - SR-714/MONTEREY ROAD AT FEC RAILROAD CROSSING

SIS



From:
To:
Section: A - Highway
Work Summary: PTO STUDIES **Length:** 0
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

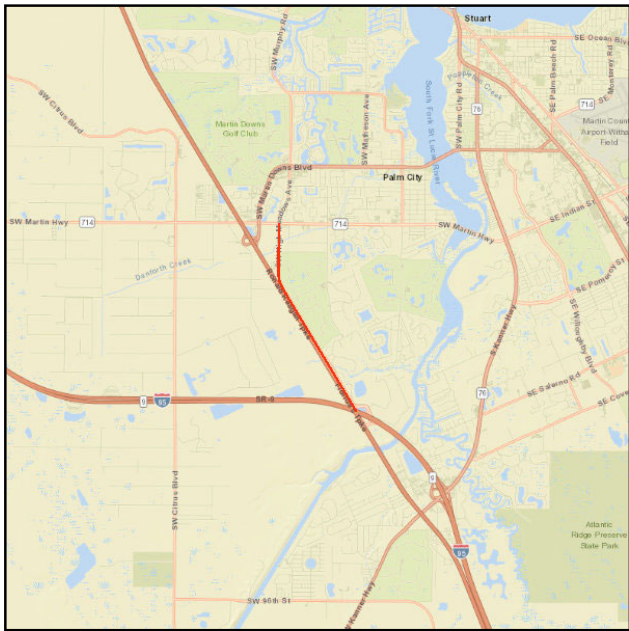
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ROW	DDR	0	1,687,098	0	0	0	1,687,098
ROW	DIH	0	200,000	200,000	230,000	0	630,000
ROW	DI	0	850,972	2,000,000	426,712	0	3,277,684
ROW	DIS	0	13,054,045	0	0	0	13,054,045
PE	DIH	120,000	0	0	0	0	120,000
PE	DS	0	0	0	715,924	0	715,924
PE	SIWR	5,670,000	0	0	0	0	5,670,000
DSB	DDR	0	0	0	830,448	5,684,990	6,515,438
DSB	DIH	0	0	0	414,924	0	414,924
DSB	SIWR	0	0	0	40,232,869	0	40,232,869
COX	DIOH	0	0	0	985,705	0	985,705
PEX	DIOH	155,247	0	0	53,336	0	208,583
RWX	DIOH	0	468,416	148,220	55,246	0	671,882
CSX	DIOH	0	0	0	106,575	206,365	312,940
Total		5,945,247	16,260,531	2,348,220	44,051,739	5,891,355	74,497,092

Prior Cost <2027: 639,499
Future Cost >2032: 0
Total Project Cost: 75,136,591

Project Description:

4416991 - CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY

Non-SIS



From: I-95
To: CR-714/MARTIN HWY
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 2.67
Lead Agency: FDOT **LRTP #:** Table 7.3.1-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ROW	ACSU	0	0	240,661	1,570,451	0	1,811,112
ROW	ACCM	0	0	92,160	211,549	956,000	1,259,709
RWX	DIOH	0	0	21,115	111,273	59,182	191,570
Total		0	0	353,936	1,893,273	1,015,182	3,262,391

Prior Cost <2027: 4,608,110
Future Cost >2032: 0
Total Project Cost: 7,870,501

Project Description: 2022 MPO PRIORITY #10; FY27-FY31 MPO PRIORITY #11. WIDEN FROM 2 LANES TO 4 LANES R/W NEEDED

4417001 - COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1

Non-SIS



From: SR-76/KANNER HWY
To: SR-5/US-1
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 3.23
Lead Agency: FDOT **LRTP #:** Table 7.3.1-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ROW	ACSA	0	0	417,000	0	0	417,000
ROW	ACSU	0	700,000	2,490,000	6,000	2,150,000	5,346,000
ROW	TRWR	0	0	0	1,500,000	0	1,500,000
RWX	DIOH	0	44,988	207,851	92,619	132,225	477,683
Total		0	744,988	3,114,851	1,598,619	2,282,225	7,740,683

Prior Cost <2027: 8,755,978

Future Cost >2032: 0

Total Project Cost: 16,496,661

Project Description: 2023 MPO PRIORITY #1; FY27-FY31 MPO PRIORITY #4. WIDEN FROM 2 TO 4 LANES NO R/W NEEDED

4419951 - MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING

SIS



From:
To: (EAST SIDE OF I-95)
Section: A - Highway
Work Summary: MCCO WEIGH STATION STATIC/WIM **Length:** 1.702
Lead Agency: FDOT **LRTP #:** Figure 7.3.6-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DWS	0	4,309,490	0	0	0	4,309,490
COX	DIOH	0	137,473	0	0	0	137,473
Total		0	4,446,963	0	0	0	4,446,963

Prior Cost <2027: 0
 Future Cost >2032: 0
 Total Project Cost: 4,446,963

Project Description:

4435002 - FROM SE OSPREY ST TO SE GOMEZ AVE (FROM US-1 TO SEABRANCH STATE PARK)

Non-SIS



From:
To:
Section: A - Highway
Work Summary: BIKE PATH/TRAIL **Length:**
Lead Agency: Martin County **LRTP #:** Figure 7.3.8-3

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	TLWR	1,500,000	0	0	0	0	1,500,000
COX	DIOH	47,850	0	0	0	0	47,850
Total		1,547,850	0	0	0	0	1,547,850

Prior Cost <2027: 476,938
Future Cost >2032: 0
Total Project Cost: 2,024,788
Project Description: BIKE PATH/TRAIL

4435051 - SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE

Non-SIS



From: SE BRIDGE RD.
To: HOBE SOUND WILDLIFE REFUGE
Section: A - Highway
Work Summary: BIKE PATH/TRAIL **Length:** 1.93
Lead Agency: FDOT **LRTP #:** Figure 7.3.8-2

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	0	1,443,965	0	0	1,443,965
CST	TLWR	0	0	6,905,596	0	0	6,905,596
COX	DIOH	0	0	243,109	0	0	243,109
CSX	DIOH	0	0	29,316	0	0	29,316
Total		0	0	8,621,986	0	0	8,621,986

Prior Cost <2027: 2,389,383

Future Cost >2032: 0

Total Project Cost: 11,011,369

Project Description: SUNTRAIL US-1 SHARED USE PATH.

4444151 - SR-5/US-1 AT BAKER RD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: INTERSECTION IMPROVEMENT **Length:** .08
Lead Agency: FDOT **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSA	254,146	0	0	0	0	254,146
CST	ACSU	1,469,503	0	0	0	0	1,469,503
CST	ACSM	244,323	0	0	0	0	244,323
COX	DIOH	54,671	0	0	0	0	54,671
CSX	DIOH	13,178	0	0	0	0	13,178
Total		2,035,821	0	0	0	0	2,035,821

Prior Cost <2027: 447,854
Future Cost >2032: 0
Total Project Cost: 2,483,675

Project Description: 2023 MPO PRIORITY #12 NB RIGHT TURN LANE; CONVERT SIGNAL FROM STRAIN POLE TO MAST ARMS; MPO AGREES TO GREEN MAST ARMS R/W REQUIRED G/W 444416-1, 444417-1

4444161 - SR-5/US-1 AT NW NORTH RIVER SHORES BLVD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** .009
Lead Agency: FDOT **LRTP #:** Table 7.3-1

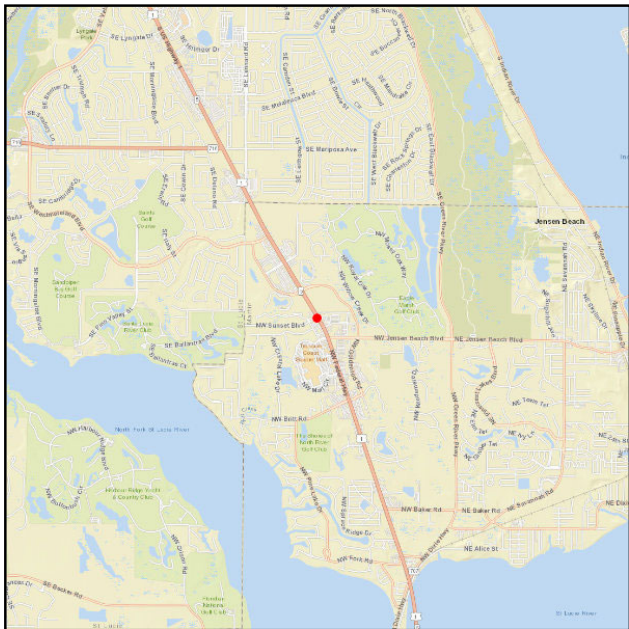
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	356,625	0	0	0	0	356,625
CST	DIH	31,993	0	0	0	0	31,993
CST	ACSU	851,777	0	0	0	0	851,777
COX	DIOH	33,693	0	0	0	0	33,693
CSX	DIOH	10,366	0	0	0	0	10,366
Total		1,284,454	0	0	0	0	1,284,454

Prior Cost <2027: 309,179
Future Cost >2032: 0
Total Project Cost: 1,593,633

Project Description: 2023 MPO PRIORITY #13 REPLACE SPANWIRE WITH GREEN MAST ARMS (MPO AGREES) R/W REQUIRED G/W 444415-1 (LEAD), 444417-1

4444171 - SR-5/US-1 AT NW SUNSET BLVD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** .008
Lead Agency: FDOT **LRTP #:** Table 7.3-1

