

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

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REPORT DOCUMENTATION

TITLE

Martin MPO FY27 – FY31
Transportation Improvement Program

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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.

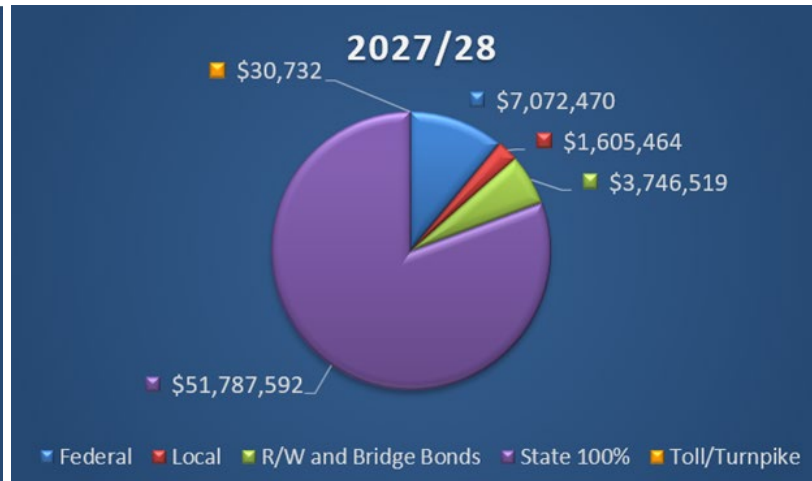
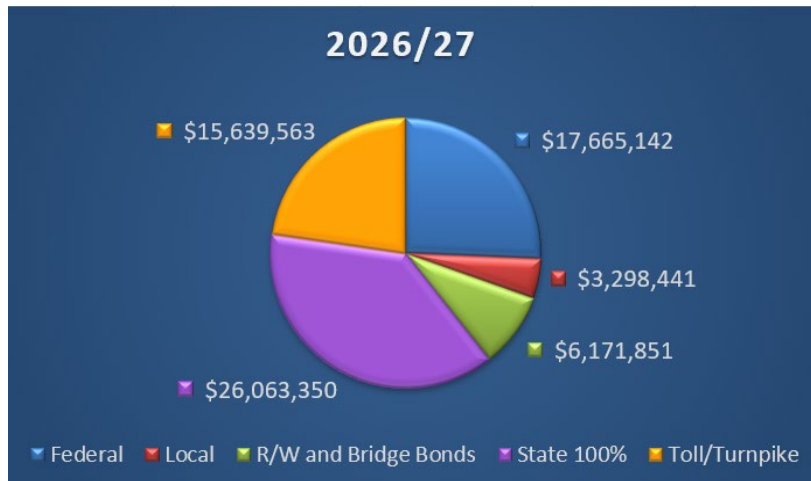
The TIP must include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. 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.

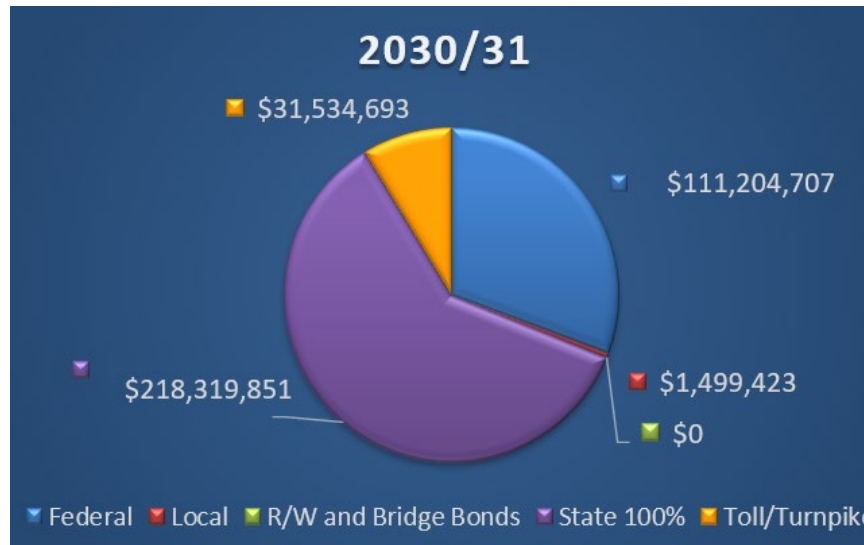
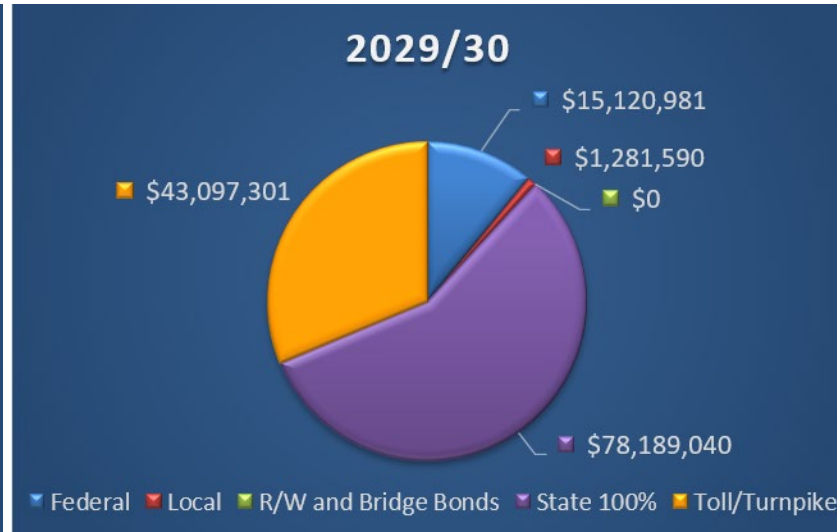
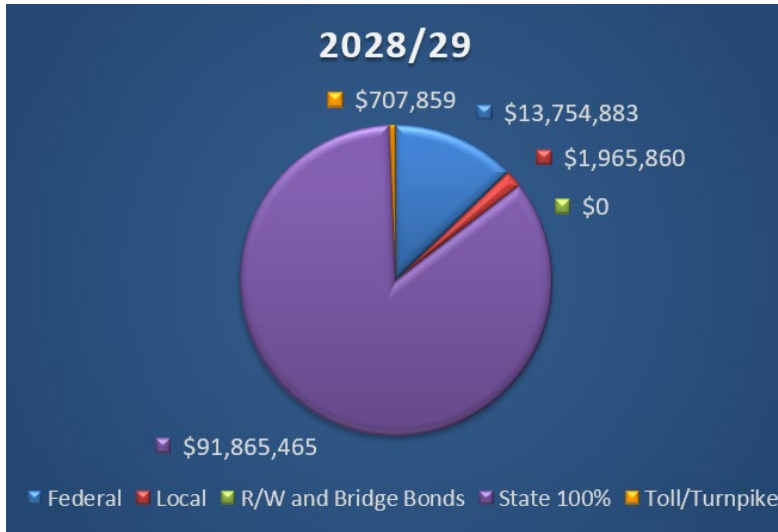
Table 1 – Allocation of Project Costs by Funding Sources and Year

| 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.flhhs.gov/hca/transportation/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

