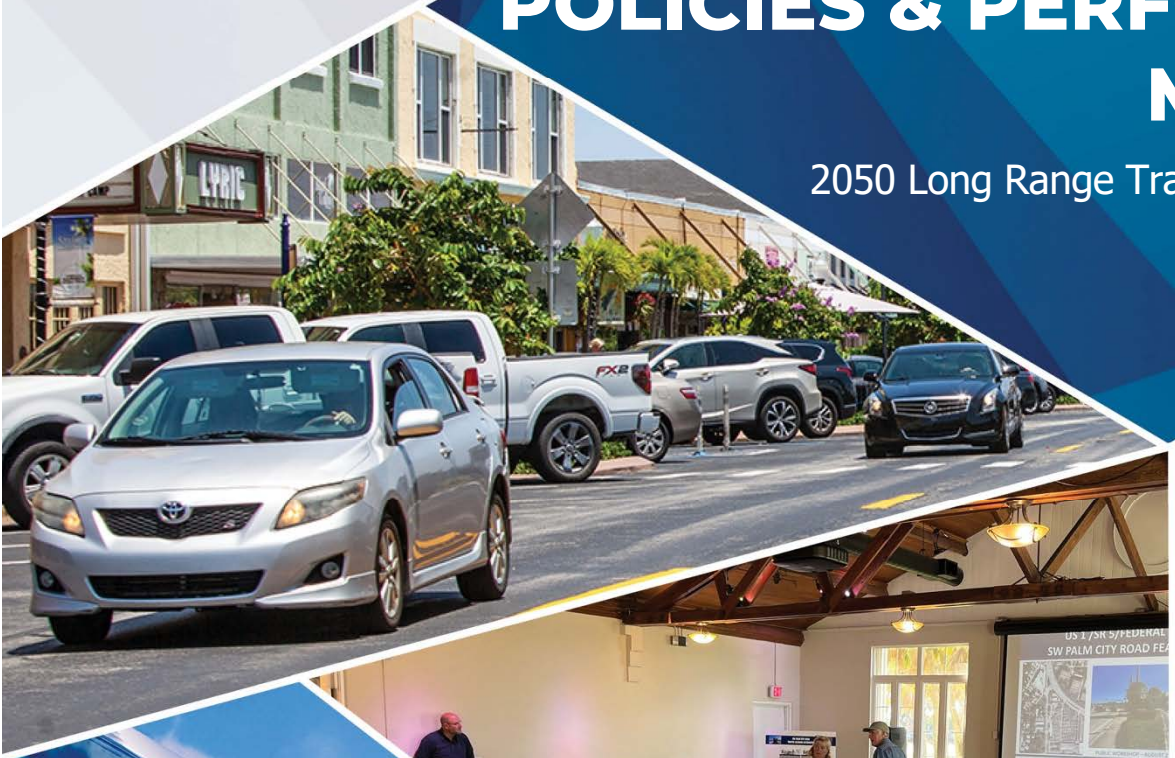
MARTIN MPO
Metropolitan Planning Organization

GOALS, OBJECTIVES, POLICIES & PERFORMANCE MEASURES

2050 Long Range Transportation Plan (LRTP)



MARTIN MOVES 2050

Technical Memorandum #3
SEPTEMBER 2024

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1. INTRODUCTION

The purpose of Technical Memorandum #3 (TM 3) is to establish a vision for Martin County's transportation system goals and objectives, as well as identify policies and performance measures for evaluating projects and priorities to accomplish the community's vision. This technical memorandum also includes a discussion of evaluation criteria and corresponding performance measures relative to the goals and objectives of the Martin MPO's 2050 Long Range Transportation Plan's (LRTP) – *Martin Moves 2050*. The *Martin Moves 2050* goals, objectives, policies, and performance measures will guide project evaluation, selection, prioritization, and allocation of transportation funds available over the next 25 years.

This technical memorandum is organized as described below:

Chapter 1: Introduction – explains the purpose of TM 3, the public participation process that will be used to obtain input and feedback on vision, goals, objectives, policies, and performance measures as well as report organization.

