



POLICY BOARD MEETING

Martin County Administrative Building Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
www.martinmpo.com
(772) 221-1498

Monday, June 19, 2023 @ 9:00 AM

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER	
2. PRAYER – Pastor Jim Harp	
3. PLEDGE OF ALLEGIANCE	
4. ROLL CALL	
5. APPROVE AGENDA	APPROVE
6. APPROVE MINUTES (PG. 3) <ul style="list-style-type: none">• MPO Board Meeting – May 15, 2023	APPROVE
7. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
8. AGENDA ITEMS	
A. PUBLIC HEARING FINAL DRAFT FY24 – FY28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (PG. 8)	APPROVE
B. TRANSIT EFFICIENCY STUDY ANALYSIS AND RECOMMENDATIONS (PG. 189)	APPROVE
C. TRANSIT DEVELOPMENT PLAN (TDP) SCOPE OF SERVICES (PG. 203)	APPROVE
D. STATE ROAD (SR) 710 FEASIBILITY STUDY (PG. 212)	INFORMATION

- | | |
|---|--------------------|
| E. DEVELOPMENT REVIEW INTERACTIVE MAP UPDATE (PG. 220) | INFORMATION |
| F. FINAL DRAFT FY25-FY29 LIST OF PROJECT PRIORITIES (LOPP) (PG. 222) | APPROVE |
| G. REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE – SW HIGH MEADOW AVE (PG. 226) | APPROVE |
| H. NEW MPO WEBSITE (PG. 229) | INFORMATION |

9. COMMENTS FROM COMMITTEE MEMBERS

10.COMMENTS FROM BOARD MEMBERS

11.COMMENTS FROM FDOT

12. NOTES

- Final CY22 MPO/State Joint Certification

13. NEXT MEETING

MPO Board Meeting – September 18, 2023

14. ADJOURN

The Martin MPO solicits public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require language translation services (free of charge) should contact Ricardo Vazquez, Senior Planner (Title VI/Non-discrimination Contact) at (772) 223-7983 or rvazquez@martin.fl.us in advance of the meeting. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.



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

Monday, May 15, 2023 @ 9:00 am

MINUTES

- 1. CALL TO ORDER** – MPO Chair Troy McDonald called the meeting to order at 9:00 a.m.
- 2. PRAYER** - Pastor Jim Harp, Stuart Alliance Church led the Invocation.
- 3. PLEDGE OF ALLEGIANCE** – MPO Chair Troy McDonald led the Pledge of Allegiance.
- 4. ROLL CALL**

PRESENT:

Troy McDonald, Chair
Doug Smith, Vice Chair
Commissioner Stacey Hetherington
Commissioner Harold Jenkins
Commissioner Christopher Collins
Council Member Susan Gibbs-Thomas

REPRESENTING:

City of Stuart Commission
Martin County Board of County Commission
Martin County Board of County Commission
Martin County Board of County Commission
City of Stuart Commission
Village of Indiantown Council

EXCUSED ABSENCE:

Commissioner Sarah Heard
Commissioner James Campo

Martin County Board of County Commission
Town of Sewall's Point Commission

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Senior Planner
Joy Puerta, Planner
Lucine Martens, Planner
Alor Cadorna, Administrative Assistant

Others in Attendance:

Ronald Kareiva, FDOT
Kris Kehres, FDOT
Christine Fasiska, FDOT
Jill Marasa, Ashley Capital
Larry Sofield

5. APPROVE AGENDA

A motion to approve the Agenda was made by Commissioner Stacey Hetherington and seconded by Commissioner Doug Smith, the motion passed unanimously.

6. APPROVE MINUTES

MPO Policy Board Meeting – April 17, 2023

A motion to approve the MPO Policy Board Minutes of April 17, 2023 was made by Commissioner Doug Smith and seconded by Commissioner Harold Jenkins, the motion passed unanimously.

7. PUBLIC COMMENTS - None

8. AGENDA ITEMS

A. TRANSPORTATION DISADVANTAGED (TD) PLANNING GRANT APPLICATION

Beth Beltran gave an overview of the Transportation Disadvantaged (TD) Planning Grant Application. The TD Planning Grant funds are allocated for the purpose of completing the planning duties and responsibilities of the Metropolitan Planning Organization. TD Planning Grant Program Distribution has \$24,540 and requires no local match. She requested approval and was available to answer questions.

A motion to approve the Transportation Disadvantaged (TD) Planning Grant Application was made by Commissioner Stacey Hetherington and seconded by Commissioner Doug Smith, the motion passed unanimously.

B. DRAFT FY24 – FY28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Beth Beltran introduced Ricardo Vazquez who gave a presentation on the Draft FY24-FY28 Transportation Improvement Program (TIP). He mentioned the TIP is the document that contains all Federal, State and locally funded, and regionally significant transportation projects to be funded in Martin County during the next five fiscal years. This document is updated annually and is based on the FDOT District Four Tentative Work Program that was approved by the MPO Board on December 12, 2022. The Final FY24 – FY28 TIP is scheduled to be adopted by the MPO Board at the June 19, 2023 meeting. He requested approval and was available to answer questions.

Commissioner Doug Smith asked when the right time is to amend the TIP. Beth Beltran stated that the List of Project Priorities (LOPP) is the best time to add or change a project, but those projects must be identified in the adopted Long Range Transportation Plan (LRTP). Commissioner Smith asked about the Village Parkway Extension into St. Lucie County. Ms. Beltran explained that the Village Parkway Extension is in Martin MPO's adopted LRTP and in the Martin County Comprehensive Plan. She went on to say the Village Parkway Extension is not in St. Lucie TPO's adopted LRTP, in the Regional LRTP or in Port St. Lucie's Comprehensive Plan.

Jill Marasa from Ashley Capital wanted to thank the MPO Board members for bringing up the Village Parkway Extension. She is representing the developer from the Southeast side for Sunrise Grove Commerce Center. They have been working with the City of Port St. Lucie and really appreciate Martin County's support in keeping this on the radar and they will do their job as well to keep the communications open with their neighbors.

A motion to approve the Draft FY24 – FY28 Transportation Improvement Program (TIP) was made by Commissioner Stacey Hetherington and seconded by Commissioner Doug Smith, the motion passed unanimously.

A motion to request that MPO staff draft letters to the St. Lucie TPO requesting that they put the extension of SW Village Parkway back into their Long Range Transportation Plan, and to the Treasure Coast Transportation Council (TCTC) requesting them to put the project in the Regional Long Range Transportation Plan as well as one of their priorities and copy the Mayor of Port St. Lucie, FDOT, and the delegation was made by Commissioner Doug Smith and seconded by Commissioner Stacey Hetherington, the motion passed unanimously.

C. STRATEGIC INTERMODAL SYSTEM (SIS) COST FEASIBLE PLAN AND STATE ROAD 710 (SR-710) UPDATE

Beth Beltran introduced Ron Kareiva of FDOT-District Four who gave the presentation. The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to moving people and freight throughout regions. FDOT is updating the SIS Policy Plan, which sets the policy direction for designating, planning, and implementing the SIS. It is developed in consultation with statewide, regional, and local partners. SR-710 (SW Warfield Boulevard) is an SIS roadway facility. He was available to answer any questions.

Commissioner Doug Smith inquired if US-98 is on SIS network. Ron Kareiva stated that it has been added as an emerging facility, so it is considered as part of the SIS, and it is eligible for SIS funds.

Council Member Susan Gibbs-Thomas shared a story about a young father that lives in Indiantown who was involved in an accident along SR-710 on Saturday, May 13th. He was riding a motorcycle and he was run off the road. The accident occurred in the section south of the Power Plant, and SR-710 widening is not in the [Cost Feasible] Plan. She encouraged everyone to do anything and everything to prevent these accidents from happening.

9. COMMENTS FROM ADVISORY COMMITTEE MEMBERS - None

10. COMMENTS FROM BOARD MEMBERS

Commissioner Doug Smith inquired if there is a way to encapsulate the current circumstances that are happening along SR-710, and to keep documenting it to FDOT and the delegation so it stays on everybody's radar. Commissioner Harold Jenkins added to ask the Sheriff's Department to track the accidents as well.

Commissioner Troy McDonald shared some updates at the last MPOAC meeting. The speaker was Jared Perdue, FDOT Secretary, and he mentioned that the State is projecting exponential population growth over the next several years at a very rapid rate. The focus of FDOT is on transportation networks that compliment workforce development. They are also looking at alternate modes of transportation especially in South Florida where the transportation network such as I-95 will become maxed out without any room for growth. They are also dramatically expanding the Electric Vehicle (EV) network because of the amount of electric vehicles that are anticipated to be on the road over the next several years. One of the bright spots is that they have increased FDOT funding to \$2 billion this year over last year which puts FDOT funding up to \$14 billion for this legislative cycle. On top of that there is \$7 billion that are for 20 specific large scale capacity projects. So, this year we are looking at \$21 billion into projects for transportation from the State. He also received an email from Mark Reichert and asked the MPO staff to forward the 2023 Legislative Summary email to the rest of the MPO Board members.

Commissioner Doug Smith asked the MPO Board members whenever they have the opportunity, to talk to the Secretary of FDOT, to bring up the importance of the SIS and its recognition of rural SIS sections to the State of Florida. To raise the conversation every single time they have an opportunity to draw attention to it so that we keep pushing SR-710 and the fact that it is part of the SIS system, and it needs to be much more than it is today.

11. COMMENTS FROM FDOT - None

12. NOTES

- www.CoveRoadStudy.com
- US-1 from SE Dixie Hwy to S of SE Heritage Blvd – Resurfacing, Restoration, and Rehabilitation (RRR) Project (FM# 448447-1)

A motion to request that MPO staff draft a letter to replace or supplement the lack of a bike lane in the resurfacing of the 3R project to a multimodal path on US-1 from SE Dixie Hwy to S of SE Heritage Blvd., Project FM# 448447-1 was made by Commissioner Doug Smith and seconded by Commissioner Harold Jenkins, the motion passed unanimously.

ADJOURNMENT: 9:39 AM

Approved by:

Troy McDonald, Chair

Prepared by:

Alor Cadorna, Administrative Assistant

Minutes Approved on June 19, 2023

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**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 19, 2023	DUE DATE: June 12, 2023	UPWP#: 5
WORDING: PUBLIC HEARING - FINAL DRAFT FY24 – FY28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Final Draft FY24 - FY28 TIP

BACKGROUND

The Transportation Improvement Program (TIP) is the document that contains all Federal, State and locally funded, and regionally significant transportation projects to be funded in Martin County during the next five fiscal years. This document is updated annually and is based on the Florida Department of Transportation (FDOT) District Four Tentative Work Program that was approved by the MPO Board on December 12, 2022.

The Final Draft FY24 – FY28 TIP is scheduled to be adopted by the MPO Board at the June 19, 2023 meeting. Beginning May 5th, the Draft TIP was made available for public review, both on the MPO website and in hard copy format at local libraries and in the County Administrative Center lobby to provide 45 days for public review and comment. The MPO Board approved the first draft of the FY24 – FY28 TIP at its May 15th meeting. To date, MPO staff has not received any comments from the public or FDOT regarding the draft TIP.

ISSUES

At the June 2023 Policy Board meeting, MPO staff will present the Final Draft FY24 – FY28 TIP.

RECOMMENDED ACTION

- a) Motion to approve the Final Draft FY24 – FY28 TIP as presented.
- b) Provide comments on the Final Draft FY24 – FY28 TIP.

FISCAL IMPACT

The Transportation Improvement Program is based upon the Draft Tentative Work Program approved at the December 12, 2022, Policy Board Meeting. It is the vehicle through which State and Federal transportation funds are authorized to be released for Martin County transportation projects.

ATTACHMENTS

Final Draft FY24 - FY28 Transportation Improvement Program (TIP)

DRAFT FY24 – FY28

Transportation
Improvement
Program
(TIP)





FY24 – FY28

Transportation Improvement Program

Adopted by the Martin MPO Board on June 19, 2023

ENDORSEMENT

Troy McDonald
MPO Board Chairman

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

Martin MPO Board

Martin County

Commissioner Doug Smith, Vice Chair
Commissioner Stacey Hetherington
Commissioner Sarah Heard
Commissioner Harold Jenkins

Town of Sewall's Point

Commissioner James Campo

City of Stuart

Commissioner Troy McDonald, Chair
Commissioner Christopher Collins

Village of Indiantown

Council Member Susan Gibbs Thomas

REPORT DOCUMENTATION

TITLE

Martin MPO FY24 – FY28
Transportation Improvement Program

REPORT DATE

June 2023

AUTHORS

MPO Staff

ORGANIZATION NAME, ADDRESS, PHONE NUMBER

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ACKNOWLEDGEMENTS

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

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact Ricardo Vazquez, Senior 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 site visit was conducted in March 2021, and the next anticipated quadrennial certification will occur before September 2025.

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. The results from the most recent State Certification is available on the Martin MPO website (www.martinmpo.com) No recommendations or 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. March 2009.

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 2/13/2023.

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: Gerry O'Reilly, PE
Title: District Secretary (or designee)



Name: Troy McDonald
Title: MPO Chairman (or designee)

Date

4/17/23

Date

GLOSSARY OF TERMS

ABBREVIATIONS AND ACRONYMS

AADT	Annual Average Daily Traffic	CTPP	Census Transportation Planning Program
AAR	Administrative Approval Request	CUTR	Center for Urban Transportation Research
AARP	American Association of Retired Persons	DBE	Disadvantaged Business Enterprise
AASHTO .	American Association of State Highway and Transportation Officials	DOPA	Designated Official Planning Agency
ACES	Automated/Connected/Electric/Shared-use	E+C	Existing Plus Committed
ADA	Americans with Disabilities Act	EJ	Environmental Justice
AOR	Annual Operating Report	EO	Executive Order
ARC	Advocates for the Rights of Challenged	EPA	Environmental Protection Agency
BDB	Business Development Board	ETAT	Environmental Technical Advisory Team
BEBR	Bureau of Economic and Business Research	ETDM	Efficient Transportation Decision Making
BOCC	Board of County Commissioners	FAA	Federal Aviation Administration
BPAC	Bicycle and Pedestrian Advisory Committee	FAC	Florida Administrative Code
BPSAP	Bicycle and Pedestrian Safety Action Plan	FAST	Fixing America's Surface Transportation
CAC	Citizens Advisory Committee	FCTS	Florida Coordinated Transportation System
CDC	Center for Disease Control	FDOT	Florida Department of Transportation
CDP	Census Designated Place	FEC	Florida East Coast (Railway)
CEI	Construction Engineering and Inspection	FHWA	Federal Highway Administration
CFP	Cost Feasible Plan	FPTA	Florida Public Transportation Association
CFR	Code of Federal Regulations	FS	Florida Statutes
CIP	Capital Improvement Program	FSUTMS ..	Florida Standard Urban Transportation Model Structure
CMP	Congestion Management Process	FTA	Federal Transit Administration
CMS	Congestion Management System	FTAC	Freight Transportation Advisory Committee
CPTHSTP	Coordinated Public Transit-Human Services Transportation Plan	FTP	Florida Transportation Plan
CR	County Road	FY	Fiscal Year
CRA	Community Redevelopment Area	GIS	Geographic Information System
CTC	Community Transportation Coordinator	GIS-TM	Geographical Information System - Transportation Modeling
CTD	Commission for the Transportation Disadvantaged	GOS	Goals, Objectives, and Strategies
		GUI	Graphic User Interface

HOA Homeowners Association
HPMS Highway Performance Monitoring System
ICWW Intracoastal Waterway
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
MCPT 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
NAAQS ... National Ambient Air Quality Standards
NAC Neighborhood Advisory Committee
NEPA National Environmental Policy Act
OA Other Arterials
OMD Office of Modal Development
PEA Planning Emphasis Areas
PIP Public Involvement Plan
POP Program of Projects
PPP Public Participation Plan
RFP Request for Proposal
RFS Request for Service
RLRTP ... Regional Long Range Transportation Plan
RTTAC ... Regional Transportation Technical Advisory Committee
SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEE Sociocultural Effects Evaluation

SEFTC 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
TD Transportation Disadvantaged
TDM Transportation Demand Management
TDP Transit Development Plan
TDSP Transportation Disadvantaged Service Plan
TEA-21 Transportation Equity Act for the 21st Century
TIMAS Transportation Inventory Management and Analysis
TIP Transportation Improvement Program
Title VI Title VI of the Civil Rights Act of 1964
TMA Transportation Management Area
TPA Transportation Planning Agency
TPO Transportation Planning Organization
TRIP Transportation Regional Incentive Program
ULAM Urban Land use Allocation Model
UPWP Unified Planning Work Program
USC United States Code
USDOT ... United States Department of Transportation
UZA Urbanized Area

FEDERAL AND STATE FUND CODES

ACIM Advance Construction Interstate Maintenance
ACNH Advance Construction National Highway
ACNP Advance Construction Bridge Replacement
ACSA Advance Construction Surface Transportation Program – Any Area
BA Donor Bonus - any area Federal
BL Donor Bonus - areas <200K population (federal)
BNCA Bonds - controlled access road (state)
BNDS Bonds - state roads (state)
BRP State Bridge Replacement
BRRP State Bridge Replacement and Repair
BRT Federal Bridge Replacement – on Federal system
BRTZ Federal Bridge Replacement - off Federal system
CIGP County Incentive Grant Program
CM Congestion Mitigation
D Unrestricted state primary funds
DDR District Dedicated Revenue (state)
DFTA Federal Pass Through Dollars from FTA
DIH State in-house product support
DIM State intermodal development
DITS Statewide Intelligent Transportation System
DOH State primary overhead
DPTO State PTO
DS State primary highways and public transit
DSL Local Government Cooperative Assistance Program
DU State primary funds/federal reimbursement
DWS Weigh Stations (state)
EB Equity Bonus
FCO State-fixed capital outlay
FHPP Federal High Priority Projects
FRA Federal Railroad Administration
FTAT FHWA Transfer to FTA
GFSA General Funds – Any Area
GMR General Revenue for SIS
GRSC General Revenue for SCOP
HPR Highway Planning Research (federal)
HSP Highway Safety Program
LF or LFF Local funds
LFR Local funds - reimbursement from FDOT

MABP Minimum Allocation - Bridges (non- BRT)
MGBP Minimum Allocation – Bridges Supplement
ML Minimum allocation - areas < 200K population (federal)
NH National Highway (federal)
NHAC NH (AC/ Regular)
NHIR FIHS from NH Federal Funds
NHS National Highway Safety (federal)
NHTS National Highway Traffic Safety (federal)
PORT Seaport Trust Fund
PKCA Turnpike - controlled access
PKYR Turnpike Rehabilitation
PKYI Turnpike Improvement
PL Metropolitan Planning
PLH Public Lands Highway
P01A Turnpike Bond Construction
IM Interstate maintenance
MA Minimum allocation - any area (federal)
SA Surface Transportation Program (STP) - any area (Federal)
SABR STP, Bridges
SCED Small County Outreach Program
SCOP Small County Outreach Program
SCWR Small County Outreach Program
SE STP - enhancement (federal)
SH STP - hazard elimination (federal)
SL STP - areas less than 200K population
SN STP - mandatory non-urban (federal)
SP STP - RR protective devices (federal)
SR STP - RR hazard elimination (federal)
SS STP - Safety (federal)
STP Surface Transportation Program
SU STP, Urban Areas greater than 200K
TALT Transportation Alternatives – Any Area
TALU Transportation Alternatives > 200k
TDD Transportation Disadvantaged Discretionary
TDTF Transportation Disadvantaged Trust Fund
TLWR Trail Network
TRWR Transportation Regional Incentive Program
UMXX Minimum allocation funds
XA STP (consolidated BA, MA, and SA funds)
XL STP (consolidated BL, ML, and SL funds)
XU STP (consolidated BU, MU, and SU funds)

PHASE OF CONSTRUCTION AND COST ALLOCATION CODES

ADM Administration Other Agency
CAP Capital Grant
CST Construction, CEI (Construction, engineering, inspection), Post Design
DSB Design Build
ENV Environmental
INC Construction Incentive
LAR Local Agency Reimbursement
MNT Maintenance
MSC Miscellaneous
OPS Operations/Grant Services
PDE Project Development & Environment
PE Preliminary Engineering
PLN Planning
RELOC Right of Way Relocation
ROW Right of Way Support
ROW LN. Right of Way Land
R/R CST .. Railroad construction
RRU Railroad/Utilities Construction
UTIL Utility Coordination

MARTIN MPO
FY24 – FY28 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, and the Palm Beach TPA.