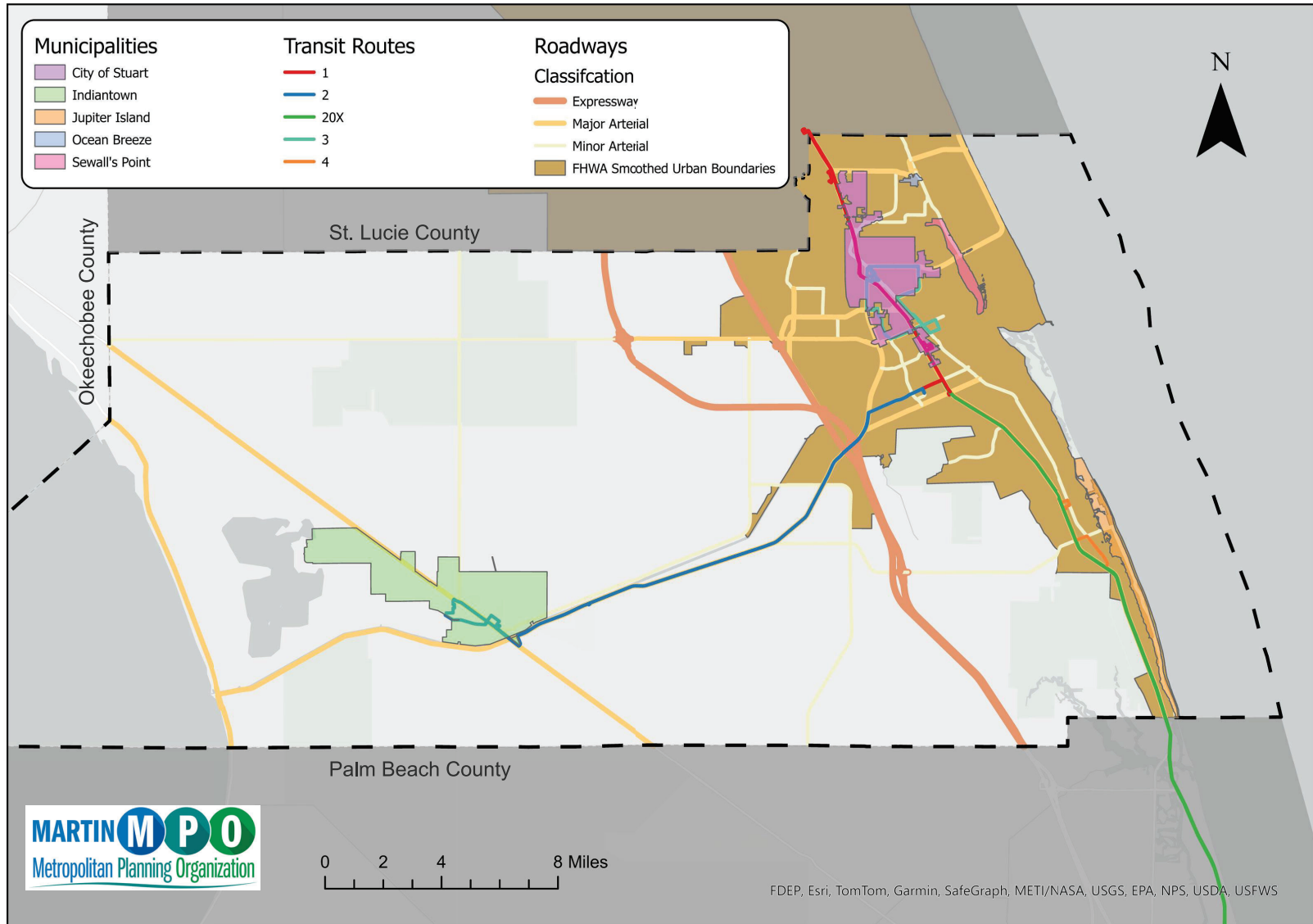


Table 13 – 2025 Federally Obligated Transit Funds

| 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. |
|-------------------------------------|---|

| | |
|--|--|
| <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 t | Replacemen t 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

- 1 Semi-annual management meeting to assess performance and set goals. (Maintenance, Operations, IT, Finance/Grants, Procurement, Executive)
- 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 |
|--|--|
| Loss of significant Federal/State funding | 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. |
| Fuel supply chain disruption. | Fuel offsite in partnership with another transit agency, state DOT, municipality, and/or private sector organization. |
| Parts supply chain disruption. | Partner with regional transit agencies and OEMs to retain parts supply chain. |
| Catastrophic loss of asset(s) due to natural or man-made disasters and hazards. | Enact MARTY and Catastrophic Loss Plans. Use backup facilities, and reserve vehicles from partner transit agencies. |

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.

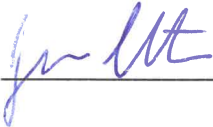
SECTION 8: UPDATES & CONTINUOUS IMPROVEMENT

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 |
| <hr/> | | |
| 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 |
| <hr/> | | |
| 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 |
| <hr/> | | |
| 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 |
| <hr/> | | |
| 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 | |
| ROADWAY ID:89000003 | PROJECT LENGTH: 1.080MI | TYPE OF WORK:MISCELLANEOUS CONSTRUCTION |
| | | 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 | |
| ROADWAY ID:89060000 | PROJECT LENGTH: .013MI | TYPE OF WORK:RAIL SAFETY PROJECT |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | | 2025 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | | -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 | |
| ROADWAY ID:89030000 | PROJECT LENGTH: .723MI | TYPE OF WORK:BIKE LANE/SIDEWALK |
| | | 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 | |
| ROADWAY ID:89030000 | PROJECT LENGTH: .117MI | TYPE OF WORK:FEASIBILITY STUDY |
| | | 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 | |
| ROADWAY ID:89000004 | PROJECT LENGTH: .911MI | TYPE OF WORK:BIKE LANE/SIDEWALK |
| | | 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 | |
| ROADWAY ID:89091000 | PROJECT LENGTH: .015MI | TYPE OF WORK:LIGHTING |
| | | 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 | |
| ROADWAY ID:89090500 | PROJECT LENGTH: .372MI | TYPE OF WORK:INTERSECTION (NEW) |
| | | 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 | |
| ROADWAY ID:89010000 | PROJECT LENGTH: 1.724MI | TYPE OF WORK:RESURFACING |
| | | 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 |

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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 | |
| TOTAL 448048 1 | -13,367 |
| TOTAL 448048 1 | -13,367 |
| TOTAL DIST: 04 | -13,367 |
| TOTAL RAIL | -13,367 |
| 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



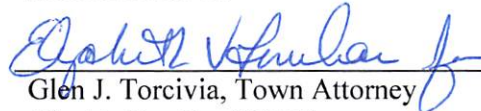
DAVE KURZMAN, MAYOR

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 |
|--|-----|-----|-----|-----|-----|-----|