Chapter 2: Vision, Goals, Objectives, Policies and Performance Measures – includes a vision statement and describes goals, objectives, and performance measures to accomplish the community's transportation vision. In addition, it lists project evaluation criteria, corresponding performance measures and summary notes for scoring. Chapter 2 also addresses the MPO's goals, objectives and performance measures in relation to the Florida Transportation Plan (FTP) Next 50 Years, and national goals identified initially in Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act and continued through Infrastructure Investment and Jobs Act (IIJA), November 2021.

Chapter 3: Next Steps – provides a summary of how the goals, objectives and performance measures included in TM 3 will be used to shape and guide the development of the *Martin Moves 2050*.

1.1. Public Participation

Consistent with the *Public Involvement Plan (PIP)* described in *Technical Memorandum #1, August 2024*, a robust public participation process will be used to develop and refine the vision statement, goals, objectives, and performance measures for *Martin Moves 2050*. The Martin MPO will solicit input and feedback from the public, Project Steering Committee (PSC), the MPO Advisory Committee(s) and Policy Board as well as the Florida Department of Transportation (FDOT), District Four. Input from stakeholders and the community will be used to refine the vision statement, goals, objectives and performance measures. All MPO meetings will be open to general public.

2. Vision, Goals, Objectives, Policies and Performance Measures

The Martin MPO has developed the following vision statement for the community's input and consideration to create a multimodal transportation system in the County. As discussed in **Section 1.1**, the MPO will refine this vision statement based on input and feedback received through public involvement and outreach activities, stakeholder interviews, agency coordination and technical analyses.

2.1.Vision Statement

Establish a framework to create and maintain a safe, connected and resilient multimodal transportation system that provides mobility and accessibility options for Martin County's residents and visitors in a sustainable, healthy and equitable manner.

2.2. Goals and Objectives

The goals and objectives provide a transparent and comprehensive framework at the outset of the *Martin Moves 2050* LRTP process to guide transportation investments. The following six goals and 31 objectives focus on outcomes that help accomplish the community's vision for a safe and balanced multimodal transportation network in the County in a sustainable, healthy and equitable manner.

Goal #1: Infrastructure Maintenance and Congestion Management

An efficient multimodal transportation system that supports economic growth and enhances the quality of life.

Objectives:

(2 Physical)

- Prioritize improvements that maintain existing roadways and bridges.
- Prioritize improvements that support major freight corridors.

(6 Operational)

- Support transportation improvements that enhance the quality of life.
- Prioritize improvements that maintain or improve acceptable travel performance.
- Prioritize improvements that reduce traffic congestion.
- Support the implementation of strategies to reduce vehicle miles of travel per person.
- Support the implementation of strategies to improve access to employment and recreational centers.
- Support the implementation of strategies to encourage the use of public transit.

(2 Financial)

- Prioritize funding of congestion management and Transportation System Management and Operations (TSM&O) projects and programs.
- Prioritize funding of multimodal transportation projects in existing travel corridors using context senstive solutions.

Goal #2: Safety

A safe multimodal transportation system that meets the needs of all the users.

Objectives:

- Prioritize improvements that support hurricane evacuation corridors and shelters.
- Prioritize improvements and programs that reduce the potential for crashes with fatal and incapacitating injuries for all modes and users.
- Support the implementation of strategies that reduce the potential for crashes involving public transit vehicles and facilities.
- Support the implementation of strategies that enhance the safety of motorists, cyclists, and pedestrians.

Goal #3: : Environmental Sustainability

Preserve natural environment, improve resiliency against extreme weather events and promote healthy communities.

Objectives:

- Minimize adverse impacts to the natural environment.
- Prioritize improvements that harden the infrastructure and/or improve resiliency against extreme weather events and Sea Level Rise (SLR).
- Prioritize improvements that provide non-motorized access to employment and recreational centers.
- Support the implementation of strategies that reduce on-road mobile source emissions.
- Support the implementation of strategies that increase sidewalk coverage along roadways classified as suburban and urban.
- Support the implementation of strategies that increase bicycle facility coverage throughout the planning area.
- Support the implementation of strategies that increase the miles of shared used paths to support the trail network.