1.2 TIP PURPOSE

The purpose of this Transportation Improvement Program (TIP) is to provide a comprehensive and prioritized listing of transportation projects for FY24-FY28 that is consistent with the 2045 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 2045 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 FY22 Federal Obligated Projects. The detailed project sections are based on the FDOT District Four Tentative Work Program as imported on April 19, 2022. Depending on many factors, these lists of projects may potentially change prior to July 1, 2022. 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 detail 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 which 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/2021/02/Final-Report_DigitalVersion04-Optimized-2.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 (increase of 20% and greater than \$2 million), or 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# 413253-2** – I-95 from Martin/Palm Beach County Line to CR-708/Bridge Road: Add lanes and reconstruct.
Phase: PDE
- **FM# 413254-2** – SR-9/I-95 from CR-708/Bridge Road to High Meadows Ave: Add lanes and reconstruct.
Phase: PDE
- **FM# 419669-3** – Willoughby Blvd from SR-714/Monterey Road to SR-5/US-1: New two-lane road.
Phase: PDE
- **FM# 422681-5** – I-95 from High Meadows to Martin/St. Lucie County Line: Add lanes and reconstruct.
Phase: PDE

- **FM# 436870-1** – SR-714/SW Martin Highway from Citrus Blvd. to SW Martin Downs Blvd.: Add lanes and reconstruct. Phase: RW Land Acquisition (currently under construction).
- **FM# 441636-2** – SR-714/Monterey @ FEC Railroad Crossing. Phase: PDE
- **FM# 441699-1** – CR-713/High Meadow Ave from I-95 to CR-714/Martin Hwy: Add lanes and reconstruct. Phase: PDE and P.E.
- **FM# 441700-1** – Cove Road from SR-76/Kanner Highway to SR-5/US-1: Add lanes and reconstruct. Phase: PD&E and P.E.
- **FM# 446257-1** – Southbound Right Turn Lane onto Kanner Hwy, includes Triple Left Turn lanes onto US-1 Northbound. Phase: P.E.

1.7 IMPLEMENTED PROJECTS

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

FM# 437992-3: CR 609 Guardrail (completed in 2021)

FM# 438347-1: Indian St. Resurfacing (A1A/Dixie Hwy to St. Lucie Blvd) (completed in 2021)

FM# 441567-1: Sidewalks from SE Florida St from SE Johnson Ave. to CR 707/Dixie Hwy. (completed in 2021)

FM# 440811-1: CR-708/SW Bridge Road from Pratt Whitney to SR-5/US-1: Resurfacing and bicycle lanes (completed in 2022)

2.0 PROGRAM CONSIDERATIONS

2.1 FINANCIAL PLAN

In accordance with Federal Legislations [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.

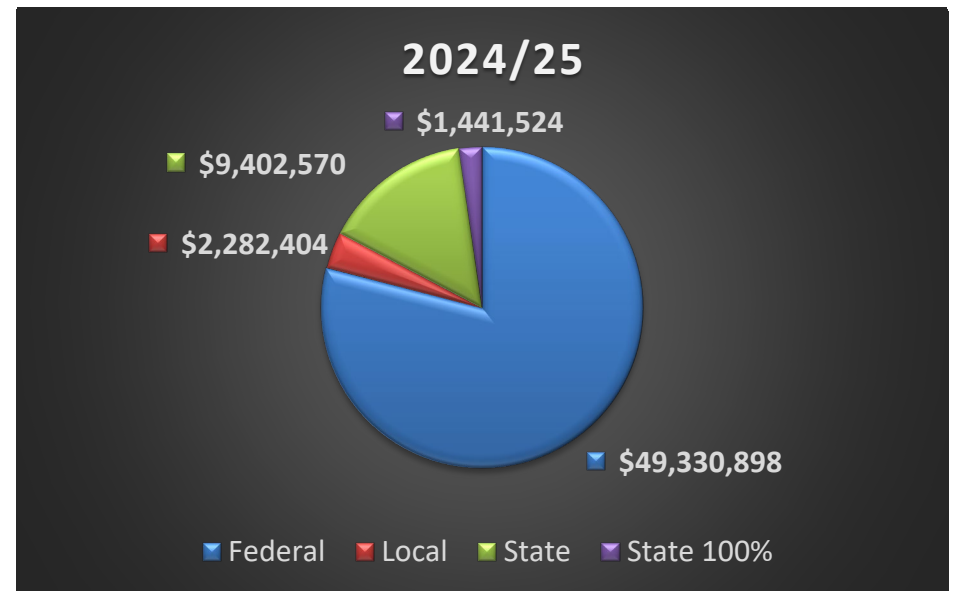
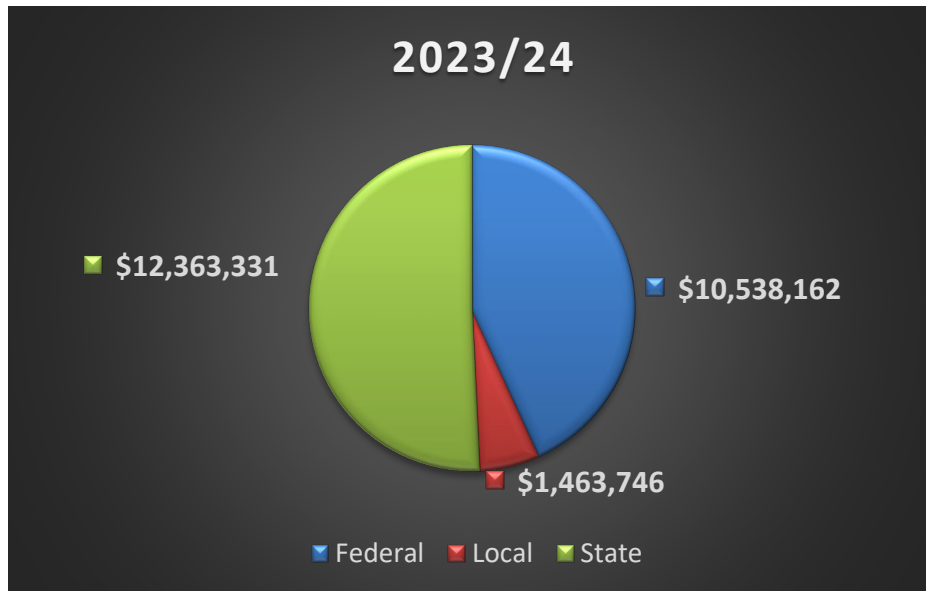
The TIP must include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.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

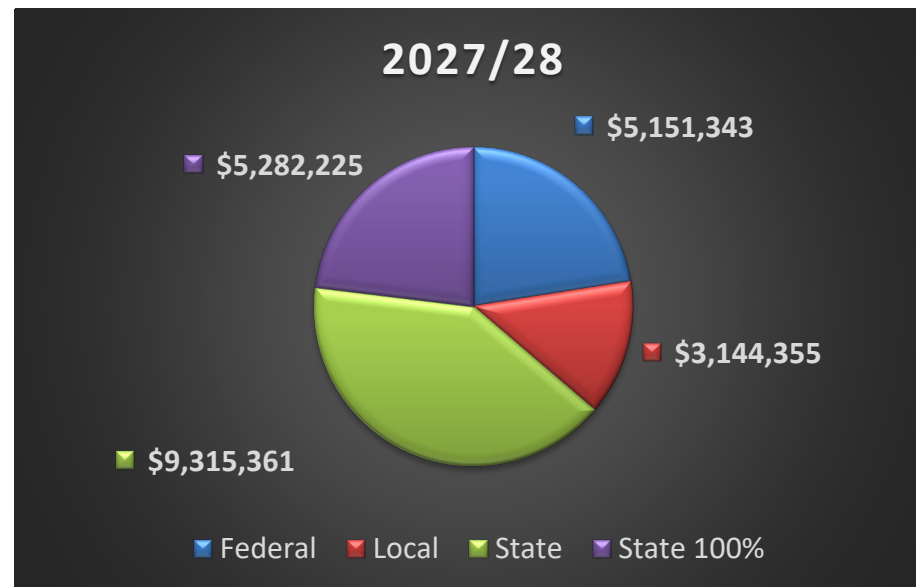
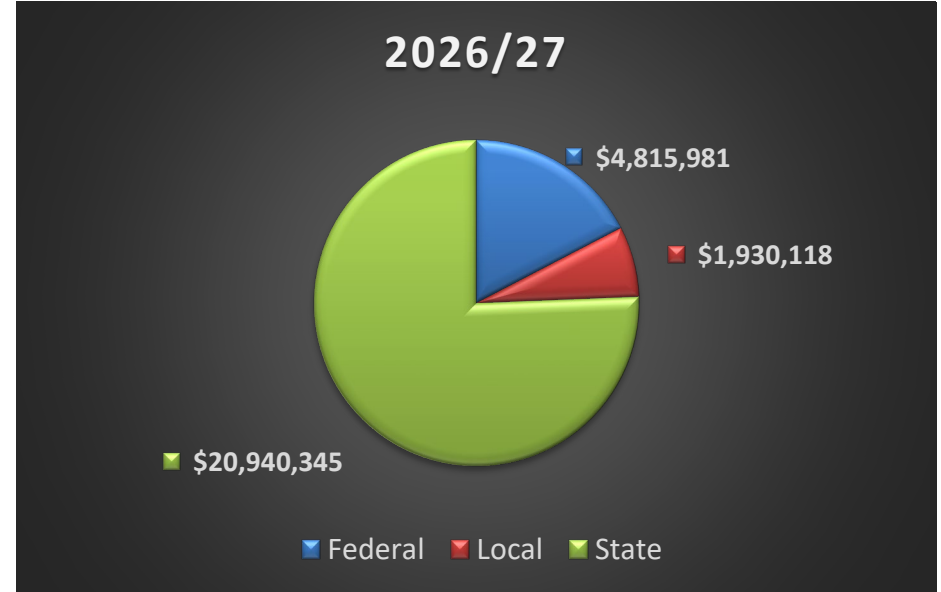
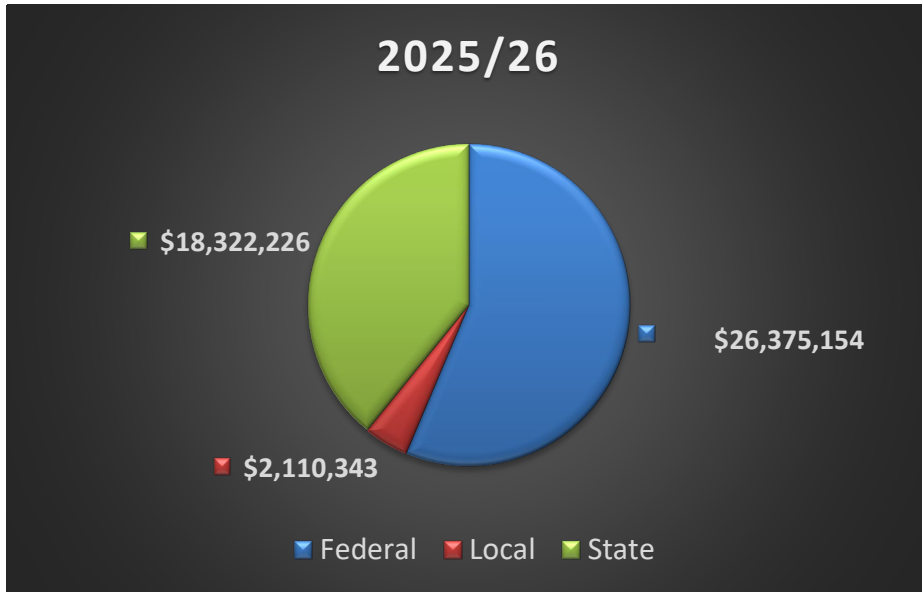
Table 1 – Allocation of Project Costs by Funding Sources and Year

Funding Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Federal	\$10,538,162	\$49,330,898	\$26,375,154	\$4,815,981	\$5,151,343	\$96,211,538
Local	\$1,463,746	\$2,282,404	\$2,110,343	\$1,930,118	\$3,144,355	\$10,930,966
State	\$12,363,331	\$9,402,570	\$18,322,226	\$20,940,345	\$9,315,361	\$70,343,833
State 100%		\$1,441,524		\$1,117,906	\$5,282,225	\$7,841,655
Toll/Turnpike		\$20,971,923				\$20,971,923
Total	\$24,365,239	\$83,429,319	\$46,807,723	\$28,804,350	\$22,893,284	\$206,299,915

Summary by Funding Sources and Fiscal Year



Summary by Funding Sources and Fiscal Year



2.2 PROJECT SELECTION PROCESS

In accordance with 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 2045 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 2045 LRTP provide the basis for establishing project priorities consistent with the planning factors considered in their annual selection, and subsequent development of the TIP pursuant to the requirements set forth 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 2045 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 FY24 – FY28 LOPP has updated project descriptions for project #9, #10 and #11. Project #9 (Willoughby Blvd. Extension) was updated to include bike lanes and sidewalks/shared-use pathways. Project #10 (CR 713/High Meadow Ave from I-95 to CR 714/Martin Highway) now includes a shared-use pathway. Project #11 (US-1 at Joan Jefferson Way and at Ocean Blvd.) was updated to include enhanced pedestrian facilities. The FY23 – FY27 LOPP Project #14 (US-1 at NW Sunset Blvd.) was funded for construction and was removed from the current LOPP. The FY24 – FY28 LOPP Project #14 (New southbound right turn lane on US-1 at Kanner Highway) was updated to include pedestrian enhancements. Project #15 (Dixie Highway from Cove Road to Jefferson St.) was moved up from #17 in the previous LOPP. FY23 – FY27 LOPP Project #16 (North Sewall's Point Road) and project #18 (MacArthur Blvd.) were moved to #18 and #19 respectively.

The FY24 – FY28 LOPP includes three new projects, which are ranked #16, #17 and #20. Project Priority #16 is to resurface CR609/Allapattah Road and includes a signalized intersection, a southbound left turn lane and shoulder widening. Project #17 is to replace the Bascule Bridge on CR 708/Bridge Road. Project #20 is to resurface County Line Road from SE Wooden Bridge Lane to US-1.

2.5 LIST OF PROJECT PRIORITIES

The projects in the tables below have been formally reviewed by the MPO Citizens Advisory Committee, Bicycle and Pedestrian Advisory Committee, and Technical Advisory Committee, and were approved by the MPO Policy Board at its meeting on June 20, 2022.

Table 2
FY24 – FY28 - List of Project Priorities

Facility	Segment Limits		Project Description	2045 LRTP Page #	FY23 Ranking	FY24 Ranking
	From	To				
Cove Road	SR 76/ Kanner Hwy	US 1	Widen from 2 lanes to 4 lanes including bike lanes and shared use pathway	69	1	1
SR 710	FPL Power Plant	Martin/ Okeechobee County Line	Widen from 2 lanes to 4 lanes	76	2	2
CR 714	Realignment		Flatten curve of CR 714 before intersection at SR 710	Appendix G, pg. 1	3	3
Monterey Road	At FEC Railroad		Railroad/roadway grade separation	Appendix H, pg. 5	4	4
SR 76/Kanner Hwy	At SW South River Dr.		New southbound right turn lane at South River Dr. & traffic signal	80	5	5
US 1	At Constitution Blvd.		Traffic signal	80	6	6
Monterey Rd. & East Ocean Blvd.	Kingswood Terrace	St. Lucie Blvd.	Mid-block pedestrian crosswalks	Appendix H, pg. 11	7	7
FEC RR Crossings	NW Alice St.		Pedestrian facilities	Appendix H, pg. 11	8	8

Table 2 - Continued

Facility	Segment Limits		Project Description	2045 LRTP Page #	FY23 Ranking	FY24 Ranking
	From	To				
Willoughby Blvd. Extension	Monterey Road	US 1	New 2-lane road with bike lanes and sidewalks/shared use pathways	69	9	9
CR 713/High Meadow Avenue	I-95	CR 714/ Martin Hwy	Widen from 2 lanes to 4 lanes with shared-use pathway	69	10	10
US 1	At Joan Jefferson Way and at Ocean Blvd.		Upgrade obsolete traffic signals, including green mast arms and enhanced pedestrian facilities (coordinate with City of Stuart)	69	11	11
Baker Rd. & US 1	Intersection Improvements		Northbound right turn lane & green mast arms and pedestrian enhancements	80	12	12
US 1	NW North River Shores Blvd.		Upgrade traffic signals to green mast arms for future four way intersection	80	13	13
US 1	At SR 76/ Kanner Hwy		New southbound right turn lane onto Kanner Hwy and pedestrian enhancements	80	15	14
Dixie Hwy.	Cove Road	Jefferson St.	Resurfacing and Complete Street improvements	84	17	15
CR 609/Allapattah Road	SR 710	2,800 ft. north of Minute Maid Rd. (at the S curve)	Resurfacing/signalized intersection/southbound left turn lane/shoulder widening	74		16
CR 708/SE Bridge Road	Bascule Bridge		Bridge Replacement	123		17
N Sewall's Point Road	East Ocean Blvd.	Palmer St.	Mitigate for sea level rise impact	87	16	18
MacArthur Blvd.	Sailfish Point	1500 ft. North	Mitigate for sea level rise impact	87	18	19
County Line Road	SE Wooden Bridge Lane	US 1	Resurfacing	74		20

Table 3
FY24 – FY28
List of Transportation Alternatives Program (TAP) Priorities

Project Description	2024	2025	2026	2027	Comments
Riverside Park Neighborhood	\$413,309				Funded
SE Avalon Drive Sidewalks		\$342,558			Funded
SE Washington St. Sidewalks			\$420,000		Funded
S Dixie Highway Improvements				\$481,673	Pending

Table 4
FY24 – FY28
List of Public Transit Priorities

Facility/ Equipment	Project Location/ Description	Estimated Amount	Funding Source	2045 LRTP or TDP Page #
Bus Replacement/ Expansion	Rolling Stock	\$134,322	§5339	LRTP - pg. 50
Operating	Operating Assistance	\$508,705	§5307	LRTP - pg. 50
PE/Design	Transit Center Facility	\$758,907	§5307/§5339	LRTP - pg. 50
Construction	Transit Center Facility	\$4,102,128	§5307/§5339	LRTP - pg. 50
Safety/Security	1% Safety/Security	\$49,954	§5307	LRTP - pg. 50

2.6 MPO 2045 LRTP GOALS

The 2045 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.