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 |
|-------------------------|----------------------|----------------------|----------------------|---------------------|---------------------|----------------------|

| | 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 | | |

VILLAGE OF INDIANTOWN

PUBLIC WORKS FY26/FY31

| Account | Account Name | Object Code | Contractual Services | Budget Cost | FY 26/27 Budget | FY 27/28 Budget | FY 28/29 Budget | FY 29/30 Budget | FY 30/31 Budget |
|---------|--------------|-------------|---|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | | ROAD REPAIR | | | | | | |
| | | | 4-Sections at 100LF Each (\$28,250.00) | \$113,000.00 | \$28,250.00 | \$84,750.00 | \$113,000.00 | \$113,000.00 | \$113,000.00 |
| | | | 2-Way Stop Intersection Striping | | | | | | |
| | | | 25 Intersections at \$2,750 Each | \$68,750.00 | \$33,000.00 | \$33,000.00 | \$33,000.00 | \$33,000.00 | \$30,000.00 |
| | | | 4-Way Stop Intersection Striping | | | | | | |
| | | | 20 Intersections at \$5,500 Each | \$110,000.00 | \$33,000.00 | \$33,000.00 | \$33,000.00 | \$44,000.00 | \$44,000.00 |
| | | | New Single Sign Post | | | | | | |
| | | | 5 at \$1,320 per sign | \$6,600.00 | \$5,280.00 | \$5,280.00 | \$5,280.00 | \$5,280.00 | \$5,280.00 |
| | | | Remove/Relocate Sign | | | | | | |
| | | | 10 at \$530 per sign | \$5,300.00 | \$2,650.00 | \$2,650.00 | \$2,650.00 | \$0.00 | \$0.00 |
| | | | Remove/Replace ADA Ramp | | | | | | |
| | | | 25 at \$3200 each | \$80,000.00 | \$32,000.00 | \$16,000.00 | \$16,000.00 | \$16,000.00 | \$0.00 |
| | | | Concrete Sidewalk Repair | | | | | | |
| | | | 10 Sections at \$5,750 Each | \$57,500.00 | \$23,000.00 | \$23,000.00 | \$23,000.00 | \$23,000.00 | \$23,000.00 |
| | | | Mill/Resurface Roadway | | | | | | |
| | | | 1 @ 2,000LF | \$95,000.00 | \$95,000.00 | \$95,000.00 | \$95,000.00 | \$95,000.00 | \$190,000.00 |
| | | | Lincoln Ave. Improvements | | | | | | |
| | | | | N/A | \$0.00 | \$300,000.00 | \$100,000.00 | \$0.00 | \$0.00 |

TOTAL FY BUDGET AMOUNT \$252,180.00 | \$592,680.00 | \$320,930.00 | \$329,280.00 | \$405,280.00

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 |

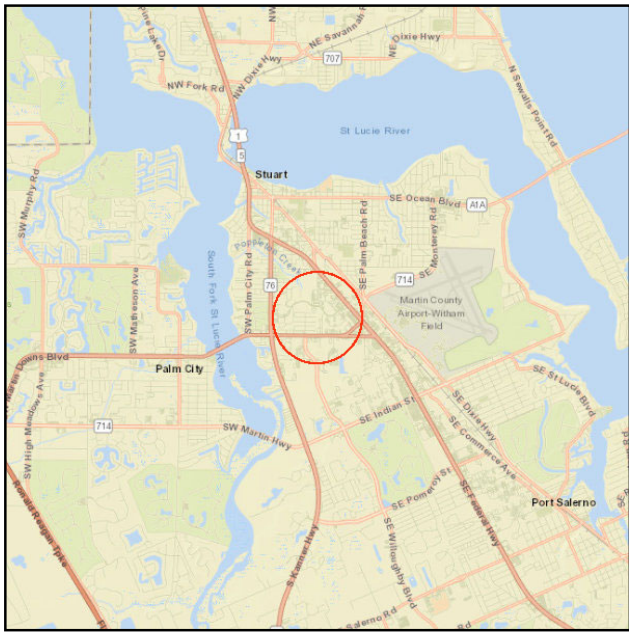
5-Year Summary of Projects by Funding Category

| 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

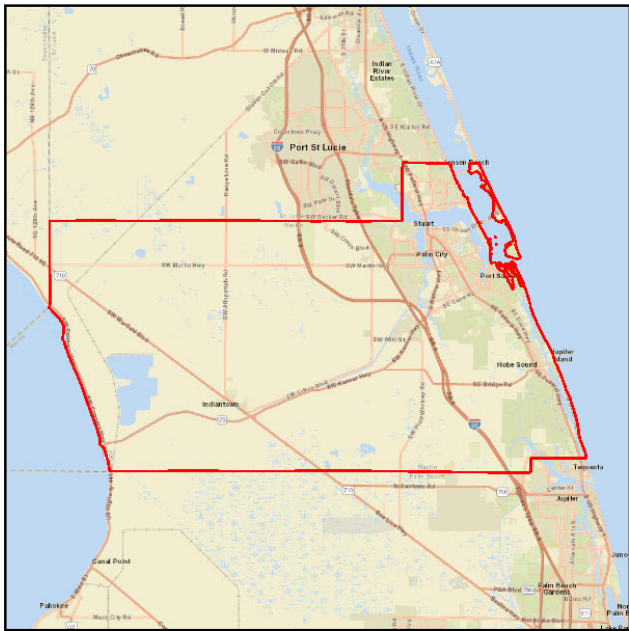
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|----------|----------|----------|------------------|----------|------------------|
| PE | LF | 0 | 0 | 0 | 256,201 | 0 | 256,201 |
| PE | ACSU | 0 | 0 | 0 | 1,191,424 | 0 | 1,191,424 |
| PEX | 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

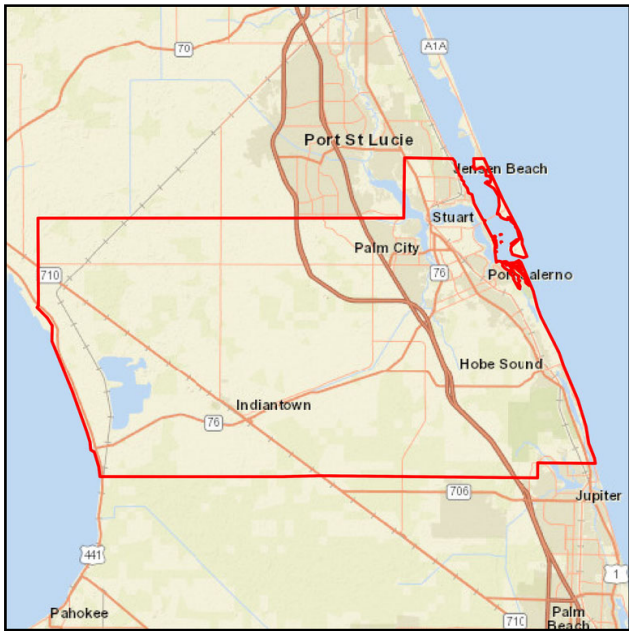
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|---------------|------------------|----------|----------|----------|------------------|
| CST | DDR | 0 | 2,046,533 | 0 | 0 | 0 | 2,046,533 |
| CST | DIH | 0 | 69,744 | 0 | 0 | 0 | 69,744 |
| 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