Goal #4: Equity

Advance racial equity and support for underserved and disadvantaged communities.

Objectives:

- Minimize adverse impacts to the minority and/or low income populations.
- Support the implementation of strategies improve access to employment and recreational centers for underserved communities and areas having concentrations of transportation disadvantaged and/or elderly population.

Goal #5: Innovation

A transportation system with an ability to harness changes in the future.

Objectives:

- Identify and support projects that provide synergy or flexibility in accommodating emerging modes and transportation technologies.

Goal #6: Project Streamlining and Delivery

A transportation system that reflects the community's needs and desires.

Objectives:

- Advance projects that the community supports.
- Prioritize projects that can be accelerated through project development process.
- Support projects that are strategically important for Martin County.

2.3. Policies

The Martin MPO Governing Board sets the policy for guiding transportation investments with input from multiple advisory committees consisting of subject matter experts, state officials, and residents of Martin County. The Martin MPO's core products, such as the LRTP, Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Public Participation Plan (PPP), and Title VI and other Nondiscrimination Policy and Plan serve as formal policy guidance documents. The MPO's policies and procedures are consistent with federal and state transportation law requirements. More specifically, the MPO supports FDOT's targets as it relates to implementation of Transportation Performance Management (TPM), and it has incorporated the ten federal planning factors (economic vitality, safety, security, accessibility, environment, connectivity, efficient management, preservation, resilience, and travel and tourism) into its planning processes. Further, as discussed in **Section 2.4,** the 2050 LRTP's goals and objectives are consistent with national and state goals, and incorporate FHWA, FTA and FDOT Planning Emphasis Areas (PEAs), December 2021, such as Emerging Mobility, Resiliency, Equity, and Safety.

2.4. Evaluation Criteria and Performance Measures

The Infrastructure Investment and Jobs Act (IIJA), November 2021 continued the provisions of Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act for state Department of Transportations (DOTs) and MPOs to implement Transportation Performance Management (TPM), a strategic approach to making investment and policy decisions to achieve performance goals. In consideration of the six primary transportation goals described in **Section 2.2**, twenty-seven (27) objectives were developed. As illustrated in **Table 2.4-1**, this led to development of thirty-one (31) evaluation criteria and fifty-seven (57) performance measures to assess transportation projects and system performance. This process will also assist with the Congestion Management Process (CMP) Update and scenario planning exercise. Out of fifty-seven (57) performance measures, seventeen (17) performance measures are required to evaluate progress made toward the seven national goal areas, which is consistent with federal transportation law requirements while the remaining 40 performance measures incorporate factors and criteria that are important to the local community.