- **2045 LRTP Goal 1:** An efficient multimodal transportation system that supports economic growth and enhances the quality of life.
- **2045 LRTP Goal 2:** A safe multimodal transportation system that meets the needs of all the users.
- **2045 LRTP Goal 3:** Preserve natural environment and promote equity and healthy communities.
- **2045 LRTP Goal 4:** A transportation system with an ability to harness changes in the future.
- **2045 LRTP Goal 5:** 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 investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

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

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. The Florida Department of Transportation (FDOT) and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management and target setting.

Safety

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); and
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100M VMT; and
5. Number of Nonmotorized Fatalities and Serious Injuries.

Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2022, FDOT established statewide safety performance targets for calendar year 2023. Table 5 presents FDOT's statewide targets.

Table 5 – Statewide Safety Performance Targets

Performance Measure	Calendar Year 2022 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 injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

FDOT adopted Vision Zero in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature 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 the 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 zero 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 FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish 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 upward trending of traffic fatalities, both statewide and nationally. As such, on December 12, 2022, the Martin MPO agreed to support FDOT’s statewide safety performance targets for calendar year 2023, 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, specifically embraces Vision Zero and a new slogan and logo of Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. The SHSP development process included 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 reshaping 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: safe road users, safe vehicles, safe speeds, safe 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 2022 HSIP Annual Report, FDOT reported 2023 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 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.

On April 21, 2022, FHWA reported the results of its 2020 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2020 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 baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FWHA on August 31, 2022 will be made available at <https://highways.dot.gov/safety/hsip/reporting>.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on 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 2022 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.
- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.

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. Historic, 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 be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety 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 \$189 million in HSIP funds for use during the 2021 state fiscal year from July 1, 2021 through June 30, 2022, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$159.7 million in infrastructure investments on state-maintained roadways and \$22.1 million in infrastructure investments on local roadways. The remaining \$7.2 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the HSIP 2021 Annual Report.

Beginning in fiscal year 2024, HSIP funding will be distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can 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, which are 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 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 safety for all users in Martin County, and to meet the safety performance targets set on an annual basis. The Martin MPO activities such as the TIP, LRTP, and the UPWP, along with other documents, such as the Martin MPO Bicycle and Pedestrian Safety Action Plan, Complete Streets: Access to Transit Study, and the Vision Zero Plan, are dedicated to improving the safety of the transportation system in Martin County.

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 2045 LRTP, the TIP includes funding which 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 and projects 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.
- Creating a Vision Zero Plan. The Martin MPO adopted a Vision Zero Plan to help identify the High Injury Networks in Martin County, and to prioritize those areas for safety counter measures as recommended by the Federal Highway Administration (FHWA).
- Conducting Complete Street studies, such as the upcoming Road to Vision Zero Study.
- Conducting feasibility studies for shared-use pathways that are a part of the East Coast Greenway, such as FM# 443505-1 - SR-5/US-1.
- Implementing congestion mitigation projects, such as FM# 441700-1 – Cove Road that will include bike lanes, sidewalks and a shared-use pathway 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.

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 totaling over \$13 million dollars. 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 FY24 - FY28 TIP includes improving safety conditions County-wide. These projects fall in 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

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 continuous concrete pavements;
- Cracking percent - percentage of pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous 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.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the ratings for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Pavement and Bridge Condition Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the bridge and pavement condition measures. On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance

period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida’s performance through 2021 exceeds the targets. The two-year targets represent bridge and pavement condition at the end of calendar year 2023, while the four-year targets represent condition at the end of 2025. Table 6 presents the statewide targets.

Table 6 – Pavement and Bridge Condition Performance Targets

Performance Measure	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	50.0%	50.0%
Percent of NHS bridges (by deck area) in poor condition	10.0%	10.0%
Percent of Interstate pavements in good condition	60%	60%
Percent of Interstate pavements in poor condition	5.0%	5.0%
Percent of non-Interstate pavements in good condition	40.0%	40.0%
Percent of non-Interstate pavements in poor condition	5.0%	5.0%

For comparative purposes, the baseline (2021) conditions are as follows:

- 61.3 percent of NHS bridges (by deck area) is in good condition and 0.5 percent is in poor condition.
- 70.5 percent of the Interstate pavement is in good condition and 0.7 percent is in poor condition;
- 47.5 percent of the non-Interstate NHS pavement is in good condition and 1.1 percent is in poor condition; and

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 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 pavements and bridges.

In addition, FDOT develops a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the State's targets for asset condition and performance of the NHS. FDOT's first TAMP was approved on June 28, 2019. The TAMP has since been updated in 2022 and is waiting final approval from FHWA.

Further, the federal pavement condition measures require a methodology that is different from the methods historically used by FDOT. For bridge condition, the performance is measured in 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. For pavement condition, the methodology uses different ratings and pavement segment lengths, and FDOT only has one year of data available for non-Interstate NHS pavement using the federal methodology.

FDOT collects and reports bridge and pavement data to FHWA each year 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 2021 exceeded the established targets. Based on anticipated funding levels, FDOT believes the previous targets are still appropriate for 2023 and 2025.

In early 2021, FHWA determined that FDOT made significant progress toward the 2019 targets; FHWA's assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

Pavement and Bridge Condition Targets for Martin MPO

MPOs must set four-year targets for the six pavement and bridge 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 17, 2023, the Martin MPO agreed to support FDOT's statewide pavement and bridge 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 2045 LRTP. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include resurfacing and bridge replacement/rehabilitation projects. The following are example projects funded in this TIP that address system preservation/maintenance of pavement and bridge conditions:

- SR-714/SW Martin Highway SW Stuart West Boulevard to West of Citrus Boulevard – Resurfacing
- SE Indian Street from SE Gatehouse Circle to US-1/SE Federal Highway – Resurfacing
- CR-714/Martin Highway from SR-710/SW Warfield Blvd to SW Fox Brown Rd – Resurfacing
- US-1 from SE Contractors Way to North Jensen Beach Boulevard - Resurfacing
- I-95 from South of Kanner Highway to Martin/St. Lucie County Line - Resurfacing
- SW Martin Hwy from East of SW Stuart W Blvd to West of Citrus Blvd – Resurfacing
- US-1 from .5 Mile South of SE Dixie Hwy to South of SE Heritage Blvd – Resurfacing
- US-98/Conners Highway from Palm Beach/Martin County Line to Martin/Okeechobee County Line - Resurfacing
- SE Indian Street from SR-76/Kanner Highway to US-1 – Resurfacing
- NE Jensen Beach Blvd. from Savannah Rd. to NE Indian River Dr. – Resurfacing
- Martin Hwy from SR-710/SW Warfield Blvd to SW Fox Brown Rd – Resurfacing
- Fox Brown Rd. from SW Warfield Blvd. to SW Martin Hwy. – Resurfacing
- SE Bridge Road Bascule Bridge - Bridge Rehabilitation
- SW 96th Street Arundel 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 2045 LRTP includes objective the of Prioritizing improvements that help maintain existing roadways and bridges as well as identifies the PM2 performance measures and targets as metrics to monitor progress. Further, investments in pavement and bridge condition include resurfacing and bridge replacement/rehabilitation projects in the TIP. The TIP includes over \$91 million in resurfacing and bridge projects.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize 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 six 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. A description of the first three measures is below.

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 of 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 how reliable the Interstate network is by comparing the worst travel times for trucks against the travel time 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 statewide performance targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida’s performance through 2021 exceeds the targets. The two-year targets represent performance at the end of calendar year 2023, while the four-year targets represent performance at the end of 2025. Table 5.1 presents the statewide targets.

Table 7 – System Performance and Freight Targets

Performance Measure	2023 Statewide Target	2025 Statewide Target
Percent of person-miles on the Interstate system that are reliable	75.0%	70.0%
Percent of person-miles on the non-Interstate NHS that are reliable	50.0%	50.0%
Truck travel time reliability (Interstate)	1.75	2.00

For comparative purposes, baseline (2021) statewide conditions are as follows:

- 87.5 percent of person-miles traveled on the Interstate are reliable;
- 92.9 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.38 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability, analyzed travel time data from the National Performance Management Research Dataset (NPMRDS), and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Performance for all three measures improved from 2017 to 2021, with some disruption in the trend during the global pandemic in 2020. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. FHWA's assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

The methodologies for the PM3 measures are still relatively new, and the travel time data source has changed since the measures were first introduced. As a result, FDOT only has three years (2017-2019) of pre-pandemic travel reliability trend data as a basis for future forecasts. Based on the current data, Florida's performance continues to exceed the previous targets. Given the uncertainty in future travel behavior, FDOT believes the previous targets are still appropriate for 2023 and 2025.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of 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 includes 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 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 investments 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, FDOT's Freight 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 February 2018, FHWA approved the FMTP as FDOT's State Freight Plan. FDOT updated the plan in spring 2020.

- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

System Performance and Freight Targets for Martin MPO

MPOs must establish four-year targets for all three performance measures. 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 17, 2023, 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 2045 LRTP. The focus of Martin MPO's investments that address system performance and freight include the following example projects detailed in this TIP:

- Willoughby Blvd from Monterey Road to US 1 – New two-lane road
- SR-710/SW Warfield Boulevard at CR-714/SW Martin Hwy – Widening
- 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
- CR 713/High Meadow Ave from I-95 to Martin Hwy – Widening
- SR 710/Warfield Boulevard from Martin FPL PowerPlant Access Road to CR 609/Allapattah Road - Widening

The TIP devotes a significant amount 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 2045 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 manage traffic congestion, support improvements to major freight corridors, implement strategies to reduce per capita vehicle miles of travel, and prioritize funding to support smaller scale congestion management projects and programs. Further, several performance measures include PM3 are identified to evaluate and prioritize projects. As part of the 2045 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 \$26 million in intersection/congestion management and freight projects.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize 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," require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 8 identifies the TAM performance measures.

Table 8 – 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

Asset Category	Performance Measure
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, 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 are required to 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 that will support the transit provider targets or establish its own separate regional TAM 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. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate with each other in the selection of 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 has the option to establish its own targets or to 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.

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. Table 9 on the following page presents these targets.

Table 9 – MCPT Asset Management Targets

Asset Category	Performance Measure	Asset Class		2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
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%	0%
		CU	Cutaway	0%	0%	100%	0%	0%
Equipment	Age - percent of vehicles within a particular asset class that have met or exceeded their Useful Life	Non-Revenue/Service Automobile 2017		0%	0%	0%	0%	0%
		Trucks and other Rubber Tire Vehicle 2018		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 established TAM targets within 180 days of the date that public transportation providers established their first targets in 2018. MPOs are not required to establish TAM 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 TAM 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 September 17, 2018, 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 will, once implemented, are anticipated to make progress toward achieving the transit provider 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 2045 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 includes \$3.9 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 MCPT 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 a recipient or sub-recipient 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. 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.

In Florida, each Section 5307 or 5311 transit provider 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 new FTA PTASP requirements.¹

Each provider of public transportation that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs had 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate 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 10 below on December 6, 2022:

Table 10 – MCPT Safety Performance Targets

Transit 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	54,950
Commuter Bus	0	0	0	0	0	0	28,661
ADA Paratransit	0	0	0	0	0	0	0

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

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 September 21, 2020, the Martin MPO agreed to support MCPT's transit safety 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 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 2045 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 the Martin County's Transit Development Plan (TDP), 2020-2029 adopted in August 2019.

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 2045 LRTP. An objective under Goal #2 in the LRTP is *reduce transit vehicle crashes and facility-accidents*. 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. For more information on these programs and projects, see Section B of the appendix.

2.8 CONSISTENCY WITH REGIONAL AND LOCAL PLANS

The 2045 LRTP was adopted by the MPO on October 19, 2020 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 2045 LRTP as well as the Florida Transportation Plan.

To the maximum extent feasible, the TIP is consistent with the 2040 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, identifying alternative actions, assessing and implementing cost-effective actions, and evaluating 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. Based on the analysis, there were a total of 14 corridors that were determined to have potential segments for congestion:

- Bridge Road
- Jensen Beach Boulevard
- SW Kanner Highway/SR-76
- SW Martin Highway/CR-714
- SE Monterey Road
- US-1/Federal Highway
- SW Murphy Road
- SR 714
- Dixie Highway
- SW Ocean Boulevard
- SW Joan Jefferson Way
- Indian River Drive
- CR 723
- SR-A1A

3.0 PUBLIC INVOLVEMENT

3.1 CONSISTENCY WITH PUBLIC PARTICIPATION 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 and on the Martin County 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 prior to 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 11 for the Martin MPO timeline of Public Involvement efforts for this TIP.

Table 11

Timeline of Public Involvement Efforts

TASK	DATE
Distribute Draft TIP in TAC Agenda Packet	25-April-23
Distribute Draft TIP in CAC Agenda Packet	26-April-23
Distribute Draft TIP in BPAC Agenda Packet	1-May-23
Review Draft TIP @ TAC Meeting	1-May-23
Review Draft TIP @ CAC Meeting	3-May-23
Begin 45 Days Public Review Period	5-May-23
Post Draft TIP on MPO Website	5-May-23
Draft TIP on Martin County Government/Library System website	5-May-23
Send Draft TIP to Federal and State agencies for preliminary review	5-May-23
Publish Notice of Public Hearing for MPO Board	5-May-23
Review Draft TIP @ BPAC Meeting	8-May-23
Distribute Draft TIP in MPO Policy Board Agenda Packet	8-May-23
Review Draft TIP @ MPO Board Meeting	15-May-23
Distribute Final Draft TIP in TAC Agenda Packet	29-May-23
Distribute Final Draft TIP in CAC Agenda Packet	31-May-23
Review Final Draft TIP @ TAC Meeting	5-June-23
Distribute Final Draft TIP in BPAC Agenda Packet	5-June-23
Review Final Draft TIP @ CAC Meeting	7-June-23
Review Final Draft TIP @ BPAC Meeting	12-June-23
Distribute Final Draft TIP in MPO Board Agenda Packet	12-June-23
Review and Approve Final TIP @ MPO Board Meeting / Public Hearing	19-June-23

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) 223 - 7983

Mail/Hand Delivery - 3481 SE Willoughby Boulevard, Suite 101, Stuart, FL 34994

TIP Public Hearing - June 19, 2023 at 9:00 AM in the Martin County Administrative Center, 2401 SE Monterey Road, Stuart, FL 34996

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ACNP - ADVANCE CONSTRUCTION NHPP							
4132532	SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY	550,000	1,600,000	0	0	0	2,150,000
4132542	SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH	550,000	1,600,000	0	0	0	2,150,000
4226815	SR-9/I-95 FROM HIGH MEADOWS AVE TO	550,000	2,200,000	0	0	0	2,750,000
4491591	SR-9/ I-95 N OF BRIDGE RD TO S OF KANNER HWY	0	7,238,155	0	0	0	7,238,155
4491601	SR-9/ I-95 FROM S OF KANNER HWY TO MARTIN/	0	26,286,133	0	0	0	26,286,133
Total		1,650,000	38,924,288	0	0	0	40,574,288
ACPR - AC - PROTECT GRANT PGM							
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO	0	0	198,643	0	0	198,643
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO	0	0	125,760	0	0	125,760
Total		0	0	324,403	0	0	324,403
ACSS - ADVANCE CONSTRUCTION (SS,HSP)							
4470021	INTERSECTION LIGHTING RETROFIT	107,930	0	0	0	0	107,930
Total		107,930	0	0	0	0	107,930
BRRP - STATE BRIDGE REPAIR & REHAB							
4505872	SR-707/DIXIE HWY. BRIDGE # 890003	423,731	423,731	0	8,455,494	0	9,302,956
Total		423,731	423,731	0	8,455,494	0	9,302,956
CARU - CARB FOR URB. AREA > THAN 200K							
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	0	0	485,871	485,871
Total		0	0	0	0	485,871	485,871
CM - CONGESTION MITIGATION - AQ							
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD	915,277	0	0	0	0	915,277
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO	0	0	0	0	597,523	597,523
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO	0	1,035,129	0	0	0	1,035,129
4444051	SR-714/MONTEREY RD/DIXIE HWY/PALM BEACH	0	28,780	0	0	0	28,780