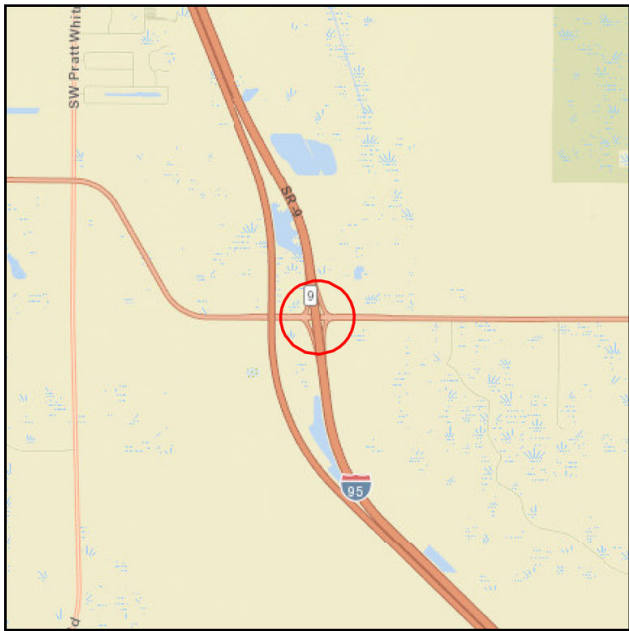
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSA	35,811	0	0	0	0	35,811
CST	ACSL	1,541,972	0	0	0	0	1,541,972
COX	DIOH	45,646	0	0	0	0	45,646
CSX	DIOH	9,523	0	0	0	0	9,523
Total		1,632,952	0	0	0	0	1,632,952

Prior Cost <2027: 325,742
Future Cost >2032: 0
Total Project Cost: 1,958,694

Project Description: 2022 MPO PRIORITY #14 REPLACE SPANWIRE WITH GREEN MAST ARM (MPO AGREES TO) R/W REQUIRED

4461661 - I95 & TPK (SR91) DIRECT CONNECT INTCHG AT BRIDGE RD (MP 123.7-127)

SIS



From:
To:
Section: A - Highway
Work Summary: INTERCHANGE IMPROVEMENT **Length:** 3.273
Lead Agency: FDOT **LRTP #:** Page 5-16

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	PKYI	0	0	0	24,700,000	0	24,700,000
PEX	PKOH	0	0	0	602,680	0	602,680
Total		0	0	0	25,302,680	0	25,302,680

Prior Cost <2027: 11,666
Future Cost >2032: 0
Total Project Cost: 25,314,346
Project Description:

4462571 - SR-5/US-1 AT SR-76/KANNER HIGHWAY

Non-SIS



From: SR-5/US-1
To: AT SR-76/KANNER HIGHWAY
Section: A - Highway
Work Summary: INTERSECTION IMPROVEMENT **Length:** .128
Lead Agency: FDOT **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	3,815,793	0	0	0	3,815,793
CST	DIH	0	93,280	0	0	0	93,280
CST	DS	0	215,829	0	0	0	215,829
ROW	DDR	140,000	1,592,380	0	0	0	1,732,380
ROW	DIH	20,000	7,000	0	0	0	27,000
ROW	DS	0	895,620	0	0	0	895,620
ROW	ACSU	1,314,162	0	526,599	0	0	1,840,761
COX	DIOH	0	113,313	0	0	0	113,313
RWX	DIOH	91,953	153,895	32,386	0	0	278,234
CSX	DIOH	0	31,072	0	0	0	31,072
Total		1,566,115	6,918,182	558,985	0	0	9,043,282

Prior Cost <2027: 1,816,832

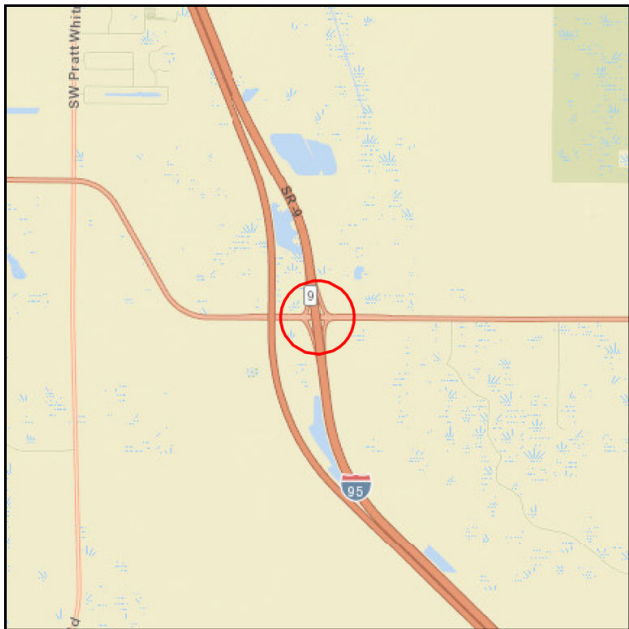
Future Cost >2032: 0

Total Project Cost: 10,860,114

Project Description: 2023 MPO PRIORITY #14 SOUTHBOUND RIGHT TURN LANE TO WEST BOUND KANNER HIGHWAY INCLUDES LEFT TURN LANE FROM KANNER TO NB US-1

4469751 - I-95 & TPK (SR91) DIRECT CONNECTION INTERCHANGE (MP 125)

SIS



From:
To:
Section: A - Highway
Work Summary: PD&E/EMO STUDY **Length:** 3.0
Lead Agency: FDOT **LRTP #:** Page 5-16

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ENV	PKYI	30,000	0	0	0	0	30,000
ENX	PKOH	732	0	0	0	0	732
Total		30,732	0	0	0	0	30,732

Prior Cost <2027: 2,265,627
Future Cost >2032: 0
Total Project Cost: 2,296,359
Project Description:

4473981 - SAILFISH CAPITAL TRAIL/MARTIN TRAIL

Non-SIS



From: SE GRAFTON AVENUE
To: NW WRIGHT BLVD
Section: A - Highway
Work Summary: BIKE PATH/TRAIL **Length:** 7.68
Lead Agency: FDOT **LRTP #:** Figure 7.3.8-2

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	TLWR	0	1,600,000	0	0	0	1,600,000
PEX	DIOH	0	119,200	0	0	0	119,200
Total		0	1,719,200	0	0	0	1,719,200

Prior Cost <2027: 741,472
Future Cost >2032: 0
Total Project Cost: 2,460,672

Project Description: DIXIE HIGHWAY FROM SE GRAFTON AVENUE TO NW WRIGHT BLVD

4475551 - SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY

SIS



From: SR-710
To: at CR-714
Section: A - Highway
Work Summary: ROAD RECONSTRUCTION - 2 LANE **Length:** 0.485
Lead Agency: FDOT **LRTP #:** Table 7.3.1-1

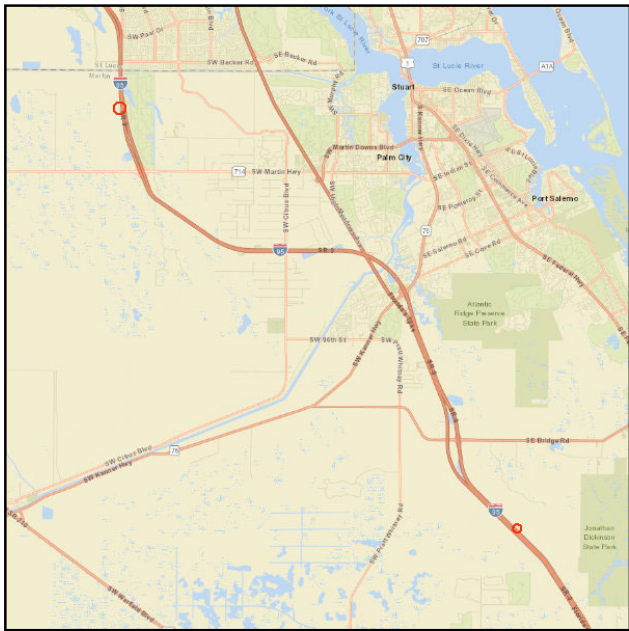
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACNP	0	0	273,250	8,224,260	0	8,497,510
ROW	ACSA	20,000	51,000	0	0	0	71,000
ROW	ACSU	0	252,805	0	0	0	252,805
ROW	ACSS	159,240	0	0	0	0	159,240
RRU	ACNP	0	0	434,000	0	0	434,000
COX	DIOH	0	0	13,845	221,676	0	235,521
RWX	DIOH	12,316	21,398	0	0	0	33,714
CSX	DIOH	0	0	33,828	46,289	0	80,117
Total		191,556	325,203	754,923	8,492,225	0	9,763,907

Prior Cost <2027: 847,085
Future Cost >2032: 0
Total Project Cost: 10,610,992

Project Description: 2024 MPO PRIORITY #3 G/W 447555.2; INCLUDES RELOCATION OF CR-714 TO SE 126 BLVD B/C RATIO = 4.3 1) FLATTEN THE HORIZONTAL CURVE ON CR-714 2) CONVERT THE EXISTING STOP CONTROLLED INTERSECTION SR 710

4478681 - I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES

SIS



From:
To:
Section: A - Highway
Work Summary: MCCO WEIGH STATION STATIC/WIM **Length:** 20.608
Lead Agency: FDOT **LRTP #:** Figure 7.3.6-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DWS	477,662	0	0	0	0	477,662
COX	DIOH	15,237	0	0	0	0	15,237
Total		492,899	0	0	0	0	492,899

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 492,899
Project Description:

4484471 - SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET

Non-SIS



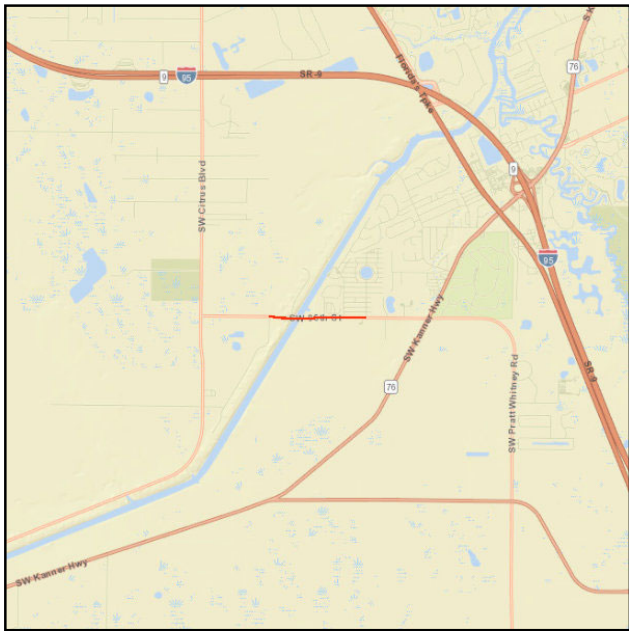
From: .5 MILE S OF SE DIXIE HWY
To: S OF SE HERITAGE BLVD
Section: A - Highway
Work Summary: RESURFACING **Length:** 5.105
Lead Agency: FDOT **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSA	49,013	0	0	0	0	49,013
CSX	DIOH	6,068	0	0	0	0	6,068
Total		55,081	0	0	0	0	55,081