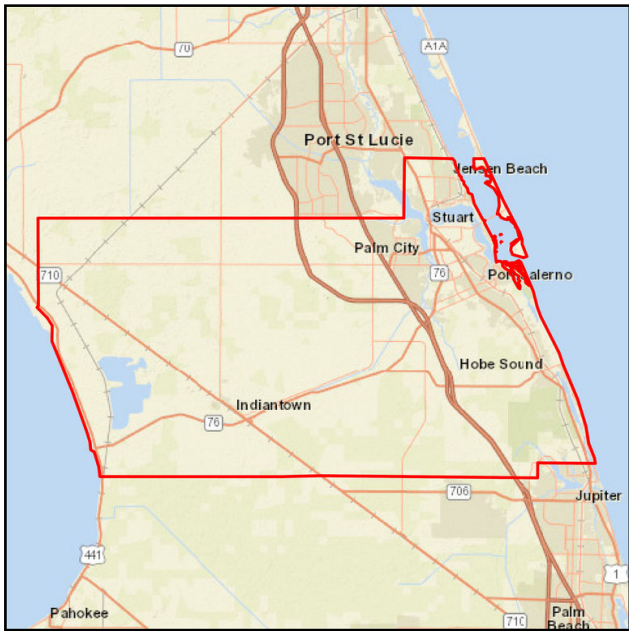
From:
To:
Section: A - Highway
Work Summary: TRANSPORTATION PLANNING **Length:**
Lead Agency: Martin MPO **LRTP #:** Table 7.3-1

| 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



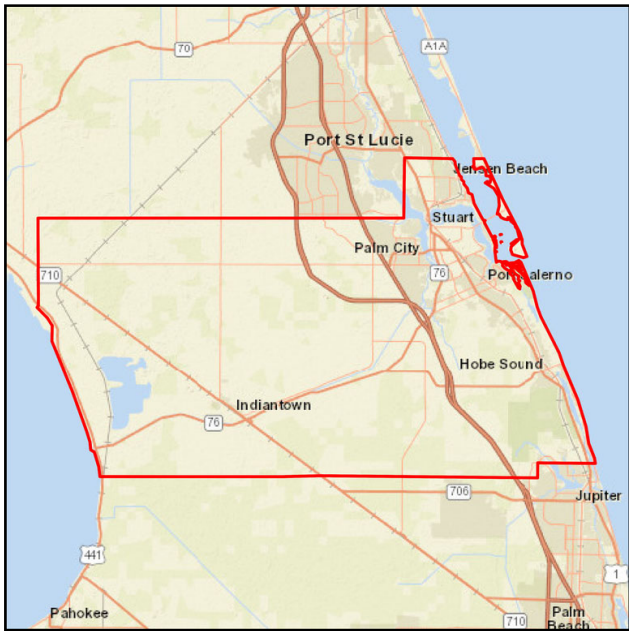
From:
To:
Section: A - Highway
Work Summary: TRANSPORTATION PLANNING **Length:**
Lead Agency: Martin MPO **LRTP #:** Table 7.3-1

| 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



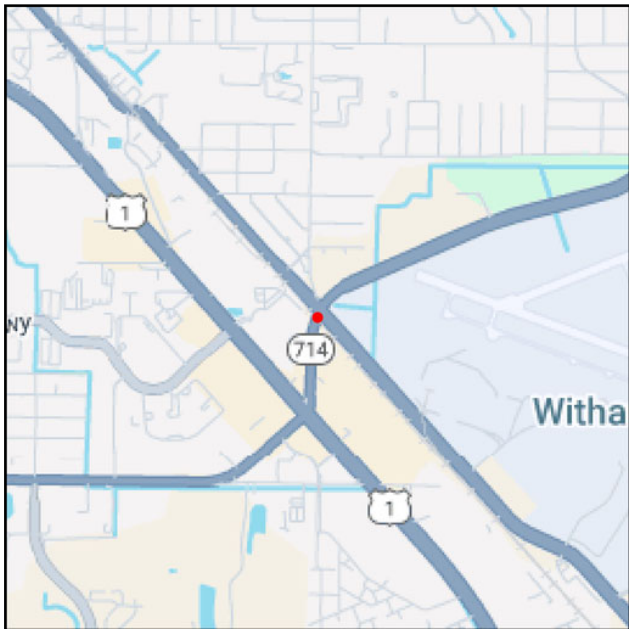
From:
To:
Section: A - Highway
Work Summary: TRANSPORTATION PLANNING **Length:** 0.0
Lead Agency: Martin MPO **LRTP #:** Table 7.3-1

| 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

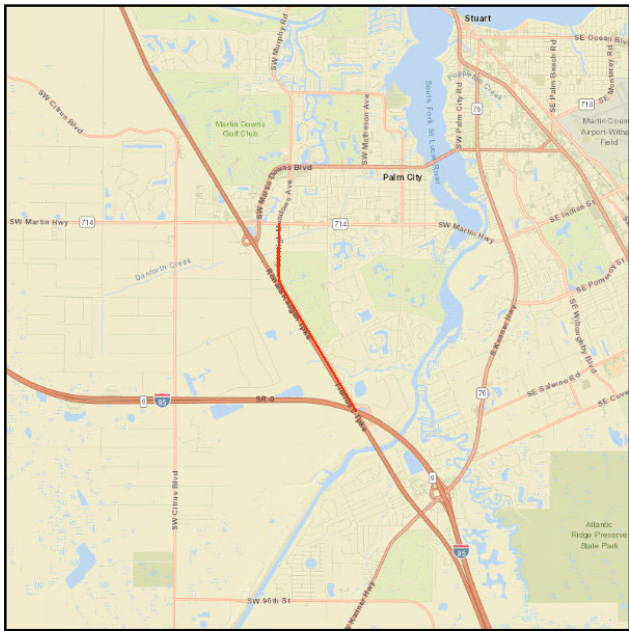
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|
| ROW | DDR | 0 | 1,687,098 | 0 | 0 | 0 | 1,687,098 |
| ROW | DIH | 0 | 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

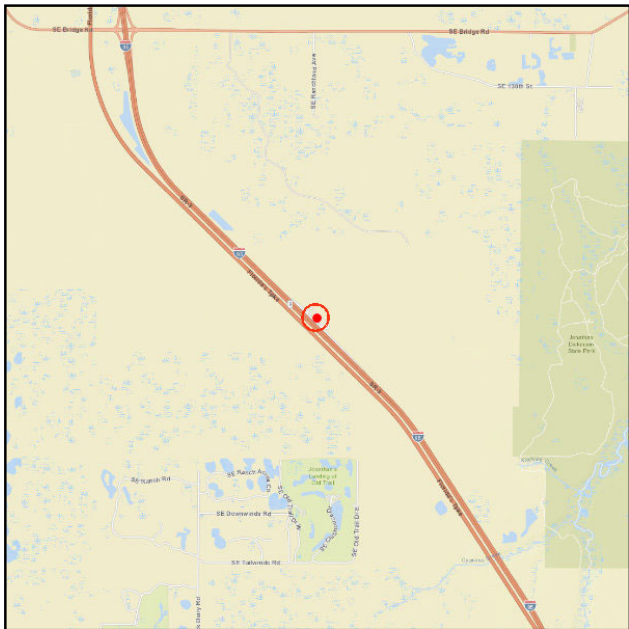
Future Cost >2032: 0

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

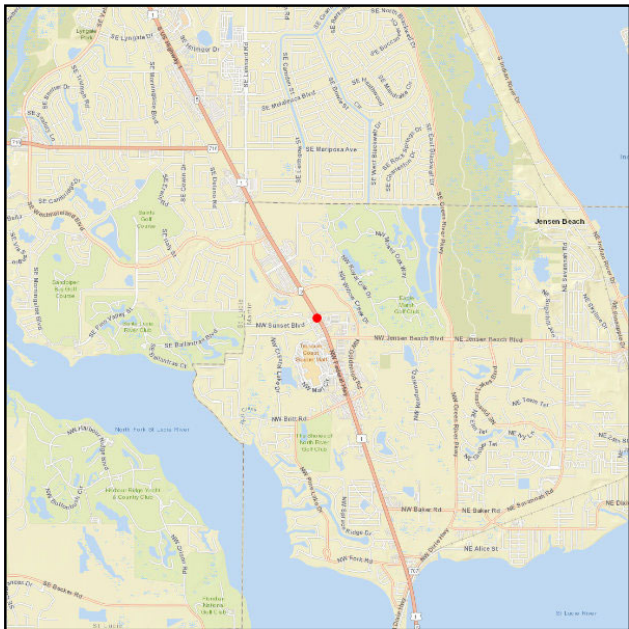
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | DDR | 356,625 | 0 | 0 | 0 | 0 | 356,625 |
| CST | DIH | 31,993 | 0 | 0 | 0 | 0 | 31,993 |
| CST | 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