Table 2.4-1. *Martin Moves 2050* Goals, Objectives and Performance Measures

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
Goal #1 Infrastructure Maintenance and Congestion Management	An efficient multimodal transportation system that supports economic growth and enhances the quality of life.	Prioritize improvements that maintain existing roadways and bridges.	Pavement condition	Percent of Interstate pavements in good condition. *(Higher is better)*	FDOT	System Performance Report	X
				Percent of Interstate pavements in poor condition. *(Lower is better)*	FDOT	System Performance Report	X
				Percent of non-Interstate NHS pavements in good condition. *(Higher is better)*	FDOT	System Performance Report	X
				Percent of non-Interstate NHS pavements in poor condition. *(Lower is better)*	FDOT	System Performance Report	X
			NHS bridge condition	Percent of NHS bridges (by deck area) in good condition (Higher is better)	FDOT	System Performance Report	X
				Percent of NHS bridges (by deck area) in poor condition. *(Lower is better)*	FDOT	System Performance Report	X
		Prioritize improvements that maintain or improve acceptable travel performance.	Level of service	Vehicle miles of travel operating at or better than adopted level of service standard. *(Higher is better)*	Martin County LOS Report, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
		Support the implementation of strategies to improve access to employment and recreational centers.	Job access	Percent of jobs within 30-minute auto travel time for average household. *(Higher is better)*	TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Percent of jobs within 30-minute in-vehicle travel time (transit) for average household. *(Higher is better)*	TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Percent of jobs within a quarter mile of transit stops. *(Higher is better)*	Marty, SE data, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Percent of population within a quarter mile of transit stops. *(Higher is better)*	Marty, SE data, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
			Access to recreational amenities.	Number of recreational facilities served by public transportation. *(Higher is better)*	Marty, Martin County	Rate Projects	
		Support the implementation of strategies to encourage the use of public transit.	Transit supply, demand, and cost	Changes in frequency or headway. *(Lower is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
				Changes in geographic coverage. *(Higher is better)*	Bus routes, GIS	Rate Projects; Evaluate Scenarios; CMP Update	
				Change in revenue hours of service relative to base year. *(Higher is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
				Change in revenue miles of service. *(Higher is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
				Ridership *(Higher is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
				Riders per revenue hour. *(Higher is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Total annualized capital cost and O&M cost per rider. *(Lower is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Investment in pedestrian and bicycle facilities around transit stops. *(Higher is better)*	Martin County, Municipalities	Rate Projects	
			System reliability	Mean distance between major mechanical failures by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). *(Higher is better)*	Marty	System Performance Report	X
			Transit asset management (revenue vehicles and non-revenue/service automobile, trucks, and other rubber tire vehicles	Age - percent of vehicles within a particular asset class (bus and cutaway bus that have met or exceeded their Useful Like Benchmark (ULB). *(Lower is better)*	Marty	System Performance Report	X
				Age - percent of vehicles within a particular asset class that have met or exceeded their Useful Like Benchmark (ULB). *(Lower is better)*	Marty	System Performance Report	
		Prioritize improvements that reduce traffic congestion.	Delay	Vehicle hours of delay per capita compared to base year conditions. *(Lower is better)*	TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
Goal #1 Infrastructure Maintenance and Congestion Management	An efficient multimodal transportation system that supports economic growth and enhances the quality of life.	Prioritize improvements that reduce traffic congestion.	Travel time reliability	Travel time reliability index on congested corridors on non-NHS facilities. *(Lower is better)*	Regional Integrated Transportation Information System (RITIS)	Rate Projects, CMP Update	
				Percent of person-miles traveled on the Interstate that are reliable. *(Higher is better)*	Available from FDOT	Rate Projects; System Performance Report; CMP Update	X
				Percent of person-miles traveled on the non-Interstate NHS that are reliable. *(Higher is better)*	Available from FDOT	Rate Projects; System Performance Report; CMP Update	X
		Prioritize improvements that support major freight corridors.		Truck Travel Time Reliability (TTTR) index (Interstate). *(Lower is better)*	Available from FDOT	Rate Projects; System Performance Report; CMP Update	X
		Support the implementation of strategies to reduce vehicle miles of travel per person.	Vehicle miles traveled	Vehicle miles of travel per capita. *(Lower is better)*	TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
			Travel demand management	High occupant vehicle (HOV) person trips. *(Higher is better)*	TCRPM 5.0	Rate Projects; Evaluate Scenarios; CMP Update	
		Prioritize funding of congestion management and Transportation System Management and Operations (TSM&O) projects and programs.	Funding	Dollars of funding to plan, design, and implement congestion management projects and programs. *(Higher is better)*	Revenue Forecast, FDOT and Martin MPO	Rate Projects, CMP Update	
		Prioritize funding of multimodal transportation projects in existing travel corridors using context sensitive solutions.		Percent of major roadways with appropriate bicycle, pedestrian, and transit facilities. *(Higher is better)*	GIS, Martin MPO and FDOT	Rate Projects; Evaluate Scenarios; CMP Update	
		Support transportation improvements that enhance the quality of life.	Quality of life	Transportation projects that are located in Community Redevelopment Areas (CRAs). *(Higher is better)*	Martin County, Cities, Village of Indiantown	Rate Projects	
				Transportation projects that provide access to medical facilities. (*Higher is better*)	Martin County, Cities, Village of Indiantown	Rate Projects	
Goal #2 Safety	A safe multimodal transportation system that meets the needs of all the users.	Prioritize improvements that support hurricane evacuation corridors and shelters.	Hurricane Evacuation	Centerline miles of roadway on evacuation routes operating at or belter than the adopted level of service. *(Higher is better)*	Martin County LOS Report, GIS,TCRPM 6.0	Rate Projects	
		Prioritize improvements and programs that reduce the potential for crashes with fatal and incapacitating injuries for all modes and users.	Fatal and serious injury crashes	Number of fatalities *(Lower is better)*	Crash Analysis Reporting System, Signal Four Analytics, Crash Modification Factors (CMFs) to evaluate project safety	Rate Projects; Evaluate Scenarios; System Performance Report; CMP Update	X
				Rate of fatalities per 100 million vehicle miles traveled (VMT). *(Lower is better)*			X
				Number of serious injuries. *(Lower is better)*			X
				Rate of serious injuries per 100 million vehicle miles traveled (VMT). *(Lower is better)*			X
		Support the implementation of strategies that reduce the potential for crashes involving public transit vehicles and facilities.	Bicycle and pedestrian crashes	Number of non-motorized fatalities and serious injuries. *(Lower is better)*			X
		Support the implementation of strategies that enhance the safety of motorists, cyclists, and pedestrians.	Safety risk	Total number of reportable fatalities and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). *(Lower is better)*	Marty	System Performance Report	X
				Total number of reportable injuries and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)	Marty	System Performance Report	
				Total number of reportable safety events and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)	Marty	System Performance Report	