Prior Cost <2027: 19,737,067
Future Cost >2032: 0
Total Project Cost: 19,792,148
Project Description: RESURFACING

4495071 - CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION

Non-SIS



From: W OF SW BOBCAT DR
To: E OF SW GREEN RIDGE LANE
Section: A - Highway
Work Summary: BRIDGE-REPAIR/REHABILITATION **Length:** 0.13
Lead Agency: Martin County **LRTP #:** Table 6.7.1-1

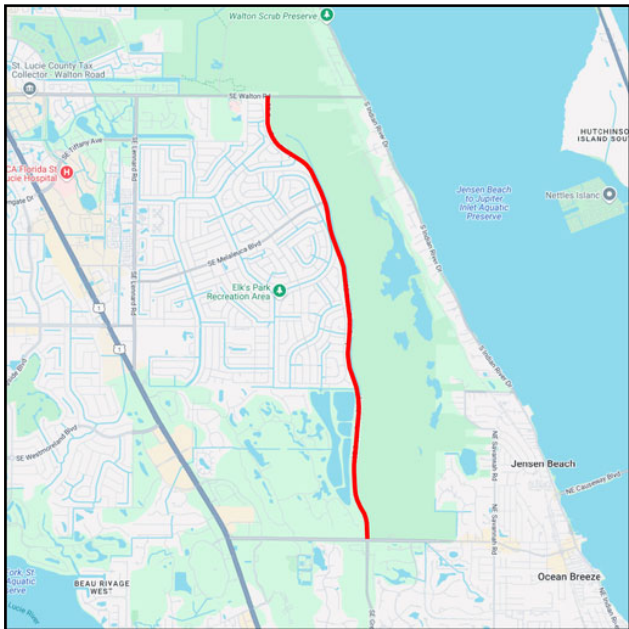
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	5,053	0	0	0	0	5,053
CST	LF	371,440	0	0	0	0	371,440
CST	GRSC	50,000	0	0	0	0	50,000
CST	SCED	487,805	0	0	0	0	487,805
CST	SCWR	568,293	0	0	0	0	568,293
COX	DIOH	35,446	0	0	0	0	35,446
Total		1,518,037	0	0	0	0	1,518,037

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,518,037

Project Description: W OF SW BOBCAT DR TO E OF SW GREEN RIDGE LANE SCOUR PROTECTION BRIDGE #890093

4496941 - GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE

Non-SIS



From: NE JENSEN BEACH BLVD
To: MARTIN COUNTY LINE
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.225
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	0	0	382,388	0	382,388
CST	GRSC	0	0	0	1,147,162	0	1,147,162
COX	DIOH	0	0	0	36,594	0	36,594
Total		0	0	0	1,566,144	0	1,566,144

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,566,144
Project Description: RESURFACING

4498291 - SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1

Non-SIS



From: SW PALM CITY RD
To: 400 FT S OF US-1
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.399
Lead Agency: FDOT **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	6,133,191	0	0	0	6,133,191
CST	DIH	0	124,127	0	0	0	124,127
CST	DS	0	5,666,418	0	0	0	5,666,418
COX	DIOH	0	331,152	0	0	0	331,152
CSX	DIOH	0	72,284	0	0	0	72,284
Total		0	12,327,172	0	0	0	12,327,172

Prior Cost <2027: 1,326,464

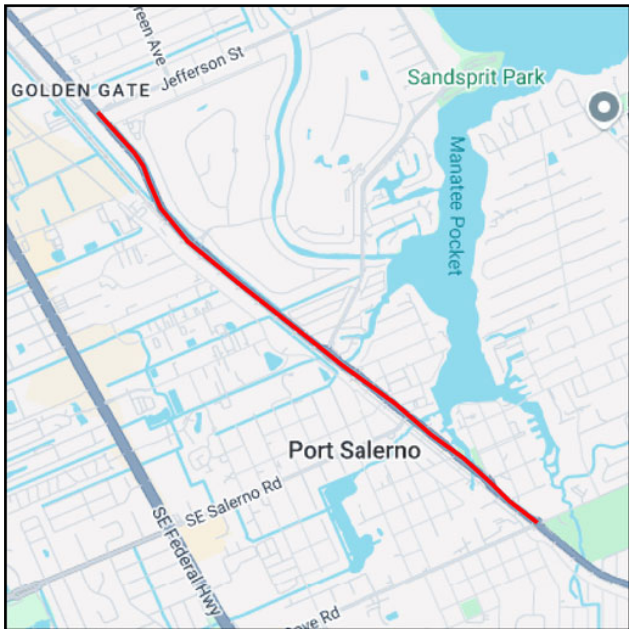
Future Cost >2032: 0

Total Project Cost: 13,653,636

Project Description: RESURFACING

4507851 - CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST

Non-SIS



From:
To:
Section: A - Highway
Work Summary: RESURFACING **Length:** 12.286
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	462,896	0	0	0	0	462,896
CST	LF	1,101,212	0	0	0	0	1,101,212
CST	GRSC	1,832,051	0	0	0	0	1,832,051
CST	SCED	25,016	0	0	0	0	25,016
CST	SCWR	93,245	0	0	0	0	93,245
COX	DIOH	76,981	0	0	0	0	76,981
Total		3,591,401	0	0	0	0	3,591,401

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 3,591,401
Project Description: RESURFACING

4522571 - SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5

Non-SIS



From: SE Wooden Bridge Lane
To: US-1
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.678
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	0	454,146	0	0	0	454,146
CST	LF	0	719,194	0	0	0	719,194
CST	GRSC	0	137,805	0	0	0	137,805
CST	SCED	0	487,805	457,058	0	0	944,863
CST	SCWR	0	570,244	0	0	0	570,244
COX	DIOH	0	52,635	14,580	0	0	67,215
Total		0	2,421,829	471,638	0	0	2,893,467

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 2,893,467

Project Description: SMALL COUNTY OUTREACH PROGRAM (SCOP) SFGA W/ MARTIN COUNTY

4529221 - US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152

Non-SIS



From: Roosevelt Bridge Over St. Lucie River
To:
Section: A - Highway
Work Summary: BRIDGE-REPAIR/REHABILITATION **Length:** 0.863
Lead Agency: FDOT **LRTP #:** Table 6.7.1-1

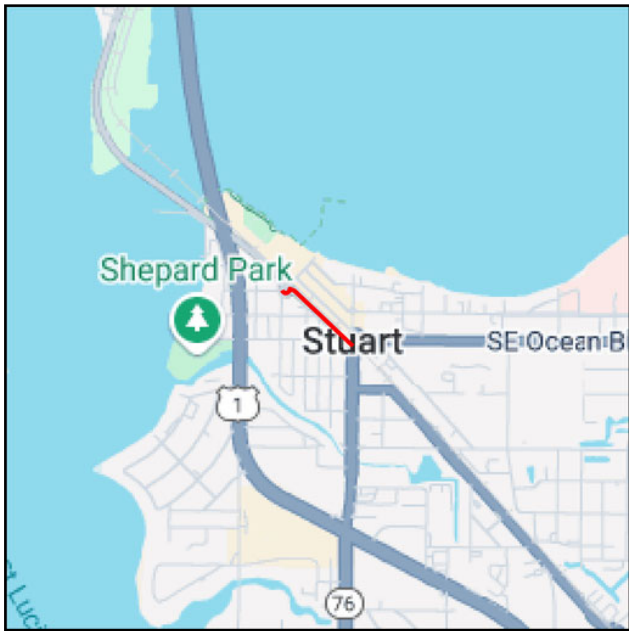
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	BRRP	0	0	0	5,097,988	0	5,097,988
CST	DDR	0	0	0	210,704	0	210,704
CST	DIH	0	0	0	5,640	0	5,640
PE	BRRP	350,000	0	0	0	0	350,000
PE	DIH	5,000	0	0	0	0	5,000
COX	DIOH	0	0	0	144,842	0	144,842
PEX	DIOH	26,756	0	0	0	0	26,756
CSX	DIOH	0	0	0	31,911	0	31,911
Total		381,756	0	0	5,491,085	0	5,872,841

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 5,872,841

Project Description: BRIDGE REPAIR/ REHABILITATION

4529971 - SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY

Non-SIS



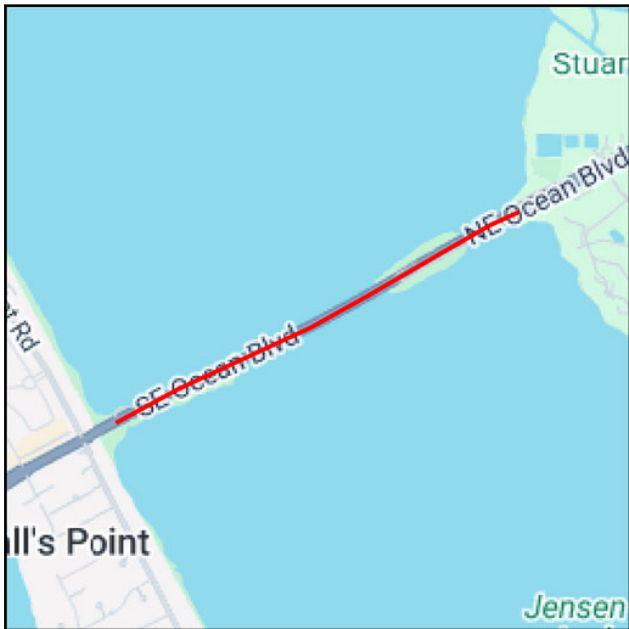
From: COLORADO AVE
To: JOAN JEFFERSON WAY
Section: A - Highway
Work Summary: SIDEWALK
Lead Agency: City of Stuart
Length:
LRTP #: Page 7-6

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	308,187	0	0	0	0	308,187
CST	TALT	206,657	0	0	0	0	206,657
CST	TALU	177,137	0	0	0	0	177,137
CST	TALM	78,426	0	0	0	0	78,426
COX	DIOH	13,938	0	0	0	0	13,938
CSX	DIOH	1,357	0	0	0	0	1,357
Total		785,702	0	0	0	0	785,702