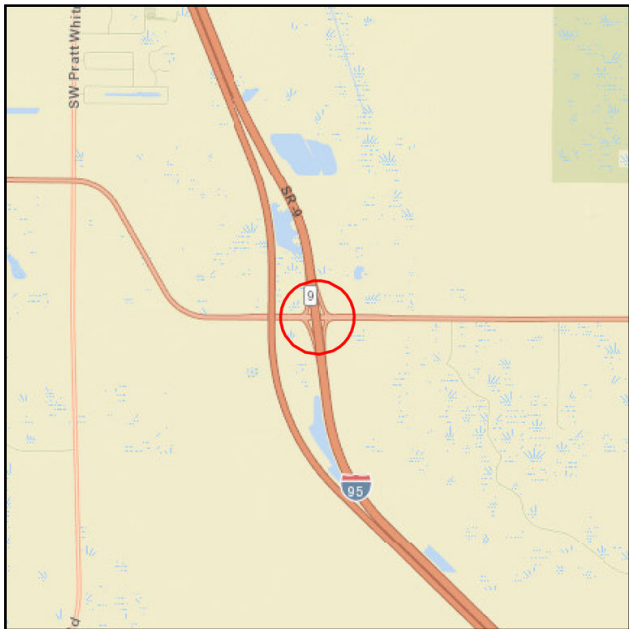
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | ACSA | 35,811 | 0 | 0 | 0 | 0 | 35,811 |
| CST | ACSL | 1,541,972 | 0 | 0 | 0 | 0 | 1,541,972 |
| 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



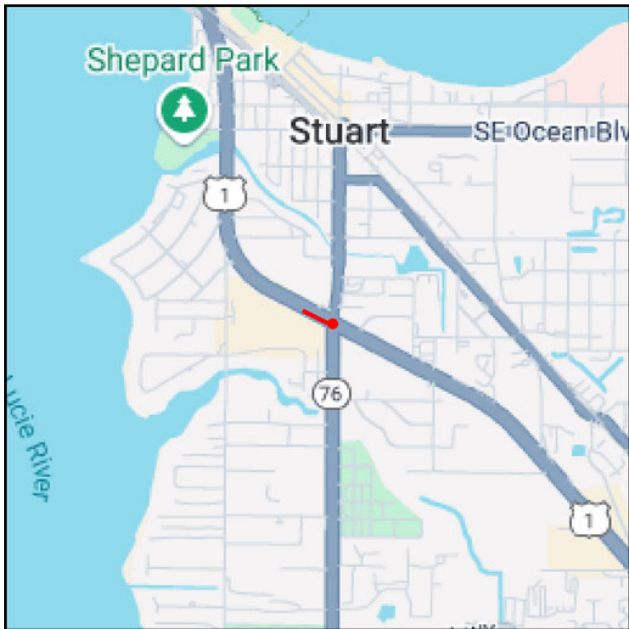
From:
To:
Section: A - Highway
Work Summary: INTERCHANGE IMPROVEMENT **Length:** 3.273
Lead Agency: FDOT **LRTP #:** Page 5-16

| 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

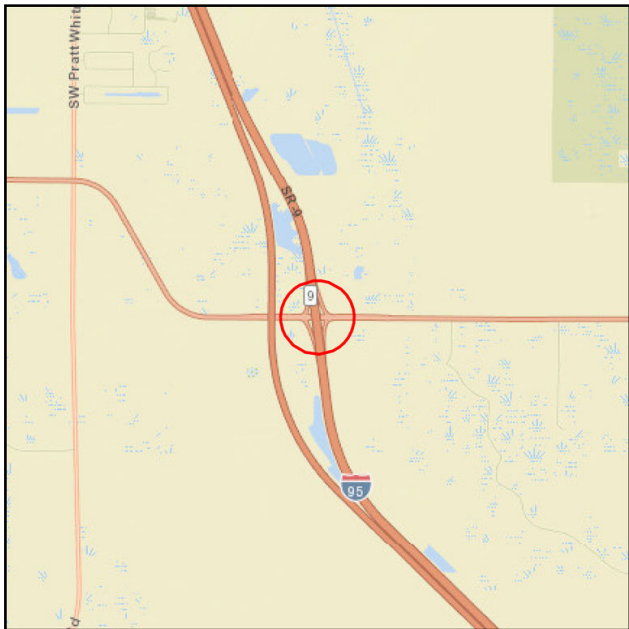
Future Cost >2032: 0

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

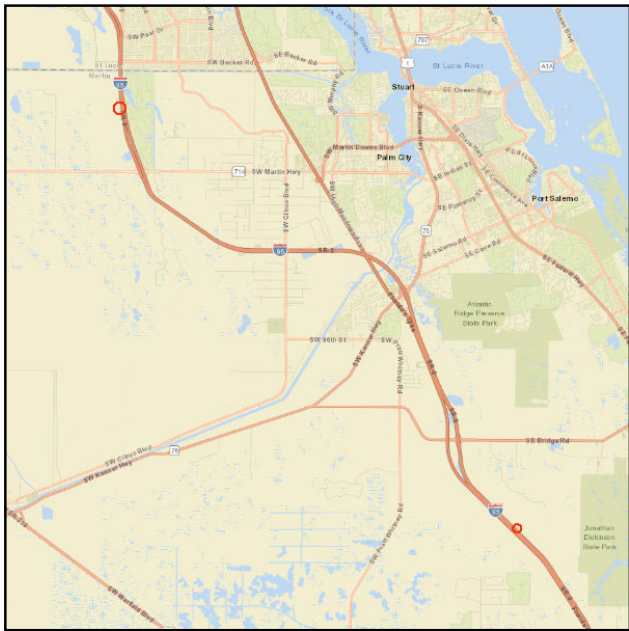
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|----------------|----------------|----------------|------------------|----------|------------------|
| CST | ACNP | 0 | 0 | 273,250 | 8,224,260 | 0 | 8,497,510 |
| ROW | ACSA | 20,000 | 51,000 | 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



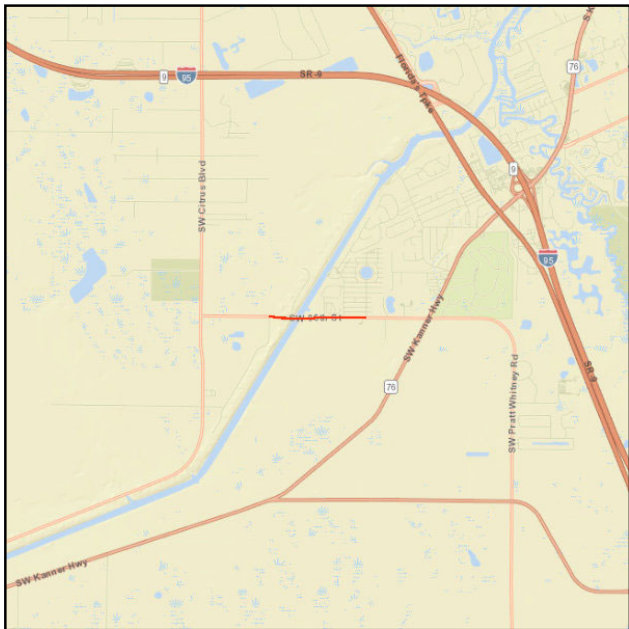
From: .5 MILE S OF SE DIXIE HWY
To: S OF SE HERITAGE BLVD
Section: A - Highway
Work Summary: RESURFACING **Length:** 5.105
Lead Agency: FDOT **LRTP #:** Table 6.5-5