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
Goal #3 Environmental Sustainability	Preserve natural environment, improve resiliency against extreme weather events and promote healthy communities.	Minimize adverse impacts to the natural environment.	Environmentally sensitive lands	Acres of impacted environmentally sensitive lands, such as, wetlands or significant wildlife habitat or conservation lands. *(Lower is better)*	GIS, Florida Geographic Data Library (FGDL) and Martin County	Rate Projects	
		Support the implementation of strategies that reduce on-road mobile source emissions.	Air pollution and greenhouse gas emissions	Change in pollutants (tonnage) including carbon dioxide/greenhouse gas. *(Lower is better)*	TCRPM 5.0, FTA	Rate Projects; Evaluate Scenarios	
		Support the implementation of strategies that increase sidewalk coverage along roadways classified as suburban and urban.	Pedestrian facilities	Miles of pedestrian facilities on the major roadway system in areas with high population density. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios; CMP Update	
		Support the implementation of strategies that increase bicycle facility coverage throughout the planning area.	Bicycle infrastructure	Miles of bicycle facilities on the major roadway system. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios; CMP Update	
		Prioritize improvements that harden the infrastructure and/or improve resiliency against extreme weather events and Sea Level Rise (SLR).	Extreme weather resiliency	Transportation improvement projects located in areas prone to inundation due to storm surge, king tides and other extreme weather events including SLR. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios	
		Support the implementation of strategies that increase the miles of shared used paths to support the trail network.	Shared use path	Miles of shared use facility. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios; CMP Update	
		Prioritize improvements that provide non-motorized access to employment and recreational centers.	Bicycle and pedestrian facilities	Percent of major roadways with bicycle and pedestrian facilities that provide access to employment centers and recreational facilities. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios; CMP Update	
Goal #4 Equity	Advance racial equity and support for underserved and disadvantaged communities.	Minimize adverse impacts to the minority and/or low-income populations.	Environmental justice	Investment in transportation improvement projects in environmental justice areas compared to the rest of the county. *(Higher is better)*	Martin MPO, FDOT	Rate Projects; Evaluate Scenarios	
		Support the implementation of strategies improve access to employment and recreational centers for underserved communities and areas having concentrations of transportation disadvantaged and/or elderly population.	Racial equity and underserved communities	Investment in non-motorized and public transportation projects in disadvantaged areas identified by the Justice40 initiative. *(Higher is better)*	US Census, Martin MPO	Rate Projects; Evaluate Scenarios; CMP Update	
			Disadvantaged population group	Emerging mobility projects located in areas with higher concentration of people in 65+ years age cohort.	US Census, Martin MPO	Rate Projects; Evaluate Scenarios; CMP Update	
Goal #5 Innovation	A transportation system with an ability to harness changes in the future.	Identify and support projects that provide synergy or flexibility in accommodating emerging modes and transportation technologies.	Emerging modes (ACES, Micromobility, Microtransit, MaaS, MoD)	Funding for projects that have ITS components to advance ACES and other emerging modes. *(Higher is better)*	Martin MPO, FDOT	Rate Projects; Evaluate Scenarios; CMP Update	
Goal #6 Project Streamlining and Delivery	A transportation system that reflects the community's needs and desires.	Advance projects that the community supports.	Community support	Level of support for improvements in the community. *(Higher is better)*	Martin MPO, FDOT	Rate Projects	
		Prioritize projects that can be accelerated through project development process.		Right of way availability and/or cost. *(Lower is better)*	Martin County, FDOT	Rate Projects	
		Support projects that are strategically important for Martin County.	High impact transportation projects	Funding allocation for strategic transportation improvement projects. *(Higher is better)*	Martin MPO	Rate Projects; Evaluate Scenarios	