Prior Cost <2027: 5,681
Future Cost >2032: 0
Total Project Cost: 791,383
Project Description: SIDEWALK

4533211 - SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW

Non-SIS



From:
To:
Section: A - Highway
Work Summary: BRIDGE-REPAIR/REHABILITATION **Length:**
Lead Agency: FDOT **LRTP #:** Table 6.7.1-1

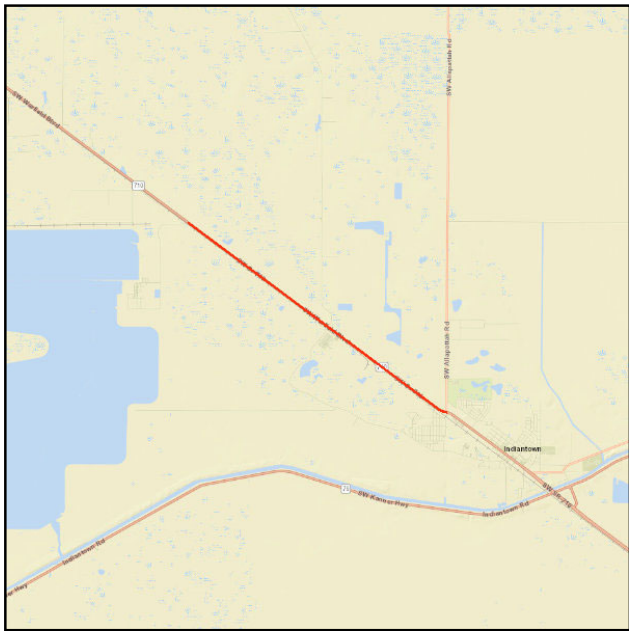
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	BRRP	0	0	3,657,297	0	0	3,657,297
CST	DIH	0	0	5,465	0	0	5,465
COX	DIOH	0	0	106,064	0	0	106,064
CSX	DIOH	0	0	14,212	0	0	14,212
Total		0	0	3,783,038	0	0	3,783,038

Prior Cost <2027: 870,044
Future Cost >2032: 0
Total Project Cost: 4,653,082

Project Description: REHABILITATION PROJECT FOR EPOXY OVERLAY ENTIRE BRIDGE CONCRETE DECK, FENDER SYSTEM REHABILITATION, MISCELLANEOUS SPALLS/CRACKS REPAIRS AT CLOSURE POUR (CP) BOTTOM SLABS, OVERHANGS, & EXTERIOR FACES. REPLACE ENTIRE EXISTING BRIDGE LIGHTING (60 LIGHT POLES WITH FIXTURES) WITH LATEST STANDARD ALUMINUM BRIDGE LIGHTING (LED) SYSTEM AS PER FDOT

4533331 - SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD

SIS



From: SW FP&L ACCESS ROAD
To: CR-609/ALLAPATAH ROAD
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 5.201
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ARTW	0	0	0	0	18,144,160	18,144,160
CST	ART	0	0	0	0	87,169,489	87,169,489
ROW	ACNP	970,144	2,114,440	629,864	45,000	0	3,759,448
ROW	BNIR	6,171,851	0	0	0	0	6,171,851
PE	ACNP	25,000	25,000	25,000	0	0	75,000
COX	DIOH	0	0	0	0	2,770,182	2,770,182
PEX	DIOH	3,403	3,403	3,403	0	0	10,209
RWX	DIOH	441,817	133,268	44,228	5,675	0	624,988
CSX	DIOH	0	0	0	0	699,477	699,477
Total		7,612,215	2,276,111	702,495	50,675	108,783,308	119,424,804

Prior Cost <2027: 5,057,591

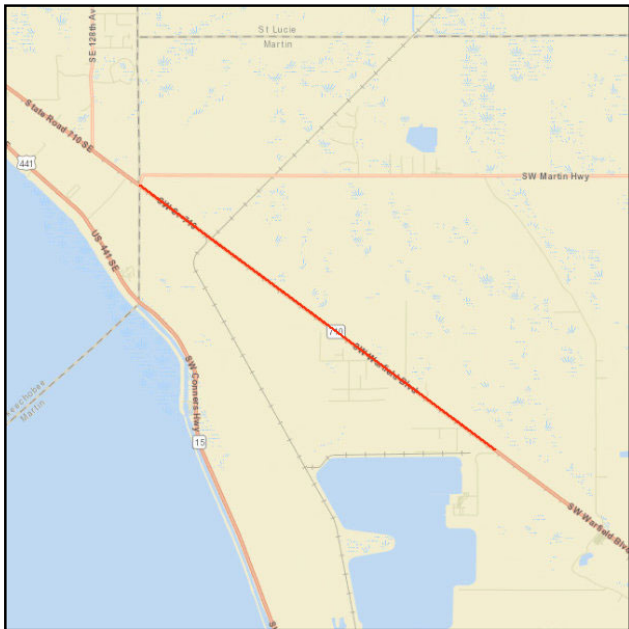
Future Cost >2032: 0

Total Project Cost: 124,482,395

Project Description: 2024 MPO PRIORITY #1; FY27-FY31 MPO PRIORITY #2. RECONSTRUCT SR 710 FR 2 LANE TO 4 LANE DIVIDED HIGHWAY

4533332 - SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD

SIS



From: MARTIN/OKEECHOBEE CO LINE
To: SW FP&L ACCESS ROAD
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 9.812
Lead Agency: FDOT **LRTP #:** Table 7.3.1-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	GMR	0	0	0	0	88,039,186	88,039,186
CST	ACNP	0	0	0	0	106,078,599	106,078,599
ROW	ACNP	1,692,500	778,500	2,914,499	1,028,982	0	6,414,481
ROW	BNIR	0	3,746,519	0	0	0	3,746,519
PE	ACNP	25,000	25,000	25,000	0	0	75,000
RRU	ARTW	0	0	20,000,000	0	0	20,000,000
COX	DIOH	0	0	638,000	0	5,533,831	6,171,831
PEX	DIOH	3,403	3,403	3,403	0	0	10,209
RWX	DIOH	115,717	293,793	194,746	63,282	0	667,538
CSX	DIOH	0	0	0	0	909,474	909,474
Total		1,836,620	4,847,215	23,775,648	1,092,264	200,561,090	232,112,837

Prior Cost <2027: 8,070,817

Future Cost >2032: 0

Total Project Cost: 240,183,654

Project Description: 2024 MPO PRIORITY #1; FY27-FY31 MPO PRIORITY #1. RECONSTRUCT SR 710 FR 2 LANE TO 4 LANE DIVIDED HIGHWAY

4533334 - SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE

SIS



From: SW ALLAPATTAH RD
To: SW VAN BUREN AVE
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 0.838
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

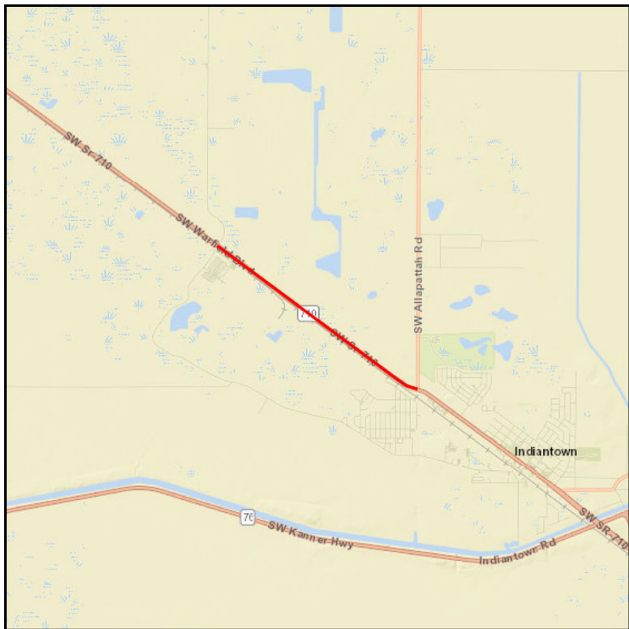
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	0	0	16,891,584	1,314,727	18,206,311
CST	DIH	0	0	0	69,910	69,872	139,782
CST	ACSU	0	0	0	827,025	0	827,025
COX	DIOH	0	0	0	550,078	0	550,078
CSX	DIOH	0	0	0	32,566	56,375	88,941
Total		0	0	0	18,371,163	1,440,974	19,812,137

Prior Cost <2027: 109,565
Future Cost >2032: 0
Total Project Cost: 19,921,702

Project Description: ADD LANES & RECONSTRUCT

4533336 - SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 2.36
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

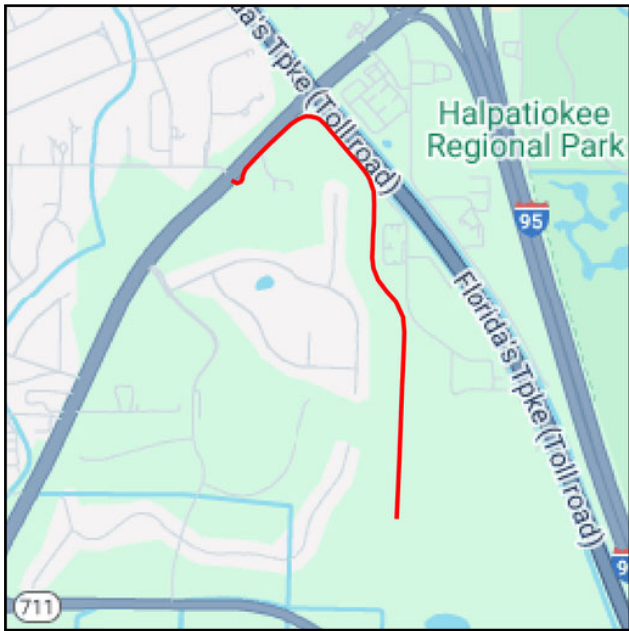
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DIH	0	0	109,300	0	0	109,300
CST	GMR	0	0	9,100,000	0	0	9,100,000
CST	ACSU	0	0	2,000,000	0	0	2,000,000
CST	STED	0	0	36,069,000	0	0	36,069,000
COX	DIOH	0	0	1,400,091	0	0	1,400,091
CSX	DIOH	0	0	132,559	0	0	132,559
Total		0	0	48,810,950	0	0	48,810,950