| 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

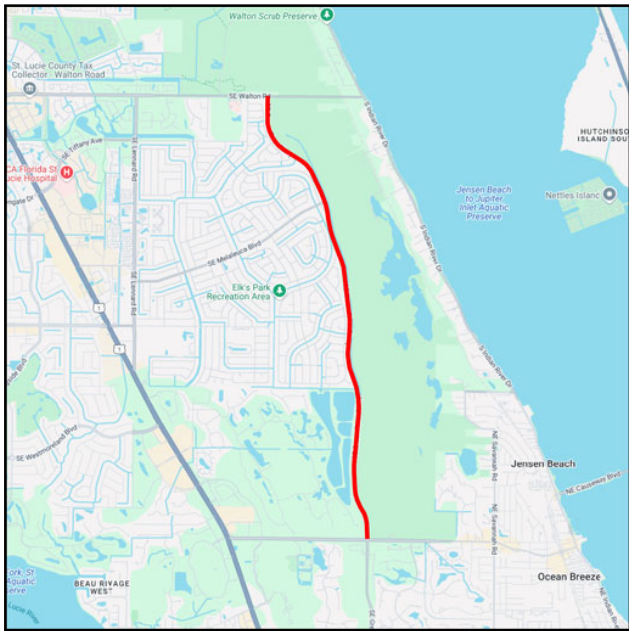
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | SCOP | 5,053 | 0 | 0 | 0 | 0 | 5,053 |
| CST | LF | 371,440 | 0 | 0 | 0 | 0 | 371,440 |
| CST | GRSC | 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

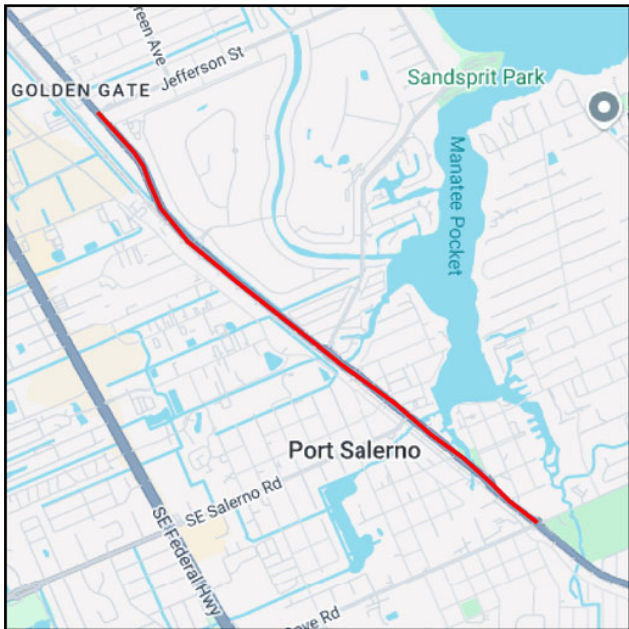
Future Cost >2032: 0

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

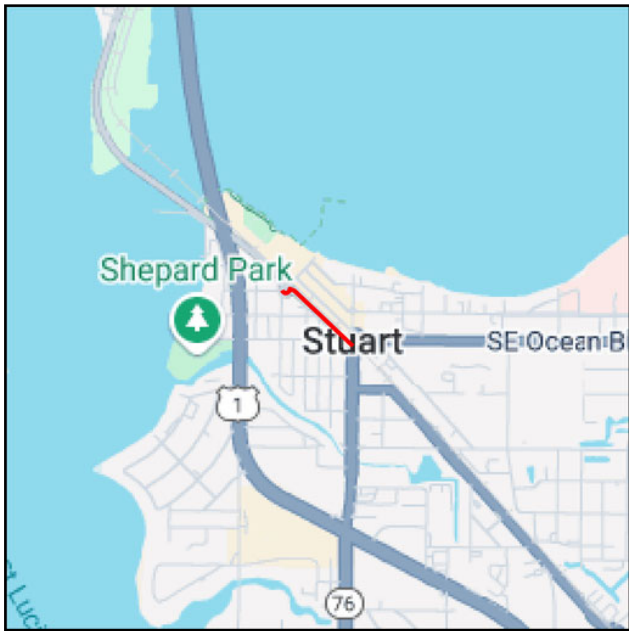
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|----------------|----------|----------|------------------|----------|------------------|
| CST | BRRP | 0 | 0 | 0 | 5,097,988 | 0 | 5,097,988 |
| CST | DDR | 0 | 0 | 0 | 210,704 | 0 | 210,704 |
| 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

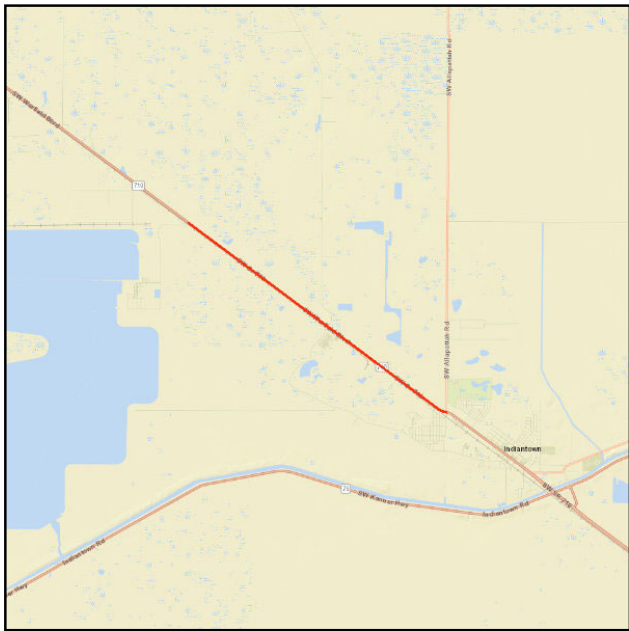
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|----------|----------|------------------|----------|----------|------------------|
| CST | BRRP | 0 | 0 | 3,657,297 | 0 | 0 | 3,657,297 |
| CST | DIH | 0 | 0 | 5,465 | 0 | 0 | 5,465 |
| COX | 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