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CM - CONGESTION MITIGATION - AQ							
4444151	SR-5/US-1 AT BAKER RD	0	319,397	0	0	0	319,397
Total		915,277	1,383,306	0	0	597,523	2,896,106
D - UNRESTRICTED STATE PRIMARY							
2337031	MARTIN CO STATE HWY SYS ROADWAY	550,000	550,000	550,000	550,000	550,000	2,750,000
2337032	MARTIN CO STATE HWY SYS BRIDGES	50,000	50,000	50,000	50,000	50,000	250,000
2339568	MARTIN CO-PRIMARY MOWING & LITTER	100,000	100,000	0	0	0	200,000
2342651	MARTIN CO - MAINTENANCE	10,000	10,000	10,000	10,000	10,000	50,000
2342652	MARTIN CO INTERSTATE BRIDGES	15,000	15,000	15,000	15,000	15,000	75,000
4505591	MARTIN COUNTY ASSET MAINTENANCE	1,975,813	2,592,790	2,592,790	2,592,790	2,592,790	12,346,973
4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE &	0	0	0	0	655,652	655,652
Total		2,700,813	3,317,790	3,217,790	3,217,790	3,873,442	16,327,625
DDR - DISTRICT DEDICATED REVENUE							
4071893	MARTIN COUNTY BLOCK GRANT OPERATING	94,619	0	0	0	0	94,619
4071894	MARTIN COUNTY BLOCK GRANT OPERATING	0	313,604	405,412	417,575	430,102	1,566,693
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE &	239,911	247,107	254,943	256,694	0	998,655
4383452	SR-5/US-1 @ SW JOAN JEFFERSON WAY	300,000	0	1,057,213	3,000	1,832,669	3,192,882
4413181	SR-9/I-95 @ CR-17/HIGH MEADOW AVENUE	868,531	0	0	0	0	868,531
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	30,000	135,847	0	0	0	165,847
4444171	SR-5/US-1 AT NW SUNSET BLVD	517,920	577,638	0	541,849	0	1,637,407
4459851	WITHAM FIELD AIPOINT BUSINESS PLAN	160,000	0	0	0	0	160,000
4462561	SR-76/KANNER HWY @ SW SOUTH RIVER DRIVE	0	0	428,350	29,850	0	458,200
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	130,000	128,000	131,185	389,185
4476501	A1A FROM NE SHORE VILLAGE TER TO	0	0	2,775,169	0	0	2,775,169
4484461	SR-714/SW MARTIN HWY FROM E OF SW STUART	0	0	747,328	0	0	747,328

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
DDR - DISTRICT DEDICATED REVENUE							
4484471	SR-5/US-1 FROM .5 MILE S OF SE DIXIE HWY TO S	0	0	690,373	0	0	690,373
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY	572,454	0	0	3,731,433	0	4,303,887
Total		2,783,435	1,274,196	6,488,788	5,108,401	2,393,956	18,048,776
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4192523	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO	681,474	0	0	0	0	681,474
4383452	SR-5/US-1 @ SW JOAN JEFFERSON WAY	27,398	27,398	54,000	0	76,258	185,054
4413181	SR-9/I-95 @ CR-17/HIGH MEADOW AVENUE	37,188	0	0	0	0	37,188
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE	0	32,360	0	0	0	32,360
4444051	SR-714/MONTEREY RD/DIXIE HWY/PALM BEACH	0	5,000	0	0	0	5,000
4444151	SR-5/US-1 AT BAKER RD	26,322	0	0	0	0	26,322
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	38,411	0	0	34,915	0	73,326
4444171	SR-5/US-1 AT NW SUNSET BLVD	77,095	0	0	34,802	0	111,897
4461101	SR-5/US-1 FROM SE CONTRACTORS WAY TO N	42,915	0	0	0	0	42,915
4461711	SR-15/US-98 FR PB/MARTIN COUNTY LINE TO	91,842	0	0	0	0	91,842
4462561	SR-76/KANNER HWY @ SW SOUTH RIVER DRIVE	16,949	0	35,342	0	0	52,291
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	12,000	0	101,992	113,992
4476491	SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO	0	77,556	0	0	0	77,556
4476501	A1A FROM NE SHORE VILLAGE TER TO	0	0	98,507	0	0	98,507
4484461	SR-714/SW MARTIN HWY FROM E OF SW STUART	30,091	0	86,899	0	0	116,990
4484471	SR-5/US-1 FROM .5 MILE S OF SE DIXIE HWY TO S	85,738	0	51,919	53,491	0	191,148
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY	24,884	0	0	131,504	0	156,388
4505872	SR-707/DIXIE HWY. BRIDGE # 890003	117,341	0	0	109,813	0	227,154
Total		1,297,648	142,314	338,667	364,525	178,250	2,321,404
DITS - STATEWIDE ITS - STATE 100%.							
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE &	171,017	176,148	181,433	193,647	0	722,245

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
DITS - STATEWIDE ITS - STATE 100%.							
Total		171,017	176,148	181,433	193,647	0	722,245
DPTO - STATE - PTO							
4071893	MARTIN COUNTY BLOCK GRANT OPERATING	289,242	0	0	0	0	289,242
4071894	MARTIN COUNTY BLOCK GRANT OPERATING	0	80,000	0	0	0	80,000
4459661	SUA AIRPORT STORMWATER IMPROVEMENTS	80,000	0	0	0	0	80,000
4459781	WITHAM FIELD AIRPORT PDC AND MIRL	0	0	0	900,000	0	900,000
4459791	SUA SUN SHADE HANGARS	0	0	400,000	0	0	400,000
4459801	WITHAM FIELD AIRPORT HOLD BAY EXTENSION	0	400,000	0	0	0	400,000
4481171	MILL & RESURFACE, MITL REPLACEMENT	1,368,000	0	0	0	0	1,368,000
4481181	WITHAM FIELD AIRFIELD SIGNAGE REPLACEMENT	200,000	0	0	0	0	200,000
4495891	WITHAM FIELD PUBLIC SAFETY AVIATION HANGAR	0	500,000	0	0	0	500,000
4495931	WITHAM FIELD MILL & RESURFACE, MITL	0	1,300,000	0	0	0	1,300,000
4496091	WITHAM FIELD PUBLIC SAFETY AVIATION HANGAR	0	0	500,000	0	0	500,000
4496401	WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED	0	80,000	0	0	0	80,000
4515181	WITHAM FIELD - INSTALL WEATHER REPORTING	12,500	0	0	0	0	12,500
4515391	WITHAM FIELD - AIRPORT SECURITY FENCE &	0	50,000	0	0	0	50,000
4515511	WITHAM FIELD - REPLACE RWY 12 AND 30 EMAS -	0	0	400,000	0	0	400,000
4515521	WITHAM FIELD - REHABILITATION OF MC	0	0	800,000	0	0	800,000
Total		1,949,742	2,410,000	2,100,000	900,000	0	7,359,742
DS - STATE PRIMARY HIGHWAYS & PTO							
4413181	SR-9/I-95 @ CR-17/HIGH MEADOW AVENUE	116,873	0	0	0	0	116,873
4416362	SR-714/MONTEREY ROAD @ FEC RAILROAD	1,500,000	0	0	0	0	1,500,000
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	0	0	1,789,957	1,789,957
4476491	SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO	0	666,975	0	0	0	666,975

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4476501	A1A FROM NE SHORE VILLAGE TER TO	0	0	331,547	0	0	331,547
4484461	SR-714/SW MARTIN HWY FROM E OF SW STUART	0	0	4,909,770	0	0	4,909,770
Total		1,616,873	666,975	5,241,317	0	1,789,957	9,315,122
DU - STATE PRIMARY/FEDERAL REIMB							
4259773	MARTIN COUNTY SECTION 5311, OPERATING	133,937	0	0	0	0	133,937
4259774	MARTIN COUNTY SECTION 5311, OPERATING	0	164,176	171,915	180,027	188,168	704,286
Total		133,937	164,176	171,915	180,027	188,168	838,223
DWS - WEIGH STATIONS - STATE 100%							
4419951	MARTIN MAINLINE WEIGH IN MOTION (WIM)	0	0	0	0	4,711,981	4,711,981
4478681	I-95 MARTIN WEIGH STATION - INSPECTION BARN	0	0	0	549,613	0	549,613
Total		0	0	0	549,613	4,711,981	5,261,594
FAA - FEDERAL AVIATION ADMIN							
4515181	WITHAM FIELD - INSTALL WEATHER REPORTING	22,500	0	0	0	0	22,500
4515391	WITHAM FIELD - AIRPORT SECURITY FENCE &	0	900,000	0	0	0	900,000
4515511	WITHAM FIELD - REPLACE RWY 12 AND 30 EMAS -	0	0	7,200,000	0	0	7,200,000
Total		22,500	900,000	7,200,000	0	0	8,122,500
FTA - FEDERAL TRANSIT ADMINISTRATION							
4134931	MARTIN CO TRANSIT CAPITAL - 5307	1,160,000	1,160,000	1,160,000	1,160,000	1,160,000	5,800,000
4346611	MARTIN COUNTY SEC 5339 CAPITAL FOR BUS	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
GRSC - GROWTH MANAGEMENT FOR SCOP							
4419221	SE INDIAN STREET FROM SE GATEHOUSE CIRCLE	532,454	0	0	0	0	532,454
4442661	NE JENSEN BEACH BLVD FROM CR-723/NE	36,291	0	0	0	0	36,291
4442681	CR-714/MARTIN HIGHWAY FROM SR-710/SW	136,305	0	0	0	0	136,305

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
GRSC - GROWTH MANAGEMENT FOR SCOP							
4459531	FOX BROWN RD. FROM SR-710/SW WARFIELD	0	975,089	0	0	0	975,089
4480891	CR-708/SE BRIDGE ROAD BASCULE BRIDGE	0	0	285,938	0	0	285,938
4495081	SW CITRUS BLVD FROM CR 714/MARTIN HWY TO	0	0	0	1,733,659	0	1,733,659
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	0	137,805	137,805
Total		705,050	975,089	285,938	1,733,659	137,805	3,837,541
LF - LOCAL FUNDS							
4071893	MARTIN COUNTY BLOCK GRANT OPERATING	383,861	0	0	0	0	383,861
4071894	MARTIN COUNTY BLOCK GRANT OPERATING	0	393,604	405,412	417,575	430,102	1,646,693
4259773	MARTIN COUNTY SECTION 5311, OPERATING	133,937	0	0	0	0	133,937
4259774	MARTIN COUNTY SECTION 5311, OPERATING	0	164,176	171,915	180,027	188,168	704,286
4442661	NE JENSEN BEACH BLVD FROM CR-723/NE	178,009	0	0	0	0	178,009
4459531	FOX BROWN RD. FROM SR-710/SW WARFIELD	0	637,744	0	0	0	637,744
4459661	SUA AIRPORT STORMWATER IMPROVEMENTS	20,000	0	0	0	0	20,000
4459781	WITHAM FIELD AIRPORT PDC AND MIRL	0	0	0	225,000	0	225,000
4459791	SUA SUN SHADE HANGARS	0	0	100,000	0	0	100,000
4459801	WITHAM FIELD AIRPORT HOLD BAY EXTENSION	0	100,000	0	0	0	100,000
4459851	WITHAM FIELD AIRPORT BUSINESS PLAN	40,000	0	0	0	0	40,000
4480891	CR-708/SE BRIDGE ROAD BASCULE BRIDGE	0	0	251,410	0	0	251,410
4481171	MILL & RESURFACE, MITL REPLACEMENT	342,000	0	0	0	0	342,000
4481181	WITHAM FIELD AIRFIELD SIGNAGE REPLACEMENT	50,000	0	0	0	0	50,000
4483071	CITY OF STUART - RIVERSIDE PARK	177,439	0	0	0	0	177,439
4489971	SE AVALON DRIVE FROM SE COVE ROAD TO SE	0	91,880	0	0	0	91,880
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE	0	0	0	371,440	0	371,440
4495081	SW CITRUS BLVD FROM CR 714/MARTIN HWY TO	0	0	0	736,076	0	736,076

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
LF - LOCAL FUNDS							
4495891	WITHAM FIELD PUBLIC SAFETY AVIATION HANGAR	0	500,000	0	0	0	500,000
4495931	WITHAM FIELD MILL & RESURFACE, MITL	0	325,000	0	0	0	325,000
4496091	WITHAM FIELD PUBLIC SAFETY AVIATION HANGAR	0	0	125,000	0	0	125,000
4496401	WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED	0	20,000	0	0	0	20,000
4508231	SE WASHINGTON STREET FR US-1/SE FEDERAL	0	0	456,606	0	0	456,606
4509441	SR-714/SW MARTIN HWY FR SR-710/SW WARFIELD	126,000	0	0	0	0	126,000
4515181	WITHAM FIELD - INSTALL WEATHER REPORTING	12,500	0	0	0	0	12,500
4515391	WITHAM FIELD - AIRPORT SECURITY FENCE &	0	50,000	0	0	0	50,000
4515511	WITHAM FIELD - REPLACE RWY 12 AND 30 EMAS -	0	0	400,000	0	0	400,000
4515521	WITHAM FIELD - REHABILITATION OF MC	0	0	200,000	0	0	200,000
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	0	2,526,085	2,526,085
Total		1,463,746	2,282,404	2,110,343	1,930,118	3,144,355	10,930,966
PKYR - TURNPIKE RENEWAL & REPLACEMENT							
4485241	BRIDGE IMPROVEMENTS - 890083 (SR 91) (MP 138)	0	20,971,923	0	0	0	20,971,923
Total		0	20,971,923	0	0	0	20,971,923
PL - METRO PLAN (85% FA; 15% OTHER)							
4393284	MARTIN COUNTY FY 2022/2023-2023/2024 UPWP	712,484	0	0	0	0	712,484
4393285	MARTIN COUNTY FY 2024/2025-2025/2026 UPWP	0	565,739	570,038	0	0	1,135,777
4393286	MARTIN COUNTY FY 2026/2027-2027/2028 UPWP	0	0	0	570,038	570,038	1,140,076
Total		712,484	565,739	570,038	570,038	570,038	2,988,337
SA - STP, ANY AREA							
4132532	SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY	50,000	0	0	0	0	50,000
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD	1,768,301	0	0	0	0	1,768,301
4444151	SR-5/US-1 AT BAKER RD	0	0	0	135,779	0	135,779

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
SA - STP, ANY AREA							
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	0	605,866	0	605,866
4476491	SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO	0	3,877,760	0	0	0	3,877,760
4484471	SR-5/US-1 FROM .5 MILE S OF SE DIXIE HWY TO S	0	0	13,812,275	0	0	13,812,275
4509441	SR-714/SW MARTIN HWY FR SR-710/SW WARFIELD	474,000	0	0	0	0	474,000
Total		2,292,301	3,877,760	13,812,275	741,645	0	20,723,981
SCED - 2012 SB1998-SMALL CO OUTREACH							
4442661	NE JENSEN BEACH BLVD FROM CR-723/NE	47,655	0	0	0	0	47,655
4442681	CR-714/MARTIN HIGHWAY FROM SR-710/SW	217,286	0	0	0	0	217,286
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE	0	0	0	487,805	0	487,805
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	0	487,805	487,805
Total		264,941	0	0	487,805	487,805	1,240,551
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4442661	NE JENSEN BEACH BLVD FROM CR-723/NE	450,081	0	0	0	0	450,081
4459531	FOX BROWN RD. FROM SR-710/SW WARFIELD	0	16,327	0	0	0	16,327
4480891	CR-708/SE BRIDGE ROAD BASCULE BRIDGE	0	0	468,293	0	0	468,293
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE	0	0	0	55,053	0	55,053
4495081	SW CITRUS BLVD FROM CR 714/MARTIN HWY TO	0	0	0	423,971	0	423,971
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	0	454,146	454,146
Total		450,081	16,327	468,293	479,024	454,146	1,867,871
SCWR - 2015 SB2514A-SMALL CO OUTREACH							
4459531	FOX BROWN RD. FROM SR-710/SW WARFIELD	0	554,865	0	0	0	554,865
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE	0	0	0	568,293	0	568,293
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	0	570,244	570,244
Total		0	554,865	0	568,293	570,244	1,693,402

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
SM - STBG AREA POP. W/ 5K TO 49,999							
4483071	CITY OF STUART - RIVERSIDE PARK	580,473	0	0	0	0	580,473
Total		580,473	0	0	0	0	580,473
SU - STP, URBAN AREAS > 200K							
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD	1,831,422	0	0	0	0	1,831,422
4383452	SR-5/US-1 @ SW JOAN JEFFERSON WAY	0	0	0	0	136,830	136,830
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO	0	0	978,352	0	1,882,913	2,861,265
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO	25,000	464,184	1,748,753	0	0	2,237,937
4444051	SR-714/MONTEREY RD/DIXIE HWY/PALM BEACH	0	1,103,217	0	0	0	1,103,217
4444151	SR-5/US-1 AT BAKER RD	193,640	0	0	590,343	0	783,983
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	0	0	0	549,794	0	549,794
4447051	NW ALICE ST @ FEC	0	260,000	0	0	0	260,000
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	0	894,134	0	894,134
4507921	CR-609/ALLAPATAH RD FR SR-710 TO 2,800 FEET	0	0	5,000	0	0	5,000
4507941	CR-708/SE BRIDGE RD BRIDGE# 890107	250,000	0	0	0	0	250,000
Total		2,300,062	1,827,401	2,732,105	2,034,271	2,019,743	10,913,582
TALT - TRANSPORTATION ALTS- ANY AREA							
4483071	CITY OF STUART - RIVERSIDE PARK	368,331	0	0	0	0	368,331
4489971	SE AVALON DRIVE FROM SE COVE ROAD TO SE	0	214,397	0	0	0	214,397
4508231	SE WASHINGTON STREET FR US-1/SE FEDERAL	5,000	0	96,187	0	0	101,187
Total		373,331	214,397	96,187	0	0	683,915
TALU - TRANSPORTATION ALTS- >200K							
4483071	CITY OF STUART - RIVERSIDE PARK	159,867	0	0	0	0	159,867
4489971	SE AVALON DRIVE FROM SE COVE ROAD TO SE	0	183,831	0	0	0	183,831
4508231	SE WASHINGTON STREET FR US-1/SE FEDERAL	0	0	178,231	0	0	178,231

5-Year Summary of Projects by Funding Category

Project #	Project Name	2023/24	2024/25	2025/26	2026/27	2027/28	Total
TALU - TRANSPORTATION ALTS- >200K							
Total		159,867	183,831	178,231	0	0	521,929
TLWR - 2015 SB2514A-TRAIL NETWORK							
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE	0	886,659	0	0	0	886,659
Total		0	886,659	0	0	0	886,659
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO	0	1,811,977	0	0	0	1,811,977
Total		0	1,811,977	0	0	0	1,811,977

5-Year Summary of Funding Source

Funding Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Federal	10,538,162	49,330,898	26,375,154	4,815,981	5,151,343	96,211,538
Local	1,463,746	2,282,404	2,110,343	1,930,118	3,144,355	10,930,966
State	12,363,331	9,402,570	18,322,226	20,940,345	9,315,361	70,343,833
State 100%	0	1,441,524	0	1,117,906	5,282,225	7,841,655
Toll/Turnpike	0	20,971,923	0	0	0	20,971,923
Total	24,365,239	83,429,319	46,807,723	28,804,350	22,893,284	206,299,915