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 48,810,950

Project Description: ADD LANES & RECONSTRUCT

4539191 - SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY

Non-SIS



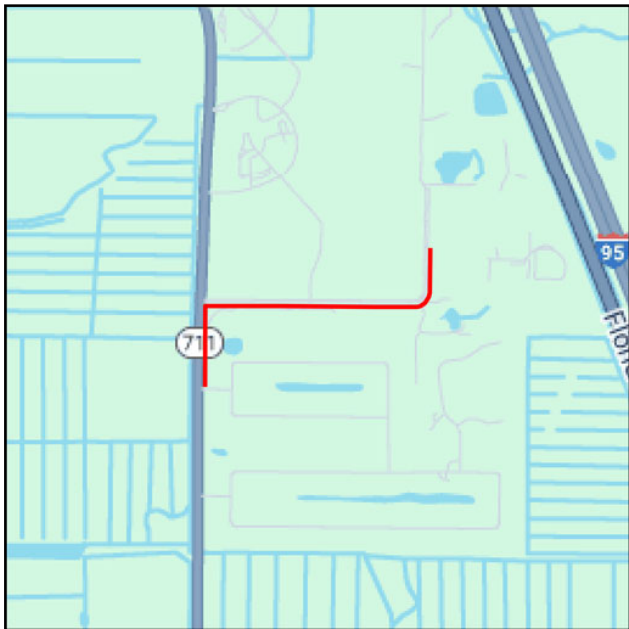
From: 100 FT S of CAMP VALOR
To: SW KANNER HWY
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.287
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	0	0	442,805	0	0	442,805
CST	LF	0	0	295,204	0	0	295,204
CST	SCWR	0	0	442,806	0	0	442,806
COX	DIOH	0	0	28,251	0	0	28,251
Total		0	0	1,209,066	0	0	1,209,066

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,209,066
Project Description: RESURFACING

4548761 - BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL

Non-SIS



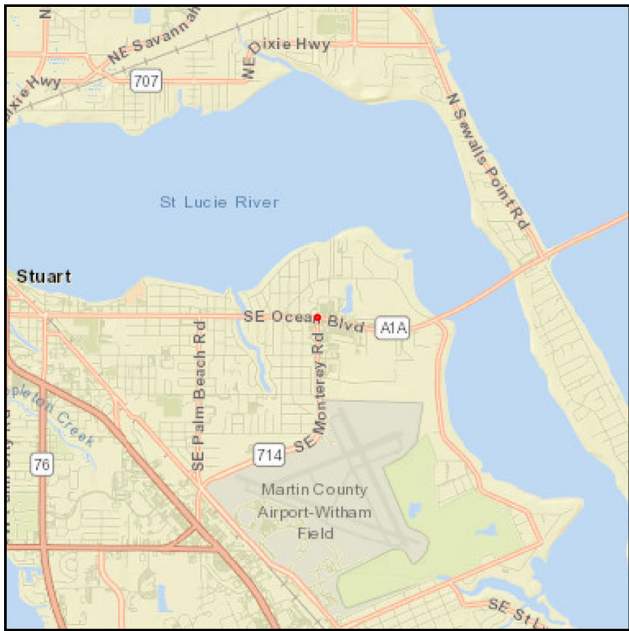
From:
To:
Section: A - Highway
Work Summary: SIDEWALK **Length:** 0.84
Lead Agency: FDOT **LRTP #:** Page 5-30

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	61,000	0	0	0	61,000
CST	TALT	0	872,300	0	0	0	872,300
CST	TALU	0	239,662	0	0	0	239,662
COX	DIOH	0	34,227	0	0	0	34,227
CSX	DIOH	0	1,854	0	0	0	1,854
Total		0	1,209,043	0	0	0	1,209,043

Prior Cost <2027: 5,681
Future Cost >2032: 0
Total Project Cost: 1,214,724
Project Description: SIDEWALK

4570041 - SR-A1A/SE OCEAN BOULEVARD AT SR-714/SE MONTEREY ROAD

Non-SIS



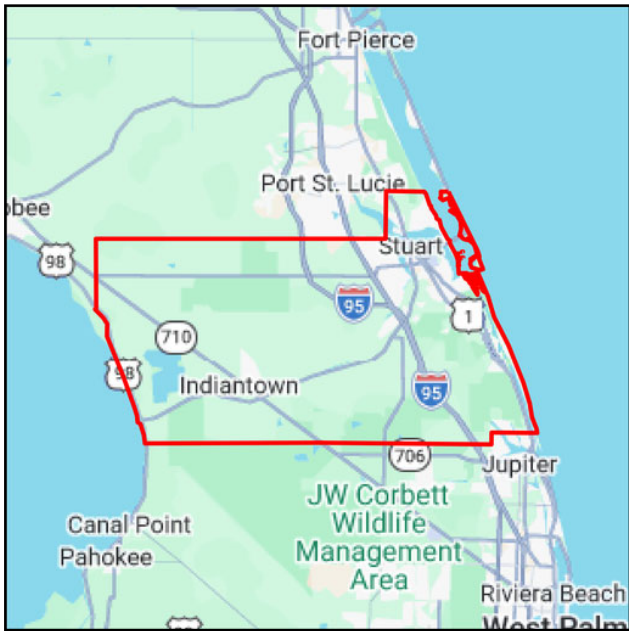
From:
To:
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** 0.025
Lead Agency: FDOT **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	DDR	0	0	0	0	300,000	300,000
PE	DIH	0	0	0	0	5,000	5,000
PEX	DIOH	0	0	0	0	23,031	23,031
Total		0	0	0	0	328,031	328,031

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 328,031
Project Description:

4570961 - FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS

Non-SIS



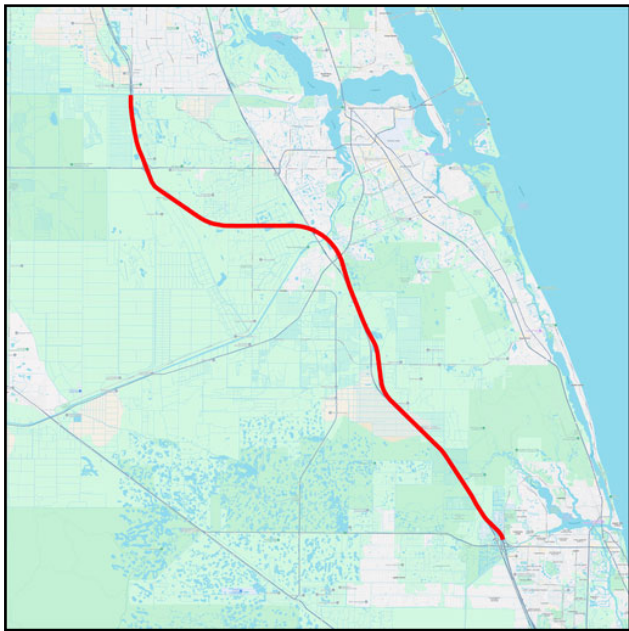
From:
To:
Section: A - Highway
Work Summary: SIDEWALK **Length:** 0.0
Lead Agency: FDOT **LRTP #:** Page 7-6

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	0	907,386	0	0	907,386
CST	TALT	0	0	422,802	0	0	422,802
CST	TALU	0	0	239,762	0	0	239,762
PE	TALT	5,000	0	0	0	0	5,000
COX	DIOH	0	0	19,522	0	0	19,522
PEX	DIOH	681	0	0	0	0	681
CSX	DIOH	0	0	2,274	0	0	2,274
Total		5,681	0	1,591,746	0	0	1,597,427

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,597,427
Project Description: SIDEWALK

4571801 - SR-9/I-95 MARTIN COUNTY - GUARDRAIL

Non-SIS



From: I-95
To:
Section: A - Highway
Work Summary: PRELIMINARY ENGINEERING **Length:** 24.691
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSS	6,544,709	0	0	0	0	6,544,709
CST	SSI	3,841,925	0	0	0	0	3,841,925
COX	DIOH	265,097	0	0	0	0	265,097
CSX	DIOH	101,839	0	0	0	0	101,839
Total		10,753,570	0	0	0	0	10,753,570

Prior Cost <2027: 1,742,294

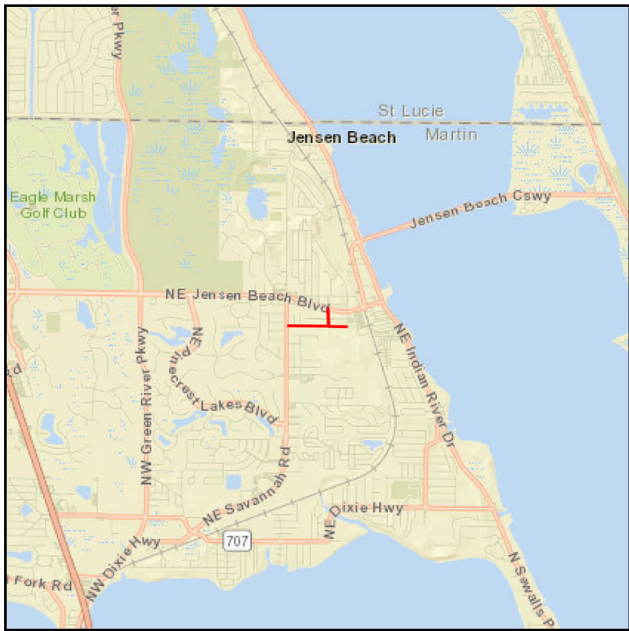
Future Cost >2032: 0

Total Project Cost: 12,495,864

Project Description: MEDIAN BARRIER INSTALLATION ALONG I-95 AS PART OF THE STATEWIDE MEDIAN BARRIER INITIATIVE INCLUDES SHORT SEGMENT IN PALM BEACH COUNTY - 0.2 MILES

4575661 - NE SOUTH STREET AND NE HIGHLAND AVENUE

Non-SIS



From:
To:
Section: A - Highway
Work Summary: SIDEWALK **Length:** 0.0
Lead Agency: FDOT **LRTP #:** Page 7-6