***Notes:**

§Performance measures for evaluating alternative planning scenarios and preparing a System Performance Report will be applied at system level or countywide.

§To rate and prioritize transportation improvements, candidate projects will be evaluated using project level performance measures based on future year data/metrics.

§Data from previous years or recent past will be used to develop performance measures for CMP Update and System Performance Report.

§All of the performance measures may not need to be operationalized for project prioritization.

§Appropriate performances measures will be applied across various modes.

§Some of the performance measures will be qualitative while others quantitative.

§ Performance Measures (PMs) included in the System Performance Report to be tracked per federal transportation law requirements.

As demonstrated in **Table 2.4-2**, *Martin Moves 2050* goals, objectives and performance measures are consistent with the FTP Next 50 Years goals as well as IIJA's national goals. *Martin Moves 2050* goals and objectives are also consistent with the Martin County and Municipal government's comprehensive plans.

Table 2.4-2. *Martin Moves 2050* Goals vs. National and State Goals

***Martin Moves 2050* Goals/Objectives**	**Infrastructure Investment and Jobs Act (IIJA) National Goals**							**2060 Florida Transportation Plan State Goals**							**Performance Measure**
	Safety	**Infrastructure Condition**	**Congestion Reduction**	**System Reliability**	**Freight Movement and Economic Vitality**	**Environmental Sustainability**	**Reduced Project Delivery Delays**	**Safety and Security**	**Agile, Resilient, and Quality Infrastructure**	**Efficient and Reliable Mobility for People and Freight**	**More Transportation Choices for People and Freight**	**Economic Competitiveness**	**Quality Places to Live, Learn, Work, and Play**	**Environment & Energy**	
Goal #1. Infrastructure Maintenance and Congestion Management : An efficient multimodal transportation system that supports economic growth and enhances the quality of life.															
Prioritize improvements that maintain existing roadways and bridges.	X	X						X	X						Percent of Interstate pavements in good condition. *(Higher is better)*
															Percent of Interstate pavements in poor condition. *(Lower is better)*
															Percent of non-Interstate NHS pavements in good condition. *(Higher is better)*
															Percent of non-Interstate NHS pavements in poor condition. *(Lower is better)*
															Percent of NHS bridges (by deck area) in good condition. *(Higher is better)*
															Percent of NHS bridges (by deck area) in poor condition. *(Lower is better)*
Prioritize improvements that maintain or improve acceptable travel performance.				X	X					X		X			Vehicle miles of travel operating at or better than adopted level of service standard. *(Higher is better)*
Support the implementation of strategies to improve access to employment and recreational centers.					X							X	X		Percent of jobs within 30-minute auto travel time for average household. *(Higher is better)*
															Percent of jobs within 30-minute in-vehicle travel time (transit) for average household. *(Higher is better)*
			X		X							X			Percent of jobs within a quarter mile of transit stops. *(Higher is better)*
															Percent of population within a quarter mile of transit stops. *(Higher is better)*
						X					X		X		Number of recreational facilities served by public transportation. *(Higher is better)*
Support the implementation of strategies to encourage the use of public transit.			X		X					X	X	X			Changes in frequency or headway. *(Lower is better)*
															Changes in geographic coverage. *(Higher is better)*
															Change in revenue hours of service. (Higher is better)
															Change in revenue hours of service relative to base year. *(Higher is better)*
															Riders per revenue hour. *(Higher is better)*
															Total annualized capital cost and O&M cost per rider. *(Lower is better)*
															Investment in pedestrian and bicycle facilities around transit stops. *(Higher is better)*
				X						X					Mean distance between major mechanical failures by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). *(Higher is better)*
		X		X					X	X					Age - percent of vehicles within a particular asset class (bus and cutaway bus that have met or exceeded their Useful Like Benchmark (ULB). *(Lower is better)*
															Age - percent of vehicles within a particular asset class that have met or exceeded their Useful Like Benchmark (ULB). *(Lower is better)*