5-Year Summary of Funding Source by Codes

Project #	Fund Code						Total
Federal							
ACNP	ADVANCE CONSTRUCTION NHPP	1,650,000	38,924,288	0	0	0	40,574,288
ACPR	AC - PROTECT GRANT PGM	0	0	324,403	0	0	324,403
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	107,930	0	0	0	0	107,930
CARU	CARB FOR URB. AREA > THAN 200K	0	0	0	0	485,871	485,871
CM	CONGESTION MITIGATION - AQ	915,277	1,383,306	0	0	597,523	2,896,106
DU	STATE PRIMARY/FEDERAL REIMB	133,937	164,176	171,915	180,027	188,168	838,223
FAA	FEDERAL AVIATION ADMIN	22,500	900,000	7,200,000	0	0	8,122,500
FTA	FEDERAL TRANSIT ADMINISTRATION	1,290,000	1,290,000	1,290,000	1,290,000	1,290,000	6,450,000
PL	METRO PLAN (85% FA; 15% OTHER)	712,484	565,739	570,038	570,038	570,038	2,988,337
SA	STP, ANY AREA	2,292,301	3,877,760	13,812,275	741,645	0	20,723,981
SM	STBG AREA POP. W/ 5K TO 49,999	580,473	0	0	0	0	580,473
SU	STP, URBAN AREAS > 200K	2,300,062	1,827,401	2,732,105	2,034,271	2,019,743	10,913,582
TALT	TRANSPORTATION ALTS- ANY AREA	373,331	214,397	96,187	0	0	683,915
TALU	TRANSPORTATION ALTS- >200K	159,867	183,831	178,231	0	0	521,929
Total		10,538,162	49,330,898	26,375,154	4,815,981	5,151,343	96,211,538
Local							
LF	LOCAL FUNDS	1,463,746	2,282,404	2,110,343	1,930,118	3,144,355	10,930,966
Total		1,463,746	2,282,404	2,110,343	1,930,118	3,144,355	10,930,966
State							
BRRP	STATE BRIDGE REPAIR & REHAB	423,731	423,731	0	8,455,494	0	9,302,956
D	UNRESTRICTED STATE PRIMARY	2,700,813	3,317,790	3,217,790	3,217,790	3,873,442	16,327,625
DDR	DISTRICT DEDICATED REVENUE	2,783,435	1,274,196	6,488,788	5,108,401	2,393,956	18,048,776
DIH	STATE IN-HOUSE PRODUCT SUPPORT	1,297,648	142,314	338,667	364,525	178,250	2,321,404
DITS	STATEWIDE ITS - STATE 100%.	171,017	176,148	181,433	193,647	0	722,245

5-Year Summary of Funding Source by Codes

Project #	Fund Code						Total
State							
DPTO	STATE - PTO	1,949,742	2,410,000	2,100,000	900,000	0	7,359,742
DS	STATE PRIMARY HIGHWAYS & PTO	1,616,873	666,975	5,241,317	0	1,789,957	9,315,122
GRSC	GROWTH MANAGEMENT FOR SCOP	705,050	975,089	285,938	1,733,659	137,805	3,837,541
SCED	2012 SB1998-SMALL CO OUTREACH	264,941	0	0	487,805	487,805	1,240,551
SCOP	SMALL COUNTY OUTREACH PROGRAM	450,081	16,327	468,293	479,024	454,146	1,867,871
Total		12,363,331	9,402,570	18,322,226	20,940,345	9,315,361	70,343,833
State 100%							
DWS	WEIGH STATIONS - STATE 100%	0	0	0	549,613	4,711,981	5,261,594
SCWR	2015 SB2514A-SMALL CO OUTREACH	0	554,865	0	568,293	570,244	1,693,402
TLWR	2015 SB2514A-TRAIL NETWORK	0	886,659	0	0	0	886,659
Total		0	1,441,524	0	1,117,906	5,282,225	7,841,655
Toll/Turnpike							
PKYR	TURNPIKE RENEWAL & REPLACEMENT	0	20,971,923	0	0	0	20,971,923
Total		0	20,971,923	0	0	0	20,971,923

Martin County
FY23 Capital Improvement Plan (CIP)

**FY 2023
MARTIN COUNTY CAPITAL IMPROVEMENT PLAN (CIP)
ROADS EXPENDITURE SUMMARY**

Project	Project #	C or N	Total	To Date	Unfunded	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028 - FY2032
SIDEWALKS / PATHWAYS											
Multimodal Pathways	1011	N	480,000	0	480,000	0	0	0	0	0	480,000
SE Ocean Boulevard Sidewalk	101105	N	627,697	45,000	0	582,697	0	0	0	0	0
SE Salerno Road Sidewalk	101107	N	668,418	65,000	0	603,418	0	0	0	0	0
SE MacArthur Boulevard Crosswalk	101108	N	365,000	0	365,000	0	0	0	0	0	365,000
NE Plantation Road Sidewalk	101110	N	110,500	0	110,500	0	0	0	0	0	110,500
Riverside Park Neighborhood Improvements - City of Stuart	101111	N	766,872	0	0	0	766,872	0	0	0	0
SE Avalon Drive Sidewalk	101112	N	533,228	0	0	0	0	533,228	0	0	0
INTERSECTIONS											
Intersection Improvements	1016	C	2,945,000	0	0	565,000	595,000	595,000	595,000	595,000	0
Traffic Signal Rehabilitations	101601	N	4,350,000	0	0	870,000	870,000	870,000	870,000	870,000	0
SE Salerno Road- SE Cable Drive Turn Lane	101603	N	480,000	0	0	480,000	0	0	0	0	0
SR-76 (S Kanner Hwy) Turn Lane at SW South River Drive	101605	C	601,212	0	0	134,855	16,949	0	422,196	27,212	0
US-1 (NW Federal Highway) Turn Lane at NW Baker Road	101608	C	739,635	0	0	209,433	219,962	310,240	0	0	0
US-1 (SW Federal Highway) Turn Lane at SR-76 (S Kanner Highway)	101609	C	2,590,000	0	0	0	175,587	22,068	526,840	1,865,505	0
SR-710 (SW Warfield Boulevard) Turn Lane at SW Tommy Clements Street	101610	C	1,648,201	0	0	1,648,201	0	0	0	0	0
SR-714 SE Monterey Road and CR-A1A Multimodal Pathway	101611	C	1,216,997	0	0	80,000	0	1,136,997	0	0	0
SE Bridge Road Turn Lane at SE Powerline Avenue	101612	C	530,000	0	500,000	30,000	0	0	0	0	500,000
ROADWAY / DRAINAGE / SEWER											
Resurfacing and Drainage Maintenance	1017	N	3,009,484	0	0	655,000	423,000	638,000	513,000	780,484	0
Pavement Marking Maintenance	1017PM	N	500,000	0	0	100,000	100,000	100,000	100,000	100,000	0
Jensen Beach Neighborhood Restoration	101719	N	2,371,000	571,000	0	0	0	0	850,000	950,000	0
Old Palm City (South) Neighborhood Restoration	101738	N	5,291,500	2,541,500	0	0	0	2,750,000	0	0	0
Port Salerno Neighborhood Restoration	101739	N	3,735,500	1,835,500	0	0	1,900,000	0	0	0	0
Coral Gardens Neighborhood Restoration	101742	N	2,325,000	1,225,000	0	0	0	1,100,000	0	0	0
New Monrovia/Cove Ridge Neighborhood Restoration	101744	N	2,118,000	68,000	0	1,150,000	0	0	900,000	0	0
Dixie Park Neighborhood Restoration	101745	N	1,420,000	120,000	0	0	1,300,000	0	0	0	0
Rocky Point Neighborhood Restoration	101747	N	4,538,000	288,000	0	2,200,000	0	0	2,050,000	0	0
Tropic Vista Neighborhood Restoration	101760	N	2,000,000	0	0	0	0	200,000	0	1,800,000	0
SPS/Manatee Business Park Restoration	101762	N	1,480,000	0	0	130,000	1,350,000	0	0	0	0
Zeus Park Neighborhood Restoration	101765	N	2,300,000	0	2,300,000	0	0	0	0	0	2,300,000
Old Palm City (North) Neighborhood Restoration	101766	N	6,230,000	130,000	3,200,000	0	100,000	0	0	0	6,000,000
South County Neighborhood Restoration	101767	N	2,000,000	0	0	0	0	150,000	0	1,850,000	0
SE Cove Road Resurfacing & Bike Lanes (US-1 to CR-A1A)	101772	N	1,680,000	30,000	0	1,650,000	0	0	0	0	0
SE Shell Avenue Realignment	101773	N	980,000	0	825,000	155,000	0	0	0	0	825,000
SE Indian Street Resurfacing (SR-76 to US-1)	101775	N	1,551,283	100,000	0	1,451,283	0	0	0	0	0
Rio Neighborhood Restoration	101776	N	3,500,000	0	0	0	185,000	1,405,000	1,010,000	900,000	0
South Fork Neighborhood Restoration	101777	N	2,400,000	0	0	0	0	0	250,000	2,150,000	0

Dirt Road Paving (Urban Service District)	101778	N	1,750,000	0	0	350,000	350,000	350,000	350,000	350,000	0
CR-723 (NE Savannah Road) Sidewalk & Intersection Modifications	101779	N	1,108,000	0	1,108,000	0	0	0	0	0	1,108,000
CR-714 (SW Martin Highway) Resurfacing (SR-710 to SW Fox Brown Road)	101780	N	2,678,540	155,000	-155,000	2,523,540	0	0	0	0	0
NE Jensen Beach Boulevard Resurfacing	101781	N	1,160,287	50,000	0	30,000	1,080,287	0	0	0	0
SW Cargo Way Extension	101782	C	600,000	0	0	0	0	600,000	0	0	0
SW Fox Brown Road Resurfacing	101784	N	2,545,914	0	0	250,000	0	2,295,914	0	0	0
NE Candice Avenue Extension	101785	N	1,705,000	0	1,705,000	0	0	0	0	0	1,705,000
Citrus Blvd Resurfacing (SR-714 to C-23 Canal)	101786	N	2,994,304	0	0	0	0	0	50,000	2,944,304	0
ANNUAL COMMITMENTS											
Annual Commitments	1019	N	3,000,000	0	0	600,000	600,000	600,000	600,000	600,000	0
BRIDGES											
Bridge Replacements/Renovations	1053	N	1,500,000	0	0	300,000	300,000	300,000	300,000	300,000	0
NW Pine Lake Drive Bridge Replacement	105307	N	1,750,000	0	0	0	0	0	215,000	1,535,000	0
SE County Line Road Bridge Replacement	105311	N	4,150,000	350,000	0	0	3,800,000	0	0	0	0
SE Island Way West Bridge Replacement	105313	N	2,200,000	0	0	0	200,000	0	2,000,000	0	0
CR 708 Bridge Scour Protection	105314	N	1,554,231	0	0	0	30,000	70,000	0	1,454,231	0
Arundel Bridge (SW 96th St.) Scour Repair	105315	N	1,585,760	0	0	0	0	100,000	0	1,485,760	0
TRAFFIC / CAPACITY											
Traffic Safety Measures	1064	N	2,500,000	0	0	500,000	500,000	500,000	500,000	500,000	0
SR-710 (SW Warfield Boulevard) Widening	1066A	C	1,333,310	1,333,310	0	0	0	0	0	0	0
SR-714 (SW Martin Highway) Widening	1123A	C	23,816,729	20,302,645	0	86,094	3,427,990	0	0	0	0
SE Willoughby Boulevard Extension	1124	C	4,730,000	0	0	215,000	782,297	3,732,703	0	0	0
CR-713 (SW High Meadow Avenue) Widening	1125	C	3,181,995	0	0	2,005,000	0	0	1,117,088	59,907	0
SE Cove Road Widening	1126	C	7,523,135	0	0	2,610,869	25,000	3,012,753	1,874,513	0	0
LANDSCAPE/BEAUTIFICATION											
Hutchinson Island Improvements	2028A	N	533,250	0	0	106,650	106,650	106,650	106,650	106,650	0
Enhanced Landscape Rehabilitation	TBD	N	2,500,000	0	2,500,000	0	0	0	0	0	2,500,000
HEAVY EQUIPMENT											
Heavy Equipment Replacement	4957	N	3,025,000	0	0	605,000	605,000	605,000	605,000	605,000	0
Expenditure Totals			147,507,982	29,209,955	12,938,500	22,877,040	19,809,594	22,083,553	15,805,287	21,829,053	15,893,500

ROADS REVENUE SUMMARY

Revenue	Total	To Date	Carryover	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028-FY2032
Road MSTU	15,648,671	1,419,000	1,167,256	2,612,483	2,612,483	2,612,483	2,612,483	2,612,483	0
Hutchinson Island MSTU	533,250	0	0	106,650	106,650	106,650	106,650	106,650	0
Ad Valorem	11,249,584	2,087,000	50,000	1,822,517	1,822,517	1,822,517	1,822,517	1,822,516	0
Gas Tax	8,394,500	211,500	143,000	1,608,000	1,608,000	1,608,000	1,608,000	1,608,000	0
Private Contribution	159,744	0	0	159,744	0	0	0	0	0
Grant	11,181,847	0	0	4,145,083	1,010,842	1,949,142	0	4,076,780	0
FPL Franchise Fee	39,521,500	3,746,500	775,000	7,000,000	7,000,000	8,850,000	5,150,000	7,000,000	0
State Funds	47,301,214	21,635,955	0	6,909,452	4,647,785	8,214,761	3,940,637	1,952,624	0
Impact Fees	262,855	110,000	152,855	0	0	0	0	0	0
City Funds	316,317	0	0	0	316,317	0	0	0	0
Revenue Total	134,569,482	29,209,955	2,288,111	24,363,929	19,124,594	25,163,553	15,240,287	19,179,053	0

Town of Sewall's Point
FY21 Capital Improvement Plan (CIP)

CAPITAL IMPROVEMENT PLAN	2021	2022	2023	2024	2025	5-YEAR TOTAL
South Sewall's Point Road Phase 2-3	914,280	1,726,000	1,928,000	1,457,000	1,457,000	7,482,280
South Sewall's Point Road Phase 4*	564,000	0	0	0	0	
North Sewall's Point Septic to Sewer	55,000	0	0	0	0	
Homewood Outfall	86,250	0	0	0	0	
CAPITAL CONSTRUCTION TOTAL	1,619,530	1,726,000	1,928,000	1,457,000	1,457,000	8,187,530
ANNUAL CAPITAL MAINTENANCE						
Streets & Bridges	50,000	144,000	144,000	144,000	144,000	626,000
Storm Water System	35,000	90,000	90,000	90,000	90,000	395,000
Vehicles	200,000	0	30,000	110,000	0	340,000
Parks & Landscaping	55,000	28,000	28,000	28,000	28,000	167,000
Town Hall	15,000	20,000	15,000	10,000	10,000	70,000
Annual Expenditures	1,974,530	2,008,000	2,235,000	1,839,000	1,729,000	9,785,530

South Sewall's Point Road Phase 4* reflects an additional grant the Town is pursuing this fiscal year.

**Village of Indiantown
FY23 Capital Improvement Plan (CIP)**

PUBLIC WORKS AND ENGINEERING

Staffing Complement		
Revised FY22	Adopted FY23	Diff
10	10	0

The Public Works Department provides a variety of services directed toward the repair and maintenance of municipal properties, infrastructure and equipment. The goal of this department is to provide top quality, professional, effective and timely delivery of services to residents, businesses and Village departments to assure utmost customer satisfaction.

In FY2022, the Village purchased the utility facility to improve the quality of water and wastewater to the community.

Mission:

To improve the quality of life for Village and staff through responsive, efficient and effective delivery of services, promote public health, personal safety, transportation, economic growth and civic vitality.

FY 2022 Major Accomplishments:

- Coordinated the efforts in the Phase I of the Village Hall Complex
- Coordinated with staff in researching and applying for grants
- Commenced work activity for roadway and drainage improvement projects
- Worked in concert with staff to prepare plans for beautification and fix-up projects in the community
- Coordinated efforts to clean and unclog drains along roadways
- Develop administrative policies to manage facilities maintenance, infrastructure maintenance and fleet

FY 2023 Major Projects and Initiatives:

- Ongoing efforts to develop administrative policies to manage facilities maintenance, infrastructure maintenance and fleet
- Assist in the preparation of the solicitations for professional services and other major equipment
- Manage the Five-Year Capital Improvement Plan
- Implement strategies to support neighborhood beautification projects through the use of Village Corps
- Implement the projects approved for in accordance with the American Rescue Plan Act (ARPA) Allowance
- Continue to make improvements in the organization and operations of the utility facility
- Purchase dump truck

Staffing Levels:

There are no changes for FY2023. However, the budget includes a 50% split for the Purchasing Administrator and Accounting Clerk positions.