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	0	45,000	0	0	45,000
CST	ACSU	0	0	15,000	0	0	15,000
CST	SR2T	0	0	1,000,523	0	0	1,000,523
PE	ACSA	0	5,000	0	0	0	5,000
COX	DIOH	0	0	30,480	0	0	30,480
PEX	DIOH	0	681	0	0	0	681
CSX	DIOH	0	0	2,616	0	0	2,616
Total		0	5,681	1,093,619	0	0	1,099,300

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,099,300

Project Description: LAP SIDEWALK JENSEN BEACH SAFE ROUTES TO SCHOOL PROJECT

4577711 - SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.165
Lead Agency: Martin County **LRTP #:** Table 6.5-5

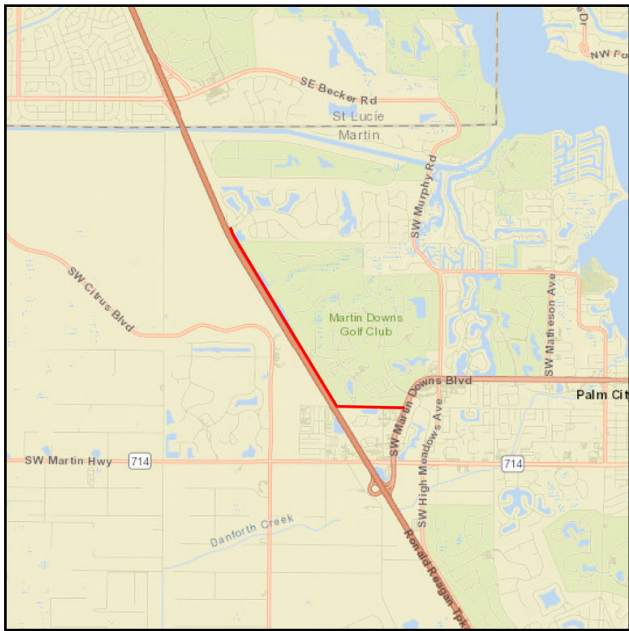
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	0	0	0	0	225,414	225,414
CST	LF	0	0	0	0	500,920	500,920
CST	GRSC	0	0	0	0	826,518	826,518
CST	SCED	0	0	0	0	210,386	210,386
CST	SCWR	0	0	0	0	240,442	240,442
COX	DIOH	0	0	0	0	47,938	47,938
Total		0	0	0	0	2,051,618	2,051,618

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 2,051,618

Project Description: RESURFACING; Small County Outreach Program (SCOP)

4577721 - W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE

Non-SIS



From:
To:
Section: A - Highway
Work Summary: RESURFACING **Length:** 2.519
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	0	0	0	0	148,401	148,401
CST	LF	0	0	0	0	329,781	329,781
CST	GRSC	0	0	0	0	544,138	544,138
CST	SCED	0	0	0	0	138,508	138,508
CST	SCWR	0	0	0	0	158,295	158,295
COX	DIOH	0	0	0	0	31,560	31,560
Total		0	0	0	0	1,350,683	1,350,683

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,350,683

Project Description: RESURFACING; Small County Outreach Program (SCOP)

Section B - Transit

Martin MPO Transportation Improvement Program - FY 2027 - 2031

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE						
Type of Work	OPERATING/ADMIN. ASSISTANCE			L RTP Pg: Appx. K, pg.5	Length .000	Lead Agency Martin County	*Non-SIS*
OPS	DDR	417,575	430,102	430,102	0	0	1,277,779
OPS	DPTO	0	0	0	447,306	465,199	912,505
OPS	LF	417,575	430,102	430,102	447,306	465,199	2,190,284
OPX	DIOH	10,231	10,537	10,537	10,959	22,794	65,058
Total		845,381	870,741	870,741	905,571	953,192	4,445,626
	<i>Prior Years Cost</i>	<i>1,611,991</i>	<i>Future Years Cost</i>	<i>0</i>		<i>Total Project Cost</i>	<i>6,057,617</i>
FM# 4134931	PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS						
Type of Work	CAPITAL FOR FIXED ROUTE			L RTP Pg: pg. 64	Lead Agency Martin County		*Non-SIS*
<i>Transit funding for fixed route</i>							
CAP	FTA	650,000	650,000	650,000	650,000	650,000	3,250,000
OPS	FTA	510,000	510,000	510,000	510,000	510,000	2,550,000
OPX	DIOH	0	0	0	0	12,495	12,495
CAX	DIOH	0	0	0	0	15,925	15,925
Total		1,160,000	1,160,000	1,160,000	1,160,000	1,188,420	5,828,420
	<i>Prior Years Cost</i>	<i>9,934,411</i>	<i>Future Years Cost</i>	<i>0</i>		<i>Total Project Cost</i>	<i>15,762,831</i>
FM# 4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS						
Type of Work	OPERATING/ADMIN. ASSISTANCE			L RTP Pg: Appx. K, pg. 5	Length .000	Lead Agency Martin County	*Non-SIS*
OPS	DU	134,037	142,178	142,178	149,705	153,523	721,621
OPS	LF	180,027	188,168	188,168	195,695	203,523	955,581
OPX	DIOH	3,284	3,483	3,483	3,668	8,747	22,665
Total		317,348	333,829	333,829	349,068	365,793	1,699,867
	<i>Prior Years Cost</i>	<i>446,396</i>	<i>Future Years Cost</i>	<i>0</i>		<i>Total Project Cost</i>	<i>2,146,263</i>
FM# 4346611	PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES						
Type of Work	CAPITAL FOR FIXED ROUTE			L RTP Pg: pg. 64; p. 29, Appendix B	Length .000	Lead Agency Martin County	*Non-SIS*
<i>GRANT FL-34-0018 EXECUTED 7/30/2014 FL-2017-077-00;\$79,083; EXECUTED 8/8/2017 NON-BUDGET REVENUE</i>							
CAP	FTA	130,000	130,000	130,000	130,000	130,000	650,000
CAX	DIOH	0	0	0	0	3,185	3,185
Total		130,000	130,000	130,000	130,000	133,185	653,185
	<i>Prior Years Cost</i>	<i>1,373,145</i>	<i>Future Years Cost</i>	<i>0</i>		<i>Total Project Cost</i>	<i>2,026,330</i>

Section C - Aviation

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25						*Non-SIS*
Type of Work	AVIATION PRESERVATION PROJECT			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency	Martin County	
CAP	DPTO	3,680,000	0	0	0	0	3,680,000
CAP	LF	920,000	0	0	0	0	920,000
CAX	DIOH	90,160	0	0	0	0	90,160
Total		4,690,160	0	0	0	0	4,690,160
	<i>Prior Years Cost</i>	0	<i>Future Years Cost</i>	0		<i>Total Project Cost</i>	4,690,160
FM# 4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1						*Non-SIS*
Type of Work	AVIATION PRESERVATION PROJECT			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency	Martin County	
CAP	DPTO	0	0	400,000	0	0	400,000
CAP	LF	0	0	100,000	0	0	100,000
CAX	DIOH	0	0	9,800	0	0	9,800
Total		0	0	509,800	0	0	509,800
	<i>Prior Years Cost</i>	0	<i>Future Years Cost</i>	0		<i>Total Project Cost</i>	509,800
FM# 4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE						*Non-SIS*
Type of Work	AVIATION SAFETY PROJECT			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency	Martin County	
CAP	DPTO	0	96,000	0	0	0	96,000
CAP	LF	0	24,000	0	0	0	24,000
CAX	DIOH	0	2,352	0	0	0	2,352
Total		0	122,352	0	0	0	122,352
	<i>Prior Years Cost</i>	0	<i>Future Years Cost</i>	0		<i>Total Project Cost</i>	122,352
FM# 4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT				Length 0		*Non-SIS*
Type of Work	AVIATION SAFETY PROJECT			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency	Martin County	
CAP	DPTO	0	200,000	0	0	0	200,000
CAP	LF	0	50,200	0	0	0	50,200
CAX	DIOH	0	4,900	0	0	0	4,900
Total		0	255,100	0	0	0	255,100
	<i>Prior Years Cost</i>	0	<i>Future Years Cost</i>	0		<i>Total Project Cost</i>	255,100

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)				Length 0		*Non-SIS*
Type of Work	AVIATION REVENUE/OPERATIONAL			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency Martin County		
CAP	DPTO	0	531,200	0	0	0	531,200
CAP	LF	0	132,800	0	0	0	132,800
CAX	DIOH	0	13,014	0	0	0	13,014
Total		0	677,014	0	0	0	677,014
	<i>Prior Years Cost</i>	<i>0</i>	<i>Future Years Cost</i>	<i>0</i>		<i>Total Project Cost</i>	<i>677,014</i>

Section D - Turnpike

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)						*SIS*
Type of Work	INTERCHANGE - ADD LANES			L RTP Pg: pg. 52; Appx. D, pg. 42	Lead Agency	FDOT	Length 0.285
ROW	PKYI	0	0	100,000	0	0	100,000
PE	PKYI	1,700,000	0	0	0	0	1,700,000
PEX	PKOH	41,480	0	0	0	0	41,480
RWX	PKOH	0	0	2,440	0	0	2,440
Total		1,741,480	0	102,440	0	0	1,843,920
<i>Prior Years Cost</i>		7,922,066	<i>Future Years Cost</i>		101,416	<i>Total Project Cost</i>	
FM# 4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)						*SIS*
Type of Work	ADD LANES & RECONSTRUCT			L RTP Pg: pg. 52; Appx. D, pg. 42	Lead Agency	FDOT	Length 3.622
ROW	PKYI	0	0	190,000	17,370,441	30,457,575	48,018,016
PE	PKYI	750,000	0	400,000	0	0	1,150,000
ENV	PKYI	0	30,000	0	0	325,000	355,000
RRU	PKYI	750,000	0	0	0	0	750,000
PEX	PKOH	36,600	0	9,760	0	0	46,360
RWX	PKOH	0	0	5,659	424,180	744,188	1,174,027
ENX	PKOH	0	732	0	0	7,930	8,662
Total		1,536,600	30,732	605,419	17,794,621	31,534,693	51,502,065
<i>Prior Years Cost</i>		6,260,112	<i>Future Years Cost</i>		248,104,685	<i>Total Project Cost</i>	
FM# 4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)						*SIS*
Type of Work	BRIDGE REPLACEMENT			L RTP Pg: pg. 132	Lead Agency	FDOT	Length 0.021
CST	PKYR	12,036,751	0	0	0	0	12,036,751
COX	PKOH	216,224	0	0	0	0	216,224
CSX	PKOH	77,776	0	0	0	0	77,776
Total		12,330,751	0	0	0	0	12,330,751
<i>Prior Years Cost</i>		510,336	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	