Martin Moves 2050 Goals/Objectives	Infrastructure Investment and Jobs Act (IIJA) National Goals							2060 Florida Transportation Plan State Goals							Performance Measure
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Safety and Security	Agile, Resilient, and Quality Infrastructure	Efficient and Reliable Mobility for People and Freight	More Transportation Choices for People and Freight	Economic Competitiveness	Quality Places to Live, Learn, Work, and Play	Environment & Energy	
Goal #1. Infrastructure Maintenance and Congestion Management: An efficient multimodal transportation system that supports economic growth and enhances the quality of life.															
Prioritize improvements that reduce traffic congestion.			X	X	X					X		X			Vehicle hours of delay per capita compared to base year conditions. *(Lower is better)*
															Travel time reliability index on congested corridors on non-NHS facilities. *(Lower is better)*
															Percent of person-miles traveled on the Interstate that are reliable. *(Higher is better)*
															Percent of person-miles traveled on the non-Interstate NHS that are reliable. *(Higher is better)*
Prioritize improvements that support major freight corridors.					X						X	X			Truck Travel Time Reliability (TTTR) index (Interstate). *(Lower is better)*
Implement strategies to reduce vehicle miles of travel per person.			X	X		X				X				X	Vehicle miles of travel per capita. *(Lower is better)*
															High occupant vehicle (HOV) person trips. *(Higher is better)*
Prioritize funding of congestion management and Transportation System Management and Operations (TSM&O) projects and programs.			X							X				X	Dollars of funding to plan, design, and implement congestion management projects and programs. *(Higher is better)*
Prioritize funding of multimodal transportation projects in existing travel corridors using context sensitive solutions.		X							X						Percent of major roadways with appropriate bicycle, pedestrian, and transit facilities. *(Higher is better)*
Support transportation improvements that enhance the quality of life.					X	X						X	X		Transportation projects that are located in Indiantown or other community redevelopment areas. *(Higher is better)*
															Transportation projects that provide access to medical facilities. *(Higher is better)*
Goal #2. Safety: A safe multimodal transportation system that meets the needs of all the users.															
Prioritize improvements that support hurricane evacuation corridors and shelters.	X			X				X	X		X				Centerline miles of roadway on evacuation routes operating at or belter than the adopted level of service. *(Higher is better)*
Prioritize improvements and programs that reduce the potential for crashes with fatal and incapacitating injuries for all modes and users.	X							X			X				Number of fatalities *(Lower is better)*
															Rate of fatalities per 100 million vehicle miles traveled (VMT). *(Lower is better)*
															Number of serious injuries. *(Lower is better)*
															Rate of serious injuries per 100 million vehicle miles traveled (VMT). *(Lower is better)*
Support the implementation of strategies that reduce the potential for crashes involving public transit vehicles and facilities.	X							X			X				Number of non-motorized fatalities and serious injuries. *(Lower is better)*
Support the implementation of strategies that enhance the safety of motorists, cyclists, and pedestrians.	X							X			X				Total number of reportable fatalities and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)
															Total number of reportable injuries and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)
															Total number of reportable safety events and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)