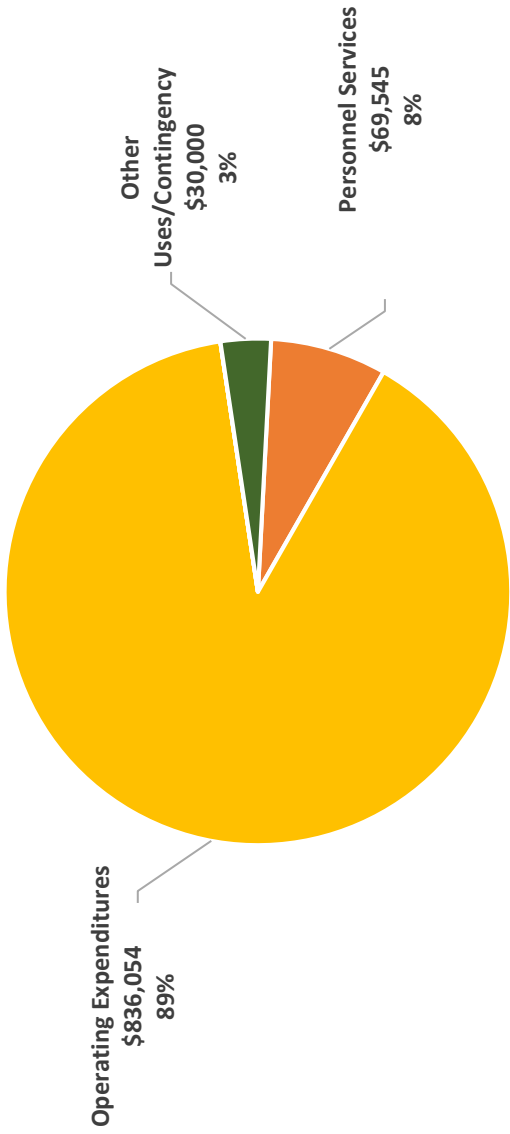
Fund	No. of Positions
General Fund	1
Water & Sewer Fund	9
Total Public Works	10

Public Works - General Fund		FY2021	FY2022	FY2023	FY2023 vs	FY2023 vs
	Actuals	Revised Budget	Adopted Budget	FY2022 (\$)	FY2022 (%)	FY2022 (%)
540000	310 Professional Services	13,654	-	20,000	20,000	100.00%
540000	316 Proposes Studies	-	30,000	-	(30,000)	-100.00%
540000	349 Contractual Services	1,443,620	820,000	520,000	(300,000)	-36.59%
540000	400 Travel and per diem	-	-	2,000	2,000	100.00%
540000	415 Software >\$2,000	-	-	-	-	#DIV/0!
540000	430 Utility Services	45,217	40,000	-	(40,000)	-100.00%
540000	460 Repair and maintenance	159,785	60,000	20,000	(40,000)	-66.67%
540000	520 Operating supplies	13,350	5,000	5,000	-	0.00%
540000	539 Street Signs	16,857	10,000	-	(10,000)	-100.00%
540000	540 Books, pub, sub, & member	-	1,000	1,000	-	0.00%
540000	640 Capital Outlay - Mach & E	2,145	20,000	-	(20,000)	-100.00%
540000	951 Contingencies	-	25,000	30,000	5,000	20.00%
540000	101200 Regular Wages and Salarie	-	-	50,538	50,538	100.00%
540000	102100 Payroll Taxes	-	-	3,882	3,882	100.00%
540000	102200 FRS Retirement Contributi	-	-	6,115	6,115	100.00%
540000	102300 Life and Health Insurance	-	-	9,009	9,009	#DIV/0!
Public Works - General Fund		1,694,628	1,011,000	667,544	(343,456)	-33.97%

Stormwater Opns - General Fund		FY2021	FY2022	FY2023	FY2023 vs	FY2023 vs
	Actuals	Revised Budget	Adopted Budget	FY2022 (\$)	FY2022 (%)	FY2022 (%)
538000	303100 Professional Services	-	-	12,000	12,000	100.00%
538000	303400 Other Contractual Service	-	-	199,055	199,055	100.00%
538000	304600 Repairs and Maintenance	-	-	32,000	32,000	100.00%
538000	304900 Other Current Charges	-	-	5,000	5,000	100.00%
Stormwater Opns - General Fund		-	-	248,055	248,055	100.00%

Transportation and Roads - General Fund		FY2021	FY2022	FY2023	FY2023 vs	FY2023 vs
	Actuals	Revised Budget	Adopted Budget	FY2022 (\$)	FY2022 (%)	FY2022 (%)
540001	520 Operating supplies	-	-	10,000	10,000	100.00%
541000	303400 Other Contractual Service	-	-	10,000	10,000	100.00%
Transportation and Roads - General Fund		-	-	20,000	20,000	100.00%
Public Works - General Fund Total		1,694,628	1,011,000	935,599	(75,401)	-7.46%

FY2023 Adopted Expenditures



Budget summary:

Expenditure Category	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Adopted Budget	Increase/Decrease	% Change
Personnel Services	\$0	\$0	\$69,545	\$69,545	100.00%
Operating Expenditures	\$1,692,483	\$966,000	\$836,054	(\$129,946)	-13.45%
Capital Outlay	\$2,145	\$20,000	\$0	(\$20,000)	-100.00%
Debt Service	\$0	\$0	\$0	\$0	N/A
Aids & Donations	\$0	\$0	\$0	\$0	N/A
Other Uses/Contingency	\$0	\$25,000	\$30,000	\$5,000	20.00%
Total	\$1,694,628	\$1,011,000	\$935,599	(\$75,401)	-7.46%

Budget Highlight:

Expenditures decreased by -\$75,401 or -7.46%. **Personnel Services** increased by \$69,545, which is mostly due to the anticipated 5% merit and COLA and other employer benefit increases for the Director position. This position is split funded by both General Fund and the Water and Sewer Fund. **Operating expenditures** decreased by -\$129,946 or -13.45%, which is mostly due to the reorganization of expenditures throughout the other departments, such as utilities and information technology expenses. In addition, a conservative approach and inventory of expenses yielded a decreased budget request. **Capital Outlay** decreased by -\$20,000 as there no anticipated capital outlay purchases. **Other Uses/Contingency** increased slightly by \$5,000 or 20.00% for unanticipated expenses and emergencies.

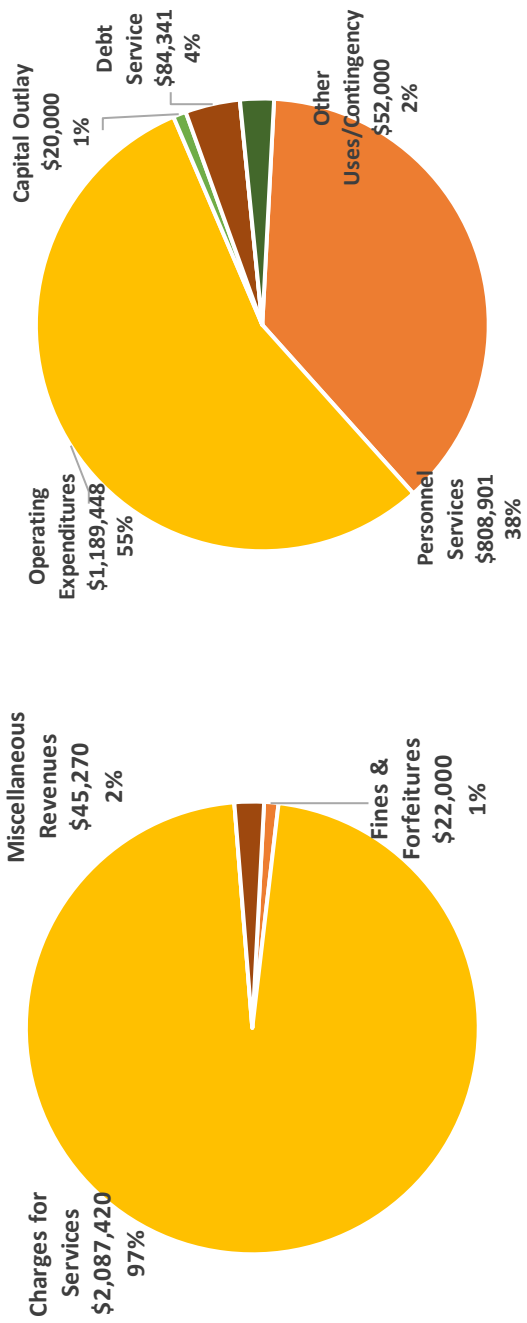
Fund	Public Works/Water Utility Services - Water and Sewer	FY2021 Actuals	FY2022 Revised Budget	FY2023 Adopted Budget	FY2023 vs FY2022 (\$)	FY2023 vs FY2022 (%)
533000	112 Employer Payroll Taxes (E	22,055	33,173	-	(33,173)	-100.00%
533000	119 Employee Benefits	708	-	-	-	0.00%
533000	120 Wages	296,977	254,384	-	(254,384)	-100.00%
533000	121 FRS-Retirement Contributi	22,317	25,438	-	(25,438)	-100.00%
533000	123 Employees Health Insuranc	49,862	53,955	-	(53,955)	-100.00%
533000	130 Temporary Staffing	2,305	3,500	3,500	-	0.00%
533000	310 Professional Services	62,488	40,000	40,000	-	0.00%
533000	313 Financial services	23,303	25,000	-	(25,000)	-100.00%
533000	315 Utility Billing	151,607	140,000	-	(140,000)	-100.00%
533000	341 Service Charges	7,279	5,000	-	(5,000)	-100.00%
533000	349 Contractual Services	93,969	86,582	80,000	(6,582)	-7.60%
533000	350 SRF Funded Project	70,694	-	-	-	0.00%
533000	400 Travel and per diem	1,040	6,200	6,200	-	0.00%
533000	410 Communications/internet s	15,092	21,095	-	(21,095)	-100.00%
533000	430 Utility Services	69,220	70,000	-	(70,000)	-100.00%
533000	439 Fuel	7,708	20,000	10,000	(10,000)	-50.00%
533000	445 Rental Fees - Equipment	-	5,000	5,000	-	0.00%
533000	450 Insurance	-	29,000	-	(29,000)	-100.00%
533000	460 Repair and maintenance	393,131	151,000	200,000	49,000	32.45%
533000	520 Operating supplies	5,951	10,000	10,000	-	0.00%
533000	524 Uniforms	629	-	-	-	0.00%
533000	525 Chemicals	39,249	42,000	42,000	-	0.00%
533000	540 Books, pub, sub, & member	560	1,200	1,200	-	0.00%
533000	550 Training	1,900	3,000	3,000	-	0.00%
533000	591 Employee Discount	505	1,500	1,500	-	0.00%
533000	640 Capital Outlay - Mach & E	43,320	50,000	-	(50,000)	-100.00%
533000	721 Interest Expense on Custo	56	20,683	-	(20,683)	-100.00%
533000	910 Transfer Out	-	90,600	-	(90,600)	-100.00%
533000	950 Bad Debt Expense	-	3,000	-	(3,000)	-100.00%
533000	951 Contingencies	-	50,000	-	(50,000)	-100.00%
533000	995 Miscellaneous Expenses	370	5,000	-	(5,000)	-100.00%
Water Utility Services Total		1,382,295	1,246,310	402,400	(843,910)	-67.71%

Public Works/Sewer & Wastewater Services - Water and Sewer Fund		FY2021	FY2022	FY2023	FY2023 vs	FY2023 vs
		Actuals	Revised Budget	Adopted Budget	FY2022 (\$)	FY2022 (%)
535000	112 Employer Payroll Taxes (E	6,048	11,124	-	(11,124)	-100.00%
535000	120 Wages	82,180	145,413	-	(145,413)	-100.00%
535000	121 FRS-Retirement Contributi	16,949	14,541	-	(14,541)	-100.00%
535000	123 Employees Health Insuranc	21,295	35,970	-	(35,970)	-100.00%
535000	130 Temporary Staffing	3,023	3,500	-	(3,500)	-100.00%
535000	190 FFCRA - COVID 19 WAGES CR	(410)	-	-	-	0.00%
535000	310 Professional Services	55,055	60,000	25,000	(35,000)	-58.33%
535000	313 Financial services	23,303	30,000	-	(30,000)	-100.00%
535000	315 Utility Billing	25,598	30,000	-	(30,000)	-100.00%
535000	350 SRF Funded Project	120,070	-	-	-	0.00%
535000	400 Travel and per diem	1,025	5,000	5,000	-	0.00%
535000	410 Communications/internet s	-	1,000	-	(1,000)	-100.00%
535000	430 Utility Services	95,555	100,000	-	(100,000)	-100.00%
535000	439 Fuel	3,372	5,000	5,000	-	0.00%
535000	445 Rental Fees - Equipment	1,296	10,000	1,000	(9,000)	-90.00%
535000	450 Insurance	757	-	-	-	0.00%
535000	460 Repair and maintenance	115,214	84,000	50,000	(34,000)	-40.48%
535000	520 Operating supplies	1,848	10,000	10,000	-	0.00%
535000	524 Uniforms	601	1,500	-	(1,500)	-100.00%
535000	525 Chemicals	9,418	15,000	15,000	-	0.00%
535000	529 Sludge Disposal	78,999	100,000	80,000	(20,000)	-20.00%
535000	550 Training	325	1,500	-	(1,500)	-100.00%
535000	640 Capital Outlay - Mach & E	-	50,000	-	(50,000)	-100.00%
535000	720 Interest Exoense	4,770	64,758	-	(64,758)	-100.00%
535000	721 Interest Expense on Custo	73	225	-	(225)	-100.00%
535000	950 Bad Debt Expense	148	500	-	(500)	-100.00%
535000	951 Contingencies	-	72,659	-	(72,659)	-100.00%
535000	995 Miscellaneous Expenses	339	2,000	2,000	-	0.00%
Sewer & Wastewater Services		666,851	853,690	193,000	(660,690)	-77.39%

Public Works/Utility General Operations - Water and Sewer Fund		FY2021	FY2022	FY2023	FY2023 vs	FY2023 vs
		Actuals	Revised Budget	Adopted Budget	FY2022 (\$)	FY2022 (%)
536000	101200	Regular Wages and Salarie	-	537,479	537,479	100.00%
536000	101400	Overtime	-	24,549	24,549	100.00%
536000	102100	Payroll Taxes	-	40,633	40,633	100.00%
536000	102200	FRS Retirement Contributi	-	64,014	64,014	100.00%
536000	102300	Life and Health Insurance	-	138,726	138,726	100.00%
536000	303100	Professional Services	-	60,000	60,000	100.00%
536000	303200	Accounting and Auditing	-	20,000	20,000	100.00%
536000	303400	Other Contractual Service	-	30,000	30,000	100.00%
536000	303410	Service Charges	-	2,000	2,000	100.00%
536000	303450	Utility Billing	-	30,000	30,000	100.00%
536000	304100	Communications Services	-	25,000	25,000	100.00%
536000	304300	Utility Services	-	100,000	100,000	100.00%
536000	304500	Insurance	-	62,231	62,231	100.00%
536000	304600	Repairs and Maintenance	-	230,317	230,317	100.00%
536000	305210	Fuel	-	35,000	35,000	100.00%
536000	305240	Uniforms	-	5,000	5,000	100.00%
536000	606400	Machinery and Equipment	-	20,000	20,000	100.00%
536000	707200	Debt Service Interest	-	84,341	84,341	100.00%
536000	909900	Other Uses Contingencies	-	50,000	50,000	100.00%
		Utility General Operations Total	-	1,559,290	1,559,290	100.00%
		Public Woks - Water & Sewer Fund Total	2,049,146	2,100,000	2,154,690	2.60%

Public Works/Utilities - Water & Sewer Fund

FY2023 Adopted Expenditures



FY 2023 Adopted Budget

Budget Summary:

Revenue Category	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget	Increase/Decrease	% Change
Fines & Forfeitures	\$6,438	\$21,900	\$22,000	\$100	0.46%
Charges for Services	\$494,852	\$2,066,000	\$2,087,420	\$21,420	1.04%
Intergovernmental Gov't Revenue	\$0	\$0	\$0	\$0	N/A
Miscellaneous Revenues	\$1,245	\$12,100	\$45,270	\$33,170	274.13%
Total	\$502,535	\$2,100,000	\$2,154,690	\$54,690	2.60%

Expenditure Category	FY 2021 Actual	FY 2022 Revised Budget	FY 2023 Proposed Budget	Increase/Decrease	% Change
Personnel Services	\$523,309	\$580,998	\$808,901	\$227,903	39.23%
Operating Expenditures	\$1,476,761	\$1,109,577	\$1,189,448	\$79,871	7.20%
Capital Outlay	\$43,320	\$100,000	\$20,000	(\$80,000)	-80.00%
Debt Service	\$4,899	\$85,666	\$84,341	(\$1,325)	-1.55%
Aids & Donations	\$0	\$0	\$0	\$0	N/A
Other Uses/Contingency	\$857	\$223,759	\$52,000	(\$171,759)	-76.76%
Total	\$2,049,146	\$2,100,000	\$2,154,690	\$54,690	2.60%

Budget Highlight:

Revenues increased by \$54,690 or 2.60%. **Fines & Forfeitures** increased by \$100 or .46%, which is a conservative increase. **Charges for Services** increased by \$21,420 or 1.04%, which is a moderate increase and based upon the mid-year actuals. However, with new developments and improvements in this category of revenue will increase significantly by FY2024. **Miscellaneous Revenues** increased by \$33,170, mostly due to Guarantee Revenue agreements approved in fiscal year 2022.

Expenditures increased by \$54,690 or 2.60%. **Personnel Services** increased by \$227,903 or 39.23%, which is mostly due to the anticipated 5% merit and COLA and other employer benefit increases, as well as the 50% split of the Purchasing Administrator and Accounting Clerk positions. **Operating expenditures** increased by \$79,871 or 7.20%, which is mostly due to contractual increases and increases for repair and maintenance of the utility facility. **Capital Outlay** decreased by -\$80,000 for unanticipated capital outlay purchases. **Debt Service** decreased by -\$1,325 or -1.55% , which is the interest due on the utility facility loan. **Other Uses/Contingency** decreased by -\$171,759 due to reducing the transfer to the General Fund and contingency amount.