Section E - Districtwide

Martin MPO Transportation Improvement Program - FY 2027 - 2031

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 2337031	MARTIN CO STATE HWY SYS ROADWAY						
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Length .000	Lead Agency FDOT	*Non-SIS*
MNT	D	300,000	300,000	300,000	0	0	900,000
MTX	DIOH	37,140	37,140	37,140	0	0	111,420
Total		337,140	337,140	337,140	0	0	1,011,420
<i>Prior Years Cost</i>		15,753,220	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	
							16,764,640
FM# 2337032	MARTIN CO STATE HWY SYS BRIDGES						
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Length .000	Lead Agency FDOT	*Non-SIS*
MNT	D	35,000	35,000	0	0	0	70,000
MTX	DIOH	4,333	4,333	0	0	0	8,666
Total		39,333	39,333	0	0	0	78,666
<i>Prior Years Cost</i>		1,759,206	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	
							1,837,872
FM# 2342651	MARTIN COUNTY INTERSTATE-ROADWAY						
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Lead Agency FDOT		*SIS*
MNT	D	10,000	10,000	0	0	0	20,000
MTX	DIOH	1,238	1,238	0	0	0	2,476
Total		11,238	11,238	0	0	0	22,476
<i>Prior Years Cost</i>		6,244,765	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	
							6,267,241
FM# 2342652	MARTIN COUNTY INTERSTATE-BRIDGES						
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Length .000	Lead Agency FDOT	*SIS*
MNT	D	12,000	12,000	12,000	0	0	36,000
MTX	DIOH	1,486	1,486	1,486	0	0	4,458
Total		13,486	13,486	13,486	0	0	40,458
<i>Prior Years Cost</i>		583,769	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	
							624,227
FM# 4505591	MARTIN COUNTY ASSET MAINTENANCE						
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: pg. 29	Lead Agency FDOT		*Non-SIS*
MNT	D	2,923,990	2,923,990	2,833,505	2,833,505	0	11,514,990
MTX	DIOH	171,346	171,346	166,043	166,043	0	674,778
Total		3,095,336	3,095,336	2,999,548	2,999,548	0	12,189,768
<i>Prior Years Cost</i>		11,569,393	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	
							23,759,161

Martin MPO Transportation Improvement Program - FY 2027 - 2031

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4505592	MARTIN COUNTY ASSET MAINTENANCE						
Type of Work	ROUTINE MAINTENANCE						
				L RTP Pg: pg. 29		Length 0	*Non-SIS*
					Lead Agency	FDOT	
MNT	D	0	0	2,500,000	3,000,000	3,000,000	8,500,000
MTX	DIOH	0	0	146,500	175,800	175,800	498,100
Total		0	0	2,646,500	3,175,800	3,175,800	8,998,100
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>8,998,100</i>
FM# 4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM						
Type of Work	TRAFFIC SIGNALS						
				L RTP Pg: pg. 29		Lead Agency	Martin County
<i>NEW MSCA TARGET STARTING IN FY28</i>							
MNT	D	0	766,779	694,556	980,886	797,581	3,239,802
MTX	DIOH	0	44,933	40,701	57,480	46,738	189,852
Total		0	811,712	735,257	1,038,366	844,319	3,429,654
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,429,654</i>

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BOARD/COMMITTEE: CITIZENS ADVISORY COMMITTEE (CAC)

AGENDA ITEM #: 6C

MEETING DATE: May 6, 2026

DUE DATE: April 29, 2026

UPWP TASK #: 6

TITLE: US-1 CONGESTION MANAGEMENT STUDY FROM SW JOAN JEFFERSON WAY TO SE LILLIAN COURT SCOPE OF SERVICES – DRAFT SCOPE OF SERVICES

PREPARED BY: Ricardo Vazquez/Beth Beltran

DOCUMENT(S) REQUIRING ACTION: US-1 CONGESTION MANAGEMENT STUDY FROM SW JOAN JEFFERSON WAY TO SE LILLIAN COURT DRAFT SCOPE OF SERVICES

BACKGROUND

Under Task 6 of the FY25 – FY26 UPWP, the US-1 Congestion Management Study for the US-1 corridor between SE Lillian Court and SW Joan Jefferson Way is identified. This study was requested by the MPO Board, after the first MPO US-1 Congestion Management Study was completed in 2024, which focused on the segment between SW Joan Jefferson and the Martin/St. Lucie County Line.

This project aims to relieve congestion by identifying Corridor Focus Areas based on existing needs and future congestion management strategies, as well as identifying opportunities to improve connectivity through a more efficient street network and enhance safety, among other objectives.

The MPO will use one of its General Planning Consultants, Kimley-Horn and Associates, Inc. for this work effort.

ISSUES

At the May 2026 advisory committee meetings, the Draft Scope of Services for the US-1 Congestion Management Study will be presented.

RECOMMENDED ACTION

- a. Approval of Draft Scope of Services for the US-1 Congestion Management Study.
- b. Approval of Draft Scope of Services for the US-1 Congestion Management Study, with comments.

FISCAL IMPACT

\$55,000

APPROVAL

MPO

ATTACHMENTS

Draft Scope of Services for the US-1 Congestion Management Study from SE Lilian Court to SW Joan Jefferson Way.

Martin Metropolitan Planning Organization (MPO)
Transportation Planning Services

Agreement for Professional Services
Contract Number: RFP 2025-3656

Exhibit “A”

Scope of Work – Task Order No. 1

U.S. 1 Congestion Management Study from SW Joan Jefferson Way to SE Lillian Court

BACKGROUND

In May 2024, the Martin MPO Policy Board adopted the FY 25 – FY 26 Unified Planning Work Program (UPWP), which includes a Transportation Systems Planning task for implementing a comprehensive approach to bicycle, pedestrian, greenways, transit, and freight improvements while managing congestion and providing a transportation system to support livable communities.

The UPWP includes preparing a U.S. 1 Congestion Management Study from SE Lillian Court to SW Joan Jefferson Way.

Past studies that have been prepared for the U.S. 1 corridor included many challenges. FDOT’s *Technical Appendix #1 Baseline Assessment, Issue, and Opportunities*, June 2015, provided a general assessment of the existing and projected future conditions along the U.S. 1 corridor and summarized the following challenges.

- Constrained corridor – future widening of the U.S. 1 corridor has been determined to be cost infeasible. Future capacity needs of the corridor will need to be addressed through means other than traditional roadway widening.
- Continued growth – Martin and St. Lucie Counties are expected to see continued growth (residential and employment) and redevelopment along the U.S. 1 corridor. Most of the expected new growth is anticipated to occur in St. Lucie County, but redevelopment potential exists throughout the corridor in Martin County. An understanding of how this growth relates to increases in travel demand and congestion will need to be considered.
- Balancing needs – the U.S. 1 corridor will continue to serve a dual role as a regional transportation corridor and as a local/community roadway serving the daily needs of many of the residents and employees along the corridor. Balancing regional needs with local/community needs will continue to be a central component of the corridor study.
- Disconnected land uses – existing land use patterns along the U.S. 1 corridor do not provide the level of connectivity that are essential to efficient multimodal transportation. Discovering ways to better connect uses and people to those uses will aid in the multimodal development of the corridor.

- Property ownership – in recent years, many of the strip commercial properties along U.S. 1 have been subdivided and sold as commercial condos; this has resulted in larger commercial-retail center properties with multiple owners. These types of ownership patterns can result in a barrier to redevelopment as a result of needing to potentially negotiate with multiple property owners, which can result in higher costs.
- Distance between uses – for the most part, the U.S. 1 corridor is currently a vehicle-oriented roadway within a suburban context. The distance between uses and the scale of the roadway discourage multimodal options.
- U.S. 1 as a mobility barrier – the U.S. 1 corridor today is a barrier to many multimodal options. Traffic volumes, speed, and the roadway width of the existing U.S. 1 corridor are not, for the most part, conducive to multimodal travel options. Redefining the U.S. 1 corridor as a gateway to multimodal options will continue to be a challenge.

Today, many of these challenges still exist. *FDOT's Technical Appendix #2 Preliminary Multimodal Project Recommendations*, dated June 2015, identified potential multimodal infrastructure projects and strategies designed to support the overall goal of increasing mobility options along the U.S. 1 corridor. During FDOT 3R projects, some of these recommendations have been incorporated into the resurfacing projects during FDOT District Four's MultiModal Scoping Checklist (MMS) process.

The Martin MPO completed the U.S. 1 Congestion Management Strategies / Public Outreach Study for the northern segment of U.S. 1, from SW Joan Jefferson Way to the Martin/St. Lucie County Line in 2024. This study explored the full range of congestion management techniques including investments that encourage the use of non-auto modes, Complete Streets, and Transportation Demand Management (TDM) that help to manage congestion on U.S. 1 in northern Martin County.

This study will expand the previous studies and look to accomplish the goal of relieving congestion by achieving the following objectives:

- Identify Corridor Focus Areas based on existing need and future congestion management strategies.
- Identify opportunities to achieve viable transportation options and enhanced efficiency through alternatives to roadway widening.
- Identify opportunities to increase connectivity through an improved grid/network of streets.
- Identify opportunities to further develop the multimodal network within the corridor.
- Identify opportunities to enhance safety (automobile, pedestrian, and bicycle) throughout the U.S. 1 Corridor.
- Identify strategies to connect existing and future centers along the corridor with joint access and cross access connections.

PURPOSE

The purpose of the U.S. 1 Congestion Management Study from SE Lillian Court to SW Joan Jefferson Way is to provide support for the implementation of multimodal congestion management strategies, which together are intended to relieve congestion along the U.S. 1 corridor between SE Lillian Court and SW Joan Jefferson Way.