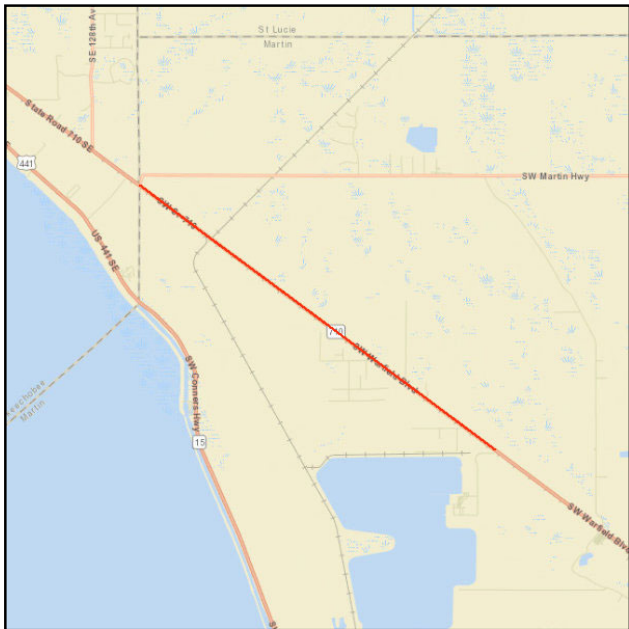
Future Cost >2032: 0

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

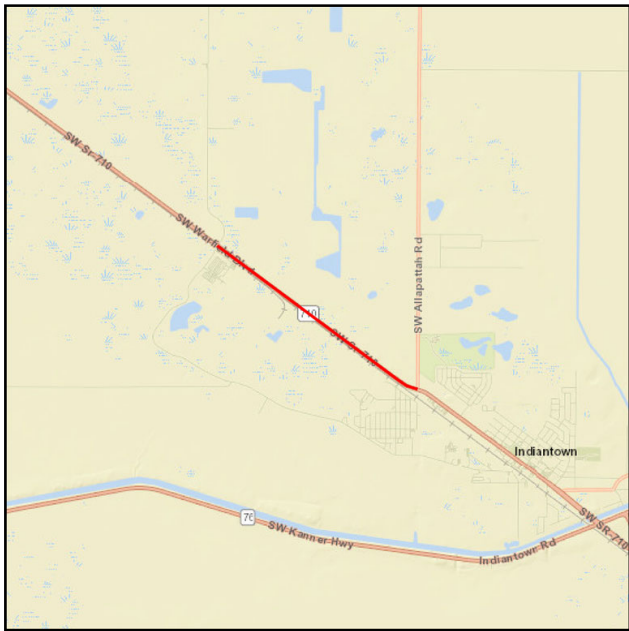
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|----------|----------|----------|-------------------|------------------|-------------------|
| CST | DDR | 0 | 0 | 0 | 16,891,584 | 1,314,727 | 18,206,311 |
| CST | DIH | 0 | 0 | 0 | 69,910 | 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

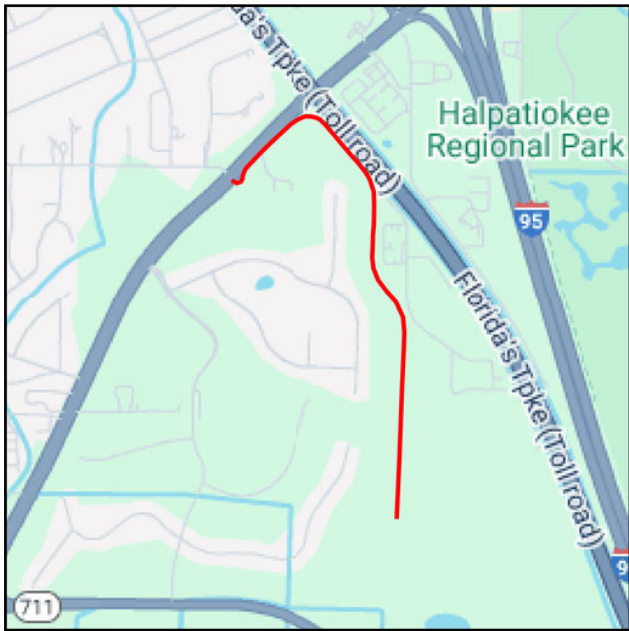
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|----------|----------|-------------------|----------|----------|-------------------|
| CST | DIH | 0 | 0 | 109,300 | 0 | 0 | 109,300 |
| CST | GMR | 0 | 0 | 9,100,000 | 0 | 0 | 9,100,000 |
| 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



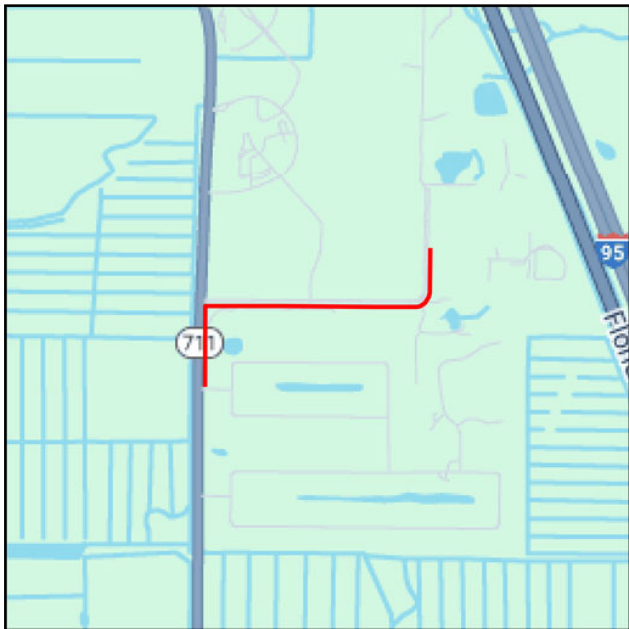
From: 100 FT S of CAMP VALOR
To: SW KANNER HWY
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.287
Lead Agency: Martin County **LRTP #:** Table 6.5-5

| 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



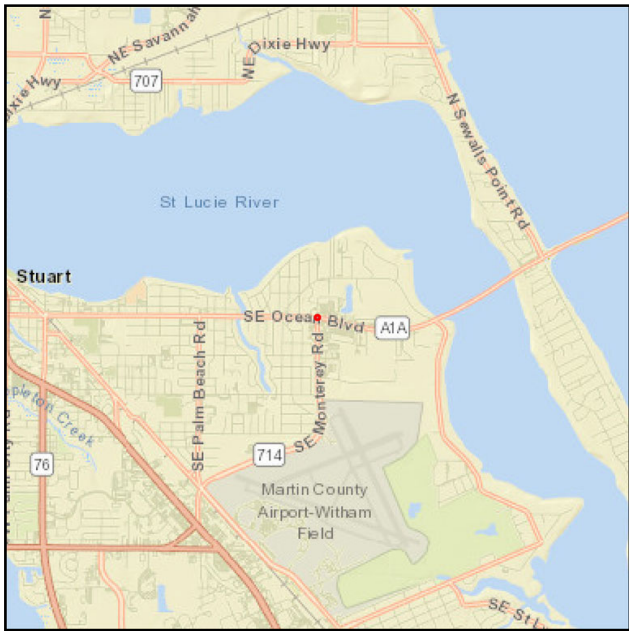
From:
To:
Section: A - Highway
Work Summary: SIDEWALK **Length:** 0.84
Lead Agency: FDOT **LRTP #:** Page 5-30

| 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



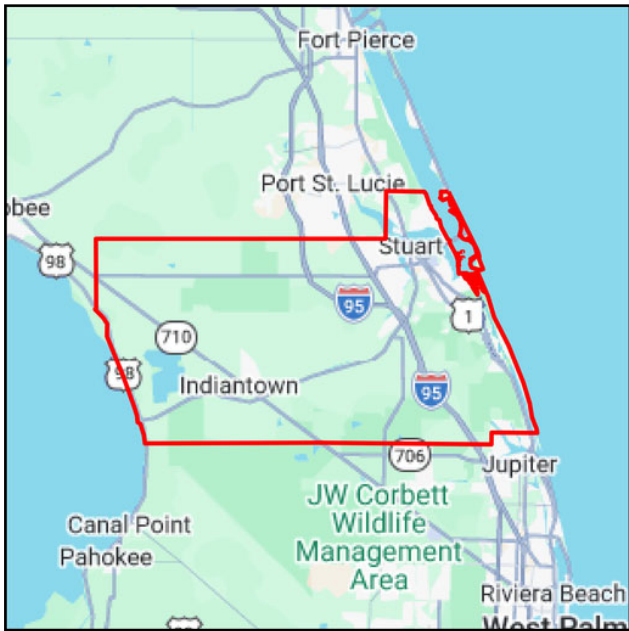
From:
To:
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** 0.025
Lead Agency: FDOT **LRTP #:** Table 7.3-1