**Town of Jupiter Island
FY23 Capital Improvement Plan (CIP)**

Town of Jupiter Island

Road Microsurfacing and Asphalt Overlay Rotation

Last Update 4/26/2023

Road	Group	Grading	Length	Width	Sq. Feet	Sq. Yards	Type	Last Paved	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028
Gomez Road	15	90	11409	19	216,771	24,085	AO	2013										X
Reed Place	1	95	429	9	3,816	429	AO	2015										
Estrada Road	2	100	705	13	14,940	1,660	FDR	2015										
Greenville West	1	98	394	13	5,122	569	AO	2016										
Greenville East	3	100	394	13	5,122	569	AO	2016										
Bunker Hill Road	8	85	530	13	6,890	765	AO	2017										
River Road (the ramble)	1	90	1614	9	14,526	1,614	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	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	2003					X					
Isle Ridge E/W Street	10	50	600	16	9,600	1,067	AO+Widening	1999						X				
Isle Ridge N/S Streets	10	50	1200	9	10,800	1,200	AO	1999						X				
Devonshire Lane West	3	50	786	13	10,218	1,139	AO	1999							X			
Barrow Place West	3	60	496	13	5,148	572	MS	2001							X			
Barrow Place East	3	60	496	13	5,148	572	MS	2001							X			
Clear View Avenue	13	60	387	12	4,644	516	AO	2001								X		
Osceola Avenue	13	70	434	16	6,944	772	MS	2001								X		
Bright View Avenue	13	80	720	16	11,520	1,280	AO	?								X		
Harmony Lane	13	84	771	12	9,252	1,028	MS	2005								X		
Bassett Creek Trail	14	70	1013	18	18,234	2,026	MS	1999									X	
Bassett Creek Trail North	14	78	1698	18	30,564	3,396	MS	2006									X	

City of Stuart
FY23 Capital Improvement Plan (CIP)

Project	Title	Orgn	Bud Acct	Div Title	Proj Acct	R#	Notes	2024 Amt	Year 2	Year 3	Year 4	Year 5	Funding
22011201	GRINDER STA INTALLS	630	56300	UTILITIES & ENGINEERING	56300		GRINDER SYSTEMS	620,500.00	549,475.00	478,450.00	407,425.00	336,400.00	OPERATING
22011201	GRINDER STA INTALLS	630	56200	UTILITIES & ENGINEERING	56200		GRINDER INSTAL RESTORATION	26,000.00	22,100.00	18,200.00	14,300.00	10,400.00	OPERATING
21032601	RO FACILITY	610	56300	UTILITIES & ENGINEERING	56300		CONSTRUCTION RO FACILITY	500,000.00					SRF/GRANT/IMPACT
21032602	RO/ DEEP INJECTION WELL	620	56300	UTILITIES & ENGINEERING	56300		RO - DEEP INJECTION WELL	297,260.00					SRF/GRANT
21040501	MONTEREY RD FORCE MAIN	630	56300	UTILITIES & ENGINEERING	56300		MONTEREY RD FORCE MAIN	75,000.00	425,000.00				OPERATING
20042503	PUBLIC WORKS COMPLEX	700	56200	UTILITIES & ENGINEERING	56200		EXISTING SANITATION/VEHICLE MAINT. FACILITY		780,157.00	5,862,338.00	5,862,338.00		FUND BALANCE/DEBT
22047801	CHANNEL BASIN UTILITY RELOCATION	630	56300	UTILITIES & ENGINEERING	56300		CHANNEL BASIN UTILITY RELOCATION	60,000.00					Operating
22046301	WRF HEADWORKS IMPROVEMENTS	620	56200	UTILITIES & ENGINEERING	56200		WRF HEADWORKS IMP & EQUIP	750,000.00	750,000.00				OPERATING/FUND BALANCE
20044201	TURBO BLOWERS	620	56400	UTILITIES & ENGINEERING	56400		TURBO BLOWERS		1,000,000.00	1,000,000.00	1,000,000.00		RR/IMPACT
22046301	B&A FLEA MARKET UTILITIES	630	56300	UTILITIES & ENGINEERING	56300		B&A FLEA MARKET UTILITIES			20,000.00	30,000.00		OPERATING
PWP00394	COURTESY DOCK WAVE ATTENUATOR	230	56300	PUBLIC WORKS	56300		COURTESY DOCK WAVE ATTENUATOR	50,000.00	750,000.00	750,000.00			IMPACT/GRANT
22047501	SE ILONDIS AVE LIVING SHORELINE	810	56300	PUBLIC WORKS	56300		SE ILONDIS AVE LIVING SHORELINE						OPERATION/GRANT
	REHAB/REPLACE CLARIFIER BASINS	620	56300	UTILITIES & ENGINEERING	56300		GRAVITY PILING MANHOLES				1,500,000.00		OPERATING
	IONIC EXCHANGE VESSELS (2)	610	56300	UTILITIES & ENGINEERING	56300		TWD PRETREATMENT TOWERS	4,000,000.00					SRF
047102	NW DIXIE HWY DITCH ARPA	810	56300	PUBLIC WORKS	56300		NW DIXIE HWY DRAINAGE IMPROVEMENTS	737,500.00					ARPA
047103	SE MANGO PL DRAIN ARPA	810	56300	PUBLIC WORKS	56300		SE MANGO PLACE DRAINAGE IMPROVEMENTS						ARPA
	DOWNTOWN FLOATING DOCK REPLACEMENT	230	54600	PUBLIC WORKS	54600		DOWNTOWN FLOATING DOCK REPLACEMENT	90,000.00					OPERATING
	BANDSHELL IMPROVEMENTS	220	56300	PUBLIC WORKS	56300		BANDSHELL IMPROVEMENTS		350,000.00				ARPA
	VETERANS MEMORIAL PK AMPHITHEATRE	220	56300	PUBLIC WORKS	56300		VETERANS MEMORIAL PK AMPHITHEATRE	750,000.00					ARPA
	HANEY CREEK NATURE TRAILS	230	56300	PUBLIC WORKS	56300		HANEY CREEK NATURE TRAILS			555,710.00			
	DYER DR. STORMWATER IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		DYER DR. STORMWATER IMPROVEMENTS	50,000.00	262,000.00				ARPA
	LONITA STREET DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		LONITA STREET DRAINAGE IMPROVEMENTS	80,000.00	327,600.00				ARPA
	LAKE CHARLOTTE DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		LAKE CHARLOTTE DRAINAGE IMPROVEMENTS	30,800.00	221,600.00				ARPA
	SE OCEAN AVE DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		SE OCEAN AVE DRAINAGE IMPROVEMENTS		38,000.00	273,000.00			
	SE CENTRAL PKWY DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		SE CENTRAL PKWY DRAINAGE IMPROVEMENTS		17,000.00	128,000.00			
	SE FLAMINGO AVE DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		SE FLAMINGO AVE DRAINAGE IMPROVEMENTS	404,800.00					ARPA
	SW SOUTH CAROLINA DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		SW SOUTH CAROLINA DRAINAGE IMPROVEMENTS		12,000.00	90,720.00			
	MONTEREY RD FORCE MAIN						EVALUATE FM CONDITION WEST OF GRANTS LIFT STATION						
								8,471,860.00	5,504,932.00	9,176,418.00	8,814,063.00	346,800.00	

Keep the same project number if it is an ongoing project until the project is complete (Judy's email 10/26/2021)

SP - Sustainability Action Plan
21045701

Amount ?
New Project Numbering System

Project	Title	Orgn	Bud Acct	Div Title	Proj Acct	R#	Notes	2023 Amt	Year 2	Year 3	Year 4	Year 5	Funding
22011201	GRINDER STA INTALLS	630	56300	UTILITIES & ENGINEERING	56300		GRINDER SYSTEMS	620,500.00	549,475.00	478,450.00	407,425.00	336,400.00	OPERATING
22011201	GRINDER STA INTALLS	630	55200	UTILITIES & ENGINEERING	55200		GRINDER INSTALL RESTORATION	26,000.00	22,100.00	18,200.00	14,300.00	10,400.00	OPERATING
21032601	RO FACILITY	610	56300	UTILITIES & ENGINEERING	56300		CONSTRUCTION RO FACILITY	11,836,420.00	332,000.00				SRF/GRANT/IMPACT
21032603	RO - CONCENTRATE PIPELINE	610	56300	UTILITIES & ENGINEERING	56300		RO - CONCENTRATE PIPELINE	1,343,160.00					SRF/GRANT
21032602	RO - DEEP INJECTION WELL	620	56300	UTILITIES & ENGINEERING	56300		RO - DEEP INJECTION WELL	247,260.00					SRF/GRANT
21032604	ALTERNATIVE WATER SUPPLY PHASE II	610	56300	UTILITIES & ENGINEERING	56300		ALTERNATIVE WATER SUPPLY PHASE II			1,800,000.00	3,000,000.00	3,000,000.00	SRF/GRANT/IMPACT
21040501	MONTEREY RD FORCE MAIN	630	56300	UTILITIES & ENGINEERING	56300		MONTEREY RD FORCE MAIN				75,000.00	425,000.00	OPERATING
20042503	PUBLIC WORKS COMPLEX	790	56200	UTILITIES & ENGINEERING	56200		PUBLIC WORKS COMPLEX		780,157.00	5,862,338.00	5,862,338.00		FUND BALANCE/DEBT
	CHANNEL BASIN UTILITY RELOCATION	630	56300	UTILITIES & ENGINEERING	56300		CHANNEL BASIN UTILITY RELOCATION	60,000.00					Operating
22046101	WRF HEADWORKS IMPROVEMENTS	620	56200	UTILITIES & ENGINEERING	56200		WRF HEADWORKS IMPROVEMENTS	700,000.00			750,000.00	750,000.00	RR/OPERATING/FUND BALANCE
20044402	SAILFISH FM - PHASE II	630	56300	UTILITIES & ENGINEERING	56300		SAILFISH FM - PHASE II	776,601.00					RR/IMPACT
20044201	TURBO BLOWERS	620	56400	UTILITIES & ENGINEERING	56400		TURBO BLOWERS			1,000,000.00	1,000,000.00	1,000,000.00	RR/IMPACT
	DIXIE HWY SIDEWALK 14TH ST TO FL ST IMPROVEMENTS	230	56300	PUBLIC WORKS	56300		DIXIE HWY SIDEWALK 14TH ST TO FL ST IMPROVEMENTS	20,000.00	100,000.00			500,000.00	GRANT/IMPACT
22046301	B&A FLEA MARKET UTILITIES	630	56300	UTILITIES & ENGINEERING	56300		B&A FLEA MARKET UTILITIES				20,000.00	30,000.00	OPERATING
PWP00394	COURTESY DOCK WAVE ATTENUATOR	230	56300	PUBLIC WORKS	56300		COURTESY DOCK WAVE ATTENUATOR	250,000.00		750,000.00	750,000.00		IMPACT/GRANT
22047501	SE ILLINOIS AVE LIVING SHORELINE	810	56300	PUBLIC WORKS	56300		SE ILLINOIS AVE LIVING SHORELINE	170,000.00					OPERATING/GRANT
	REHAB/REPLACE CLARIFIER BASINS	620	56300	UTILITIES & ENGINEERING	56300		GRAVITY PIPING MANIFOLDS					1,500,000.00	OPERATING
21032602	EFFLUENT PUMP STATIONS MODS	620	56300	UTILITIES & ENGINEERING	56300		EFFLUENT PUMP STATIONS MODS	527,178.00					OPERATING
47102	NW DIXIE HWY DITCH ARPA	810	56300	PUBLIC WORKS	56300		NW DIXIE HWY DRAINAGE IMPROVEMENTS	737,500.00					ARPA/GRANT
47103	SE MANGO PL DRAIN ARPA	810	56300	PUBLIC WORKS	56300		SE MANGO PLACE DRAINAGE IMPROVEMENTS	544,000.00					ARPA/GRANT
	DOWNTOWN FLOATING DOCK REPLACEMENT	230	54600	PUBLIC WORKS	54600		DOWNTOWN FLOATING DOCK REPLACEMENT	60,000.00					OPERATING
	BANDSHELL IMPROVEMENTS	220	56300	PUBLIC WORKS	56300		BANDSHELL IMPROVEMENTS	350,000.00					
	VETERANS MEMORIAL PK AMPHITHEATRE	220	56300	PUBLIC WORKS	56300		VETERANS MEMORIAL PK AMPHITHEATRE	999,170.20					
	HANEY CREEK NATURE TRAILS	230	56300	PUBLIC WORKS	56300		HANEY CREEK NATURE TRAILS	555,710.00					
	DYER DR. STORMWATER IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		DYER DR. STORMWATER IMPROVEMENTS	50,000.00	262,000.00				
	LONITA STREET DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		LONITA STREET DRAINAGE IMPROVEMENTS	80,000.00	327,600.00				
	LAKE CHARLOTTE DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		LAKE CHARLOTTE DRAINAGE IMPROVEMENTS	30,800.00	221,600.00				
	SE OCEAN AVE DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		SE OCEAN AVE DRAINAGE IMPROVEMENTS		38,000.00	273,000.00			
	SE CENTRAL PKWY DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		SE CENTRAL PKWY DRAINAGE IMPROVEMENTS		17,000.00	128,000.00			
	SE FLAMINGO AVE DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		SE FLAMINGO AVE DRAINAGE IMPROVEMENTS		56,200.00	404,800.00			
	SW SOUTH CAROLINA DRAINAGE IMPROVEMENTS	810	56300	PUBLIC WORKS	56300		SW SOUTH CAROLINA DRAINAGE IMPROVEMENTS		12,000.00	90,720.00			
								19,984,299.20	2,718,132.00	10,805,508.00	11,879,063.00	7,551,800.00	

Keep the same project number if it is an ongoing project until the project is complete (Judy's email 10/26/2021)

SP - Sustainability Action Plan
21045701

Amount ?
New Project Numbering System

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HIGHWAYS
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ITEM NUMBER:419252 2 PROJECT DESCRIPTION:SR-710/WARFIELD BL. FR MARTIN FPL PWR PLANT TO CR609/SW ALLAPATTAH RD *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:89070000 PROJECT LENGTH: 5.201MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND
CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA

-4,768

TOTAL 419252 2

-4,768

TOTAL 419252 2

-4,768

ITEM NUMBER:434273 4 PROJECT DESCRIPTION:SR-9/I-95 FROM PALM BEACH/MARTIN CO LINE TO CR-708 INTERCHANGE *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:89095000 PROJECT LENGTH: 7.910MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

87,251

TOTAL 434273 4

87,251

TOTAL 434273 4

87,251

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

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU

-1,826

TOTAL 435139 2

-1,826

TOTAL 435139 2

-1,826

ITEM NUMBER:435453 1 PROJECT DESCRIPTION:HIGH MEADOW AVENUE FROM CR-714/MARTIN HIGHWAY TO MURPHY RD *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
ROADWAY ID:89000032 PROJECT LENGTH: 1.766MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

CM

-4,896

SA

-97,785

TOTAL 435453 1

-102,681

TOTAL 435453 1

-102,681

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HIGHWAYS
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ITEM NUMBER:436425 1	PROJECT DESCRIPTION:MURPHY ROAD BRIDGE	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89000002	PROJECT LENGTH: .020MI	TYPE OF WORK:BRIDGE REPLACEMENT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	160,958	
TOTAL 436425 1	160,958	
TOTAL 436425 1	160,958	

ITEM NUMBER:437701 1	PROJECT DESCRIPTION:SR-9/I-95 FROM S OF REST AREA TO S OF SR-714/MARTIN HWY	*SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89095000	PROJECT LENGTH: 5.001MI	TYPE OF WORK:LIGHTING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP	-15,355	
SA	-29	
TOTAL 437701 1	-15,384	
TOTAL 437701 1	-15,384	

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	
ROADWAY ID:89010000	PROJECT LENGTH: 3.570MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHRE	-181,747	
SA	-162,170	
TOTAL 437838 1	-343,917	
TOTAL 437838 1	-343,917	

ITEM NUMBER:438342 1	PROJECT DESCRIPTION:SAVANNAH ROAD FROM NE CARDINAL AVENUE TO JENSEN BEACH BOULEVARD	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89504000	PROJECT LENGTH: 2.085MI	TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2022	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	-16,026	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C		
SU	-57,482	
TOTAL 438342 1	-73,508	
TOTAL 438342 1	-73,508	

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ITEM NUMBER:438345 1 PROJECT DESCRIPTION:SR-5/US-1/ROOSEVELT BRIDGE FR SW JOAN JEFFERSON WAY TO NW WRIGHT BLVD *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIGNING/PAVEMENT MARKINGS
 ROADWAY ID:89015000 PROJECT LENGTH: 2.529MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2022
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-365,341
TOTAL 438345 1	-370,341
TOTAL 438345 1	-370,341

ITEM NUMBER:438346 2 PROJECT DESCRIPTION:SE OCEAN BLVD FROM WEST OF SE HOSPITAL AVE TO SE PALM BEACH ROAD *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:BIKE LANE/SIDEWALK
 ROADWAY ID:89040000 PROJECT LENGTH: .440MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	32,697
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C SU	500,000
TOTAL 438346 2	532,697
TOTAL 438346 2	532,697

ITEM NUMBER:438348 1 PROJECT DESCRIPTION:ST. LUCIE BLVD FROM INDIAN ST TO E. OCEAN BLVD *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
 ROADWAY ID:89000016 PROJECT LENGTH: 2.437MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-5,201
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	7,319
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C SU	-192,252
TOTAL 438348 1	-190,134
TOTAL 438348 1	-190,134

ITEM NUMBER:439979 1 PROJECT DESCRIPTION:PORT SALERNO ELEMENTARY SIDEWALKS VARIOUS LOCATIONS *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
 ROADWAY ID:89900017 PROJECT LENGTH: .707MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T	-1,392
TOTAL 439979 1	-1,392
TOTAL 439979 1	-1,392

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ITEM NUMBER:440020 1 PROJECT DESCRIPTION:NW DIXIE HWY FROM NORTH OF WRIGHT BLVD TO SOUTH OF GREEN RIVER PKWY *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
 ROADWAY ID:89030000 PROJECT LENGTH: .300MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	672
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C TALT	-21,953
TALU	-18,597
TOTAL 440020 1	-39,878
TOTAL 440020 1	-39,878

ITEM NUMBER:440811 1 PROJECT DESCRIPTION:CR-708/SW BRIDGE RD FROM CR-711/PRATT WHITNEY TO SR-5/US-1 *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
 ROADWAY ID:89510000 PROJECT LENGTH: 8.680MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	71,899
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C SA	-304,897
SU	-8,921
TOTAL 440811 1	-241,919
TOTAL 440811 1	-241,919

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/ 0

FUND CODE	2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	1,634,691
SU	811,372
TOTAL 441700 1	2,446,063
TOTAL 441700 1	2,446,063

ITEM NUMBER:442317 1 PROJECT DESCRIPTION:SR-76/KANNER HIGHWAY @ CSX CROSSING 628084L *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RAIL SAFETY PROJECT
 ROADWAY ID:89060000 PROJECT LENGTH: .013MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	5,000
TOTAL 442317 1	5,000
TOTAL 442317 1	5,000

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ITEM NUMBER:443992 1 PROJECT DESCRIPTION:SR-5/US-1 FR N OF NW JENSEN BEACH BLVD TO MARTIN/ST LUCIE COUNTY LINE *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
ROADWAY ID:89010000 PROJECT LENGTH: 1.426MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND CODE	2022
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	7,799
TOTAL 443992 1	7,799
TOTAL 443992 1	7,799

ITEM NUMBER:444345 1 PROJECT DESCRIPTION:NW DIXIE HIGHWAY FR S OF SE GREEN RIVER PRKWAY TO SE GREEN RIVER PKWY *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:89000039 PROJECT LENGTH: .204MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	-2,384
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	17,300
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C	
TALT	13,101
TALU	417,763
TOTAL 444345 1	445,780
TOTAL 444345 1	445,780

ITEM NUMBER:444705 1 PROJECT DESCRIPTION:NE DIXIE HWY, NW ALICE ST AND SE PETTWAY ST @ FEC *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:FEASIBILITY STUDY
ROADWAY ID:89030000 PROJECT LENGTH: .117MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	260,000
TOTAL 444705 1	260,000
TOTAL 444705 1	260,000

ITEM NUMBER:447002 1 PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:LIGHTING
ROADWAY ID:89000056 PROJECT LENGTH: .200MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	549
TOTAL 447002 1	549
TOTAL 447002 1	549