SCOPE OF SERVICES

This scope of services describes the specific work tasks to be undertaken for the Martin MPO. The work tasks will be performed by Kimley-Horn and its subconsultant team.

TASK 1: Project Management

Task 1 includes project management tasks to effectively develop implementable project recommendations and congestion management strategies. The MPO's Technical Advisory Committee (TAC) will serve as the Project Advisory Committee (PAC) for this project. To accomplish the project management necessary to achieve success, the following subtasks will be completed.

Task 1.1 – Project Schedule and Reporting: The consultant will develop a project schedule and submit monthly progress reports to the MPO Project Manager for review and approval.

Task 1.2 – Project Management Meetings: The consultant will participate in monthly project management meetings to coordinate project activities, review interim deliverables and presentation materials, and discuss project strategy. The Consultant shall prepare and transmit meeting agenda packets in advance of the meetings and shall provide written meeting summaries following each meeting.

Task 1 Deliverables: Project schedule; Progress reports; Monthly project management meetings.

TASK 2: Public Outreach

The purpose of Task 2 is to conduct a public outreach process consistent with Martin MPO's Public Participation Plan (PPP).

Effective coordination with project stakeholders and the input from and coordination with the City of Stuart and Martin County planning and transportation/traffic will be necessary to successfully meet the objectives of the study.

Task 2.1 – Open House/Workshop: The Consultant will conduct one (1) public workshop in the form of an Open House. The Consultant will prepare and present information pertaining to the existing deficiencies, findings from previous reports, identified areas of concern that were identified as part of the initial evaluation conducted by the Consultant, and identified needs to address the known issues. The goal is to gather as much public insight and input as possible and develop a consensus of the issues and concerns for the corridor study area. The meeting is

anticipated to occur midway through the project schedule once data gathering has been completed but before final recommendations are developed.

The Consultant Team will coordinate with the MPO Project Manager for the open house/workshop to develop the presentation and meeting materials. The Consultant Team will provide all materials for the workshop including sign-in sheets, comment forms, basic informational handouts, presentation, boards and maps, and Consultant will provide necessary technical staff to fully support the meeting format, gather information and handle all meeting logistics.

Task 2.2 – Project Presentations: The Consultant will prepare presentations and attend the following meetings to solicit input on the Congestion Management Strategies

- CAC, BPAC, TAC and MPO Policy Board Meetings: The Consultant will attend two (2) rounds of the Advisory Committee meetings and the MPO Board as follows.
 - Round 1: Before the Public Open House/Workshop, the Consultant will present the data collection, analysis, preliminary congestion management strategies results, to gain consensus to move forward with the public engagement.
 - Round 2: Following development of the congestion management strategies, the Consultant will present the findings of the study.
- FTAC Meeting: The Consultant will virtually attend one (1) FTAC meeting at a point in the project determined by the MPO Project Manager.

Task 2.3 – Online Survey: The Consultant Team will develop a brief survey about U.S. 1 congestion to get feedback from the public. The Online Survey will be distributed via email lists provided by the MPO Staff as well as a link on the MPO website. The results from the online survey will be summarized at the public workshop series in attractive, easy-to-read graphs.

A second survey will be conducted live at the Open House/Public Workshop (Task 2.1) utilizing hand-held polling devices to get additional feedback. All surveys will be accessible via the Project Web Page for any citizens unable to participate at live meetings. An overview report of all survey results will be provided.

Task 2 Deliverables: Workshop agendas; presentations; and materials including PowerPoint presentations, Workshop summaries, and any boards/maps, interactive content and data-analyses used in the Workshops; sign-in sheets; flyers; graphics; presentation materials; Project Web Page; Online Survey.

TASK 3: Baseline Data, Issues, and Opportunities

The purpose of this task is to gather and assess the availability of relevant data to support the congestion management study and identify focus areas along the U.S. 1 corridor between SE Lillian Court and SW Joan Jefferson Way, and define the issues and opportunities for each of these. This task will incorporate information gathered from past reports, studies, and quantitative data.

Task 3.1 – Transportation Data Review and Preliminary Analysis: Consultant shall review existing reports and studies; review available data from *Replica*, or other potential data sources if available from FDOT; and review data provided by the MPO.

- Summary of the City of Stuart’s [Gateway Triangle District Master Plan](#) along U.S. 1.
- Summary of *Technical Appendix #1 Baseline Assessment, Issues, and Opportunities* dated June 2015 and Summary of *Technical Appendix #2 Preliminary Multimodal Project Recommendations*.
- Existing operations/traffic conditions including travel time reliability (if available), roadway level of service and intersection/point congestion issues (AADT, Volume/Capacity Ratio, LOS – based on *Martin County 2024 Roadway Level of Service Inventory Report*).
- Review of available aerial imagery to develop/refine where current multimodal facilities are located (bicycle, pedestrian facilities, and bus stops).
- Projected traffic conditions (LOS) based on a review and summary of programmed and planned capital projects within the corridor.
- Traffic safety issues/crash history including review of past safety studies, and corridor crash data and crash reports (including bicycle and pedestrian crashes). Use Signal 4 Analytics – past five years of data for all crashes, severe injury, and fatalities. (2020 – 2025)
- Completeness of bicycle and pedestrian facilities along U.S. 1 and along parallel and intersecting collector and arterial streets within the Study Corridor.
- Existing bus transit services and priorities identified in the *Transit Development Plan*.
- Review FDOT’s Work Program and local agency capital plans related to the U.S. 1 corridor including review of available design plans for recent or pending projects.
- Assembly of a GIS database of roadway characteristics, traffic counts, recent, ongoing, or planned projects, proposed developments (as identified by Martin County or the City of Stuart) and multimodal inventory data.
- Coordinate with FDOT to obtain and review Roadway Safety Audits (RSAs) that have been completed or are planned within the limits from SE Lillian Court to SW Joan Jefferson Way.
- Coordinate with Martin County to determine availability of data from roadside Bluetooth-enabled device readers for travel time information.
- The following projects will also be reviewed.
 - U.S. 1 southbound right-turn lane onto Kanner Highway includes triple left turn lanes onto US-1 northbound (FM# 446257-1)
 - S.R. 714/Monterey Road at FEC Grade Separation Project (FM# 441636-2)
 - Cove Road Widening (FM# 441700-1)
 - U.S. 1 at SW Palm City Road Intersection improvements, potential right-turn lane extension onto Kanner Highway (not currently in work program)

Task 3.2 – Identification of Corridor Focus Areas: Based on the findings of Task 3.1, the Consultant will identify corridor focus areas along the study corridor where specific congestion management strategy recommendations could be focused based on existing need and future potential.

Task 3.3 – Summary of Baseline Data, Issues, and Opportunities: The Consultant shall prepare a summary of findings for Task 3 for preliminary review by the MPO project manager and then review and comment by the Advisory Committees.

Task 3 Deliverables: Summary of findings for existing reports and studies and corridor focus areas.

TASK 4: Preliminary Congestion Management Strategies Recommendations

Based on the findings of Task 3, the Consultant will develop an inventory of candidate congestion management projects and land use/urban form recommendations. This will be accomplished through the completion of the following:

Documented and potential safety issues, identified through stakeholder interviews, Task 3 assessment activities, and the Signal 4 Analytics crash data management system, will be addressed by developing spot safety recommendations. These may address intersection or median opening crash issues, lane departure crashes, night-time crash concentrations, or other specific safety concerns along the U.S. 1 corridor.

Where acute congestion issues are identified strategies to relieve congestion will be identified. These could include modifications to signal timing/phasing, additional turn lanes or turn lane modifications, modifications to intersection lane alignments, congestion management and access management strategies, and ATMS strategies. The Consultant will collect up to a maximum of three (3) intersection turning movement counts (TMCs) to support operational analyses and feasibility of signal timing modifications.

Opportunities may exist to reconfigure existing transit service along the U.S. 1 Corridor or additional service may be warranted based on existing and projected demand. The Consultant will incorporate potential service modifications/enhancements documented in the Martin MPO's Transit Efficiency Study and Transit Development Plan.

The primary focus of the Preliminary Recommendations Task will be on identifying feasible multimodal capital projects that enhance mobility and safety along U.S. 1 but do not contemplate radical modifications to the function of U.S. 1. These opportunities could include implementation of multimodal and context sensitive solutions, roadway and signal timing operational improvements (such as Flashing Yellow Arrow analyses and operational impacts on U.S. 1 due to C.R. A1A/Dixie Highway at S.R. 714/Monterey Road queues onto U.S. 1 from railroad preemption), transit system improvements, joint access driveways and cross access improvements between businesses; and business access street systems to reduce congestion along the U.S. 1 corridor.

Task 4 Deliverables: Summary of spot safety recommendations, multimodal recommendations, roadway operational recommendations, transit system recommendations, land use/urban design strategies, congestion management strategies concepts, preliminary strategies recommendations and revised strategies recommendations.

TASK 5: Feasibility Reviews, Operational Analyses, and Planning Cost Estimates

To ensure that high-priority recommendations are feasible and that the operational benefits/trade-offs are correctly defined, high-priority projects will be subject to a preliminary review to more specifically document project feasibility, costs, and operational impacts. Task activities are expected to include:

- Field review to identify/document project feasibility issues including above-ground utility conflicts, impact to curb and drainage structures, impact to drainage swales, need for prerequisite resurfacing (in the case of pavement marking recommendations), and potential right-of-way impacts based on available right-of-way maps or apparent right of way lines (e.g., back of sidewalk/utility poles). This task order will not include S.U.E. or survey.
- Expanded cost estimates based on field review observations and estimated LRE quantities.
- Intersection operational analysis recommended intersection modifications.
- Benefit-Cost/Net Present Value analysis of safety recommendations.

Task 5 Deliverables: Summary of the feasibility reviews, operational analyses, planning cost estimates and any updates to project priorities.

TASK 6: Final U.S. 1 Congestion Management Study from SE Lillian Court to SW Joan Jefferson Way

The Consultant will prepare a U.S. 1 Congestion Management Study from SE Lillian Court to SW Joan Jefferson Way report with the findings of Task 1 thru Task 5 for preliminary review by the MPO Project Manager and then review and comment by the Advisory Committees and Policy Board.

Task 6 Deliverables: Draft and Final Study; all deliverable documents, ADA-compliant, PDF and Word electronic files.