| 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



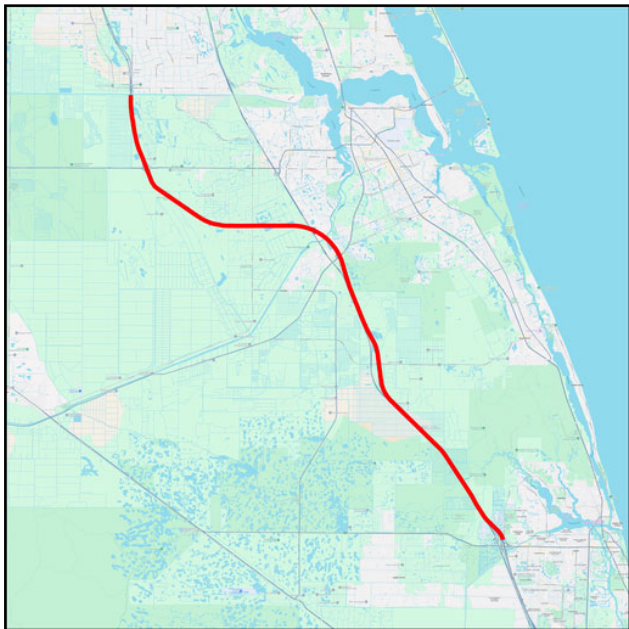
From:
To:
Section: A - Highway
Work Summary: SIDEWALK **Length:** 0.0
Lead Agency: FDOT **LRTP #:** Page 7-6

| 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

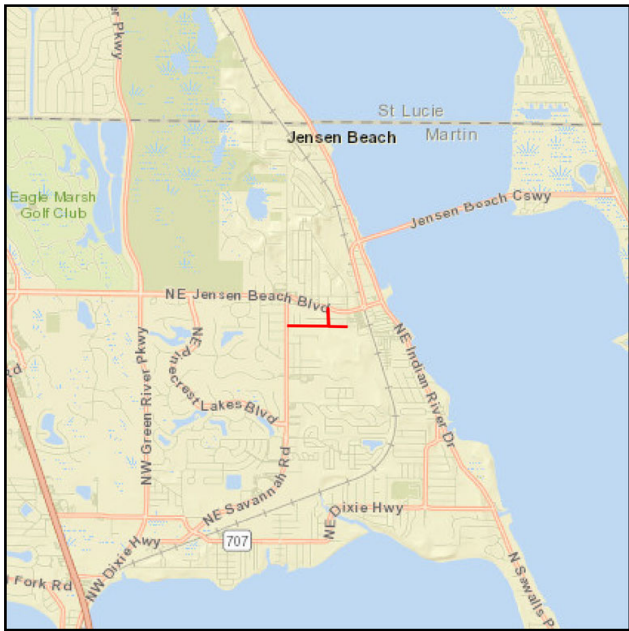
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|-------------------|----------|----------|----------|----------|-------------------|
| CST | ACSS | 6,544,709 | 0 | 0 | 0 | 0 | 6,544,709 |
| CST | SSI | 3,841,925 | 0 | 0 | 0 | 0 | 3,841,925 |
| 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

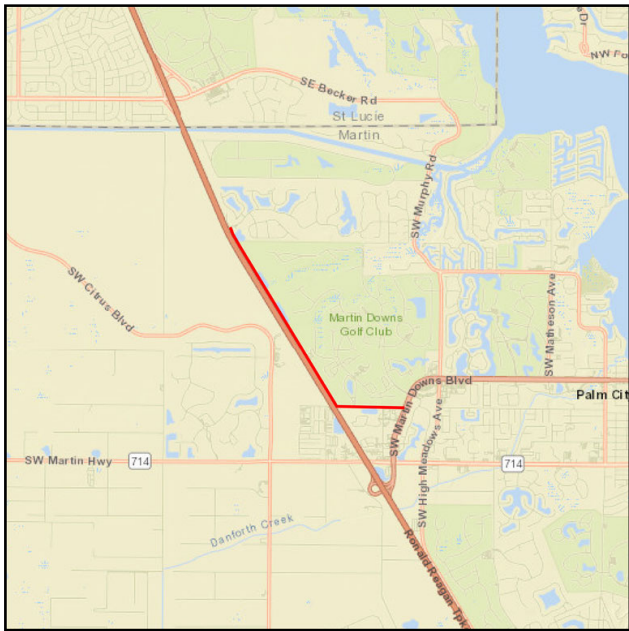
| Phase | Fund Source | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | Total |
|--------------|-------------|----------|----------|----------|----------|------------------|------------------|
| CST | SCOP | 0 | 0 | 0 | 0 | 225,414 | 225,414 |
| CST | LF | 0 | 0 | 0 | 0 | 500,920 | 500,920 |
| CST | 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

Martin MPO Transportation Improvement Program - FY 2027 - 2031

| 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 |

Martin MPO Transportation Improvement Program - FY 2027 - 2031

| Phase | Fund Source | 2027 | 2028 | 2029 | 2030 | 2031 | Total |
|--------------------|---|----------|--------------------------|---|---------------------------|---------------------------|------------------|
| FM# 4549001 | WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN) | | | | | | *Non-SIS* |
| Type of Work | AVIATION REVENUE/OPERATIONAL | | | L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30 | Lead Agency Martin County | Length 0 | |
| 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

Martin MPO Transportation Improvement Program - FY 2027 - 2031

| Phase | Fund Source | 2027 | 2028 | 2029 | 2030 | 2031 | Total |
|--------------------|---|-------------------|--------------------------|-----------------------------------|-------------------|---------------------------|--------------------|
| FM# 4461651 | SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8) | | | | | | |
| | | | | | Length 0.285 | | *SIS* |
| Type of Work | INTERCHANGE - ADD LANES | | | L RTP Pg: pg. 52; Appx. D, pg. 42 | Lead Agency FDOT | | |
| 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> | <i>7,922,066</i> | <i>Future Years Cost</i> | <i>101,416</i> | | <i>Total Project Cost</i> | <i>9,867,402</i> |
| FM# 4463331 | WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8) | | | | | | |
| | | | | | Length 3.622 | | *SIS* |
| Type of Work | ADD LANES & RECONSTRUCT | | | L RTP Pg: pg. 52; Appx. D, pg. 42 | Lead Agency FDOT | | |
| 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> | <i>6,260,112</i> | <i>Future Years Cost</i> | <i>248,104,685</i> | | <i>Total Project Cost</i> | <i>305,866,862</i> |
| FM# 4466181 | THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2) | | | | | | |
| | | | | | Length 0.021 | | *SIS* |
| Type of Work | BRIDGE REPLACEMENT | | | L RTP Pg: pg. 132 | Lead Agency FDOT | | |
| 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> | <i>510,336</i> | <i>Future Years Cost</i> | <i>0</i> | | <i>Total Project Cost</i> | <i>12,841,087</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 | | | | | | *Non-SIS* |
| Type of Work | ROUTINE MAINTENANCE | | | L RTP Pg: pg. 29 | Lead Agency FDOT | Length 0 | |
| 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 | | | | | | *Non-SIS* |
| 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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