Martin Moves 2050 Goals/Objectives	Infrastructure Investment and Jobs Act (IIJA) National Goals							2060 Florida Transportation Plan State Goals							Performance Measure
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Safety and Security	Agile, Resilient, and Quality Infrastructure	Efficient and Reliable Mobility for People and Freight	More Transportation Choices for People and Freight	Economic Competitiveness	Quality Places to Live, Learn, Work, and Play	Environment & Energy	
Goal #3. Environmental Sustainability: Preserve natural environment, improve resiliency against extreme weather events and promote healthy communities.															
Minimize adverse impacts to the natural environment.						X	X						X	X	Acres of impacted environmentally sensitive lands, such as, wetlands or significant wildlife habitat or conservation lands. *(Lower is better)*
Support the implementation of strategies that reduce on-road mobile source emissions.						X							X	X	Change in pollutants (tonnage) including carbon dioxide/greenhouse gas. *(Lower is better)*
Support the implementation of strategies that increase sidewalk coverage along roadways classified as suburban and urban.	X					X		X			X		X	X	Miles of pedestrian facilities on the major roadway system in areas with high population density. *(Higher is better)*
Support the implementation of strategies that increase bicycle facility coverage throughout the planning area.	X					X		X			X		X	X	Miles of bicycle facilities on the major roadway system. *(Higher is better)*
Prioritize improvements that harden the infrastructure and/or improve resiliency against extreme weather events and Sea Level Rise (SLR).	X	X		X	X	X		X	X	X		X	X	X	Transportation improvement projects located in areas prone to inundation due to storm surge, king tides and other extreme weather events including SLR. *(Higher is better)*
Support the implementation of strategies that increase the miles of shared used paths to support the trail network.	X					X		X			X		X	X	Miles of shared use facility. *(Higher is better)*
Prioritize improvements that provide non-motorized access to employment and recreational centers.						X							X	X	Percent of major roadways with bicycle and pedestrian facilities that provide access to employment centers and recreational facilities. *(Higher is better)*
Goal #4. Equity: Advance racial equity and support for underserved and disadvantaged communities.															
Minimize adverse impacts to the minority and/or low-income populations.					X	X						X	X		Investment in transportation improvement projects in environmental justice areas compared to the rest of the county. *(Higher is better)*
Support the implementation of strategies improve access to employment and recreational centers for underserved communities and areas having concentrations of transportation disadvantaged and/or elderly population.			X			X							X		Investment in non-motorized and public transportation projects in disadvantaged areas identified by the Justice40 initiative. *(Higher is better)*
			X		X					X			X		Emerging mobility projects located in areas with higher concentration of people in 65+ years age cohort. *(Higher is better)*
Goal #5. Innovation: A transportation system with an ability to harness changes in the future.															
Identify and support projects that provide synergy or flexibility in accommodating emerging modes and transportation technologies.				X	X	X			X		X	X	X	X	Funding for projects that have ITS components to advance ACES and other emerging modes. *(Higher is better)*
Goal #6. Project Streamlining and Delivery: A transportation system that reflects the community's needs and desires.															
Advance projects that the community supports.					X		X				X		X		Level of support for improvements in the community. *(Higher is better)*
Prioritize projects that can be accelerated through project development process.							X					X	X	X	Right of way availability and/or cost. *(Lower is better)*
Support project that are strategically important for Martin County.					X	X	X		X		X		X		Funding allocation for strategic transportation improvement projects. *(Higher is better)*

3. NEXT STEPS

The Martin MPO will use goals, objectives, policies and performance measures included in this technical memorandum throughout the LRTP process to ensure consistency with local, state and federal requirements; evaluate transportation improvement projects for prioritization; assess system performance; select projects to relieve traffic congestion, improve mobility and safety in an equitable manner; as well as conduct a scenario planning exercise. Information included in this technical memorandum will assist the MPO during development of a Cost Feasible Plan (CFP) to accomplish the community's vision for transportation in Martin County. In addition, a system performance report will be included in the 2050 LRTP CFP that evaluates progress made toward the Martin MPO supported targets for the federally required highway and transit performance measures.

3481 SE Willoughby Blvd,
Suite 101
Stuart, FL 34994
martinmpo.com

MARTIN MPO
Metropolitan Planning Organization