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HIGHWAYS
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ITEM NUMBER:447555 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY
 DISTRICT:04 COUNTY:MARTIN
 ROADWAY ID:89090500 PROJECT LENGTH: .485MI

SIS
 TYPE OF WORK:ROAD RECONSTRUCTION - 2 LANE
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND
CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
 HSP

2,885

TOTAL 447555 1

2,885

TOTAL 447555 1

2,885

ITEM NUMBER:448307 1 PROJECT DESCRIPTION:CITY OF STUART - VARIOUS LOCATIONS
 DISTRICT:04 COUNTY:MARTIN
 ROADWAY ID:89000044 PROJECT LENGTH: .748MI

NON-SIS
 TYPE OF WORK:SIDEWALK
 LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND
CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
 TALT

5,000

TOTAL 448307 1

5,000

TOTAL 448307 1

5,000

ITEM NUMBER:448397 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BLVD TURN LANE AT TOMMY CLEMENTS STREET
 DISTRICT:04 COUNTY:MARTIN
 ROADWAY ID:89070000 PROJECT LENGTH: .390MI

SIS
 TYPE OF WORK:ADD LEFT TURN LANE(S)
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 1

FUND
CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
 SU

26,903

TOTAL 448397 1

26,903

TOTAL 448397 1

26,903

ITEM NUMBER:449160 1 PROJECT DESCRIPTION:SR-9/I-95 FR S OF SR-76/KANNER HWY TO MARTIN/ST. LUCIE COUNTY LINE
 DISTRICT:04 COUNTY:MARTIN
 ROADWAY ID:89095000 PROJECT LENGTH: 13.327MI

SIS
 TYPE OF WORK:RESURFACING
 LANES EXIST/IMPROVED/ADDED: 6/ 3/ 0

FUND
CODE

2022

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
 SA

250,373

TOTAL 449160 1

250,373

TOTAL 449160 1

250,373

TOTAL DIST: 04

2,845,510

TOTAL HIGHWAYS

2,845,510

FLORIDA DEPARTMENT OF TRANSPORTATION
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PLANNING
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ITEM NUMBER: 439328 3 PROJECT DESCRIPTION: MARTIN COUNTY FY 2020/2021-2021/2022 UPWP
 DISTRICT: 04 COUNTY: MARTIN
 ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: TRANSPORTATION PLANNING
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	335,906
TOTAL 439328 3	335,906
TOTAL 439328 3	335,906

ITEM NUMBER: 439328 4 PROJECT DESCRIPTION: MARTIN COUNTY FY 2022/2023-2023/2024 UPWP
 DISTRICT: 04 COUNTY: MARTIN
 ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK: TRANSPORTATION PLANNING
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2022
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	205,571
TOTAL 439328 4	205,571
TOTAL 439328 4	205,571
TOTAL DIST: 04	541,477
TOTAL PLANNING	541,477

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MISCELLANEOUS
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ITEM NUMBER:436735 2
DISTRICT:04
ROADWAY ID:89010000

PROJECT DESCRIPTION:JONATHAN DICKINSON STATE PARK-FLAP GRANT FOR TRAIL & US-1 SIGNALIZATN
COUNTY:MARTIN
PROJECT LENGTH: .070MI

NON-SIS
TYPE OF WORK:ENVIRONMENTAL TEST/MITIGATE
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2022
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	7,432
TOTAL 436735 2	7,432
TOTAL 436735 2	7,432
TOTAL DIST: 04	7,432
TOTAL MISCELLANEOUS	7,432
GRAND TOTAL	3,394,419

2022 Federally Obligated Transit Funds

FM#	Project Description	Fund	Work Mix	Phase	2022 Funding
4134931	MARTIN COUNTY TRANSIT SECTION 5307	FTA	FIXED ROUTE	TRANSIT OPERATION	\$308,323
NA	MARTIN COUNTY TRANSIT SECTION 5307 - CARES ACT	FTA	FIXED ROUTE	TRANSIT OPERATION	\$645,605
4259773	MARTIN COUNTY TRANSIT SECTION 5311 - CARES ACT	FTA	FIXED ROUTE	TRANSIT OPERATION	\$248,823

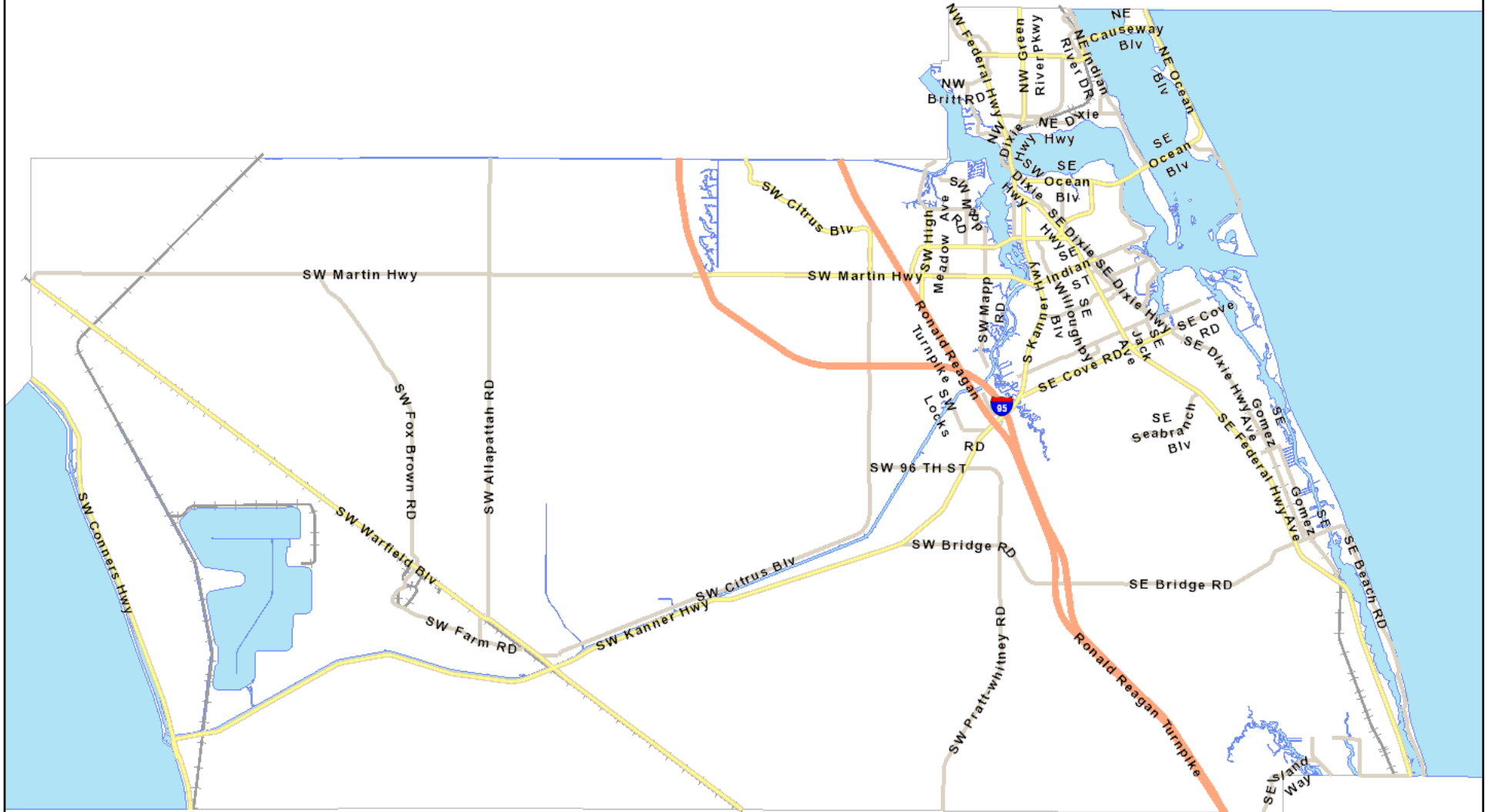
Table 12 - Transportation Disadvantaged (TD) Program - FY24

Trip & Equipment Grant Allocation			Planning Grant Allocation		
TD Trust Fund	Local Match	Total	TD Trust Fund	Local Match	Total
\$294,412	\$32,712	\$327,124	\$24,540	\$0	\$24,540

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 2023/24, the Commission for the Transportation Disadvantaged has programmed the following funds for the Martin County TD program:

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.

Martin Metropolitan Planning Area



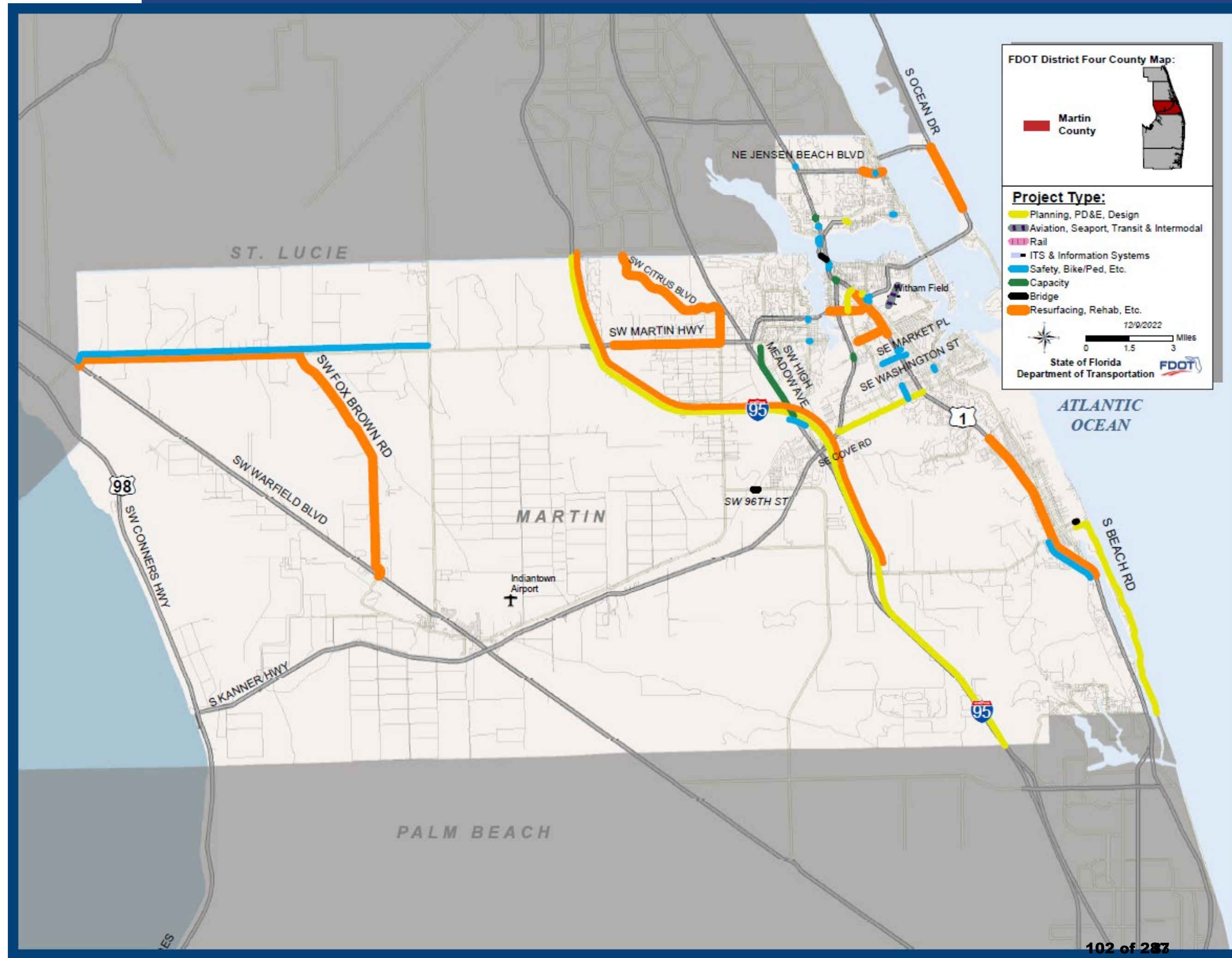
Friday, February 21, 2014, 10:29:22 AM, Disclaimer: The Geographic Information System map product, received from Martin County, ("COUNTY") is provided "as is" without warranty of any kind, and the COUNTY expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The COUNTY does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the COUNTY in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the COUNTY is entirely assumed by the recipient. Please contact the responsible Martin County Department for specific determinations.





MARTIN COUNTY

MPO 6/19/23



Safety Plan

for

Marty

Martin County's Public Transit Service



For

Federal Transit Administration

Martin County Board of County Commissioners

Version 2


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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
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	Date of Signature	
	11/15/2022	11/21/22	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Approval	
		12/06/2022	
Approval by the Board of Directors or an Equivalent Authority	James Gorton, Public Works Director Martin County Board of County Commissioners	Date of Approval	
	Approved BOCC meeting agenda item	12/06/2022	

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			
<i>Record the complete history of successive versions of this plan.</i>			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		New Document	06/02/2020
2	Page 1-16	Staff and reporting procedure changes	11/18/2022

Annual Review and Update of the Agency Safety Plan
This plan will be jointly reviewed by the Chief Safety Officer and the Transit Systems Coordinator by June 1 of each year. The Accountable Executive will review and approve any changes, signing the new ASP, it will then go to the Board of County Commissioner for approval.

3. Safety Performance Targets

Safety Performance Targets								
<i>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 2020 (October 1, 2019 – September 30, 2020).</i>								
Mode of Transit Service	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	54,950	
Commuter Bus	0	0	0	0	0	0	28,661	
ADA Paratransit	0	0	0	0	0	0	0	

Safety Performance Target Coordination		
<i>Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.</i>		
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	
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Martin Metropolitan Planning Organization	

4. Safety Management Policy

<p>Safety Management Policy Statement <i>including safety objectives.</i></p>	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>MARTY and its On-Road Contractor is 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.</p>
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Safety Management Policy Communication	
<p>The Transit Administrator, who leads SMS activities, communicated an “SMS principles” update to transit staff in October of 2022, at a Staff meeting. MARTY’s Safety Management Policy Statement was also 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.</p>	
Authorities, Accountabilities, and Responsibilities	
Accountable Executive	<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.
Chief Safety Officer or SMS Executive	<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.
Agency Leadership and Executive Management	<p>The Transit Systems Coordinator 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 • Modify policies consistent with implementation of the SMS, as necessary.
Key Staff	<p>The Contracted On-Road Operations and Safety Manager is responsible for Drivers’ 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>In conformance with the Bipartisan Infrastructure Law 49 U.S.C § 5329(d)(5) a joint safety committee has been established and will meet monthly, and annually approve the updated (ASP).</p>
<p>Employee Safety Reporting Program</p>	
<p>Martin County's Employee Safety Reporting Program (ESRP) encourages employees or contract employees to report safety conditions to senior management. Employees may report safety concerns in good faith without fear of retribution in the following ways:</p> <ul style="list-style-type: none"> • Report conditions directly to Chief Safety Officer, or Transit Systems Coordinator • Report conditions anonymously via a locked comment box in the County fuel/bus parking lot. • 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 Workday 	
<p>The comment box is checked daily 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.</p>	
<p>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:</p> <ul style="list-style-type: none"> • 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

<p>Safety Risk Management Process</p> <p><i>Describe the Safety Risk Management process, including:</i></p> <ul style="list-style-type: none"> • <i>Safety Hazard Identification: The methods or processes to identify hazards and consequences of the hazards.</i> • <i>Safety Risk Assessment: The methods or processes to assess the safety risks associated with identified safety hazards.</i> • <i>Safety Risk Mitigation: The methods or processes to identify mitigations or strategies necessary as a result of safety risk assessment.</i> 	<p>MARTY uses the SRM process as a primary method to ensure the safety of our operations, passengers, employees, vehicles, 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.</p> <p>Safety Hazard Identification</p> <p>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:</p>
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- 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

<p>Through our Safety Assurance process, MARTY:</p> <ul style="list-style-type: none"> • 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.
<p>Safety Performance Monitoring and Measurement</p>
<p><i>Describe activities to monitor the system for compliance with procedures for operations and maintenance.</i></p> <p>MARTY has many processes in place to monitor its entire transit system for compliance with operations and maintenance procedures, including:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>

<p><i>Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended.</i></p> <p>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.</p> <p>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.</p> <p>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.</p>
<p><i>Describe activities to conduct investigations of safety events, including the identification of causal factors.</i></p> <p>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.</p> <p>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.</p> <p>The Final Report and all documentation of the investigation, will be given to the Chief Safety Officer, for determination whether:</p> <ul style="list-style-type: none">• 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. <p>All records will be maintained by the Chief Safety Officer for a minimum of five years from the date of completion of the investigation.</p>
<p><i>Describe activities to monitor information reported through internal safety reporting programs.</i></p> <p>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.</p>

7. Safety Promotion

<p>Competencies and Training <i>Describe the safety training program for all agency employees and contractors directly responsible for safety.</i></p>	<p>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:</p> <ul style="list-style-type: none"> • Bus vehicle operators • Dispatchers • Maintenance technicians • Manager and supervisors • Agency Leadership and Executive Management • Chief Safety Officer • Accountable Executive <p>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.</p> <p>Safety training is conducted by the Operations and Safety Manager, Training Coordinator, and Chief Safety Officer.</p> <p>Basic training requirements, including frequencies and refresher training are documented in</p> <ul style="list-style-type: none"> • Marty Non-Driver Safety Training and Procedures Manual • Driver Safety Training is detailed in the SSPP, Section 7. • Contractor Safety Management system (SMS) Plan • Maintenance Technicians Safety Training is outlined in the Marty-Vehicle Maintenance Plan, Pg 9, Training Section. • 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. <p>Operations safety-related skill training includes the following:</p> <ul style="list-style-type: none"> • 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, and • Accident investigation training for operations supervisors and managers. <p>Vehicle maintenance safety-related skill training includes the following:</p> <ul style="list-style-type: none"> • Ongoing vehicle maintenance technician skill training, • Ongoing skill training for vehicle maintenance supervisors, • Accident investigation training for vehicle maintenance supervisors, • Ongoing hazardous material training for vehicle maintenance technicians and supervisors, and • Training provided by vendors. <p>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).</p>
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<p>Safety Communication <i>Describe processes and activities to communicate safety and safety performance information throughout the organization.</i></p>	<p>The Chief Safety Officer and the Operations & Safety Manager coordinate MARTY's safety communication activities for the SMS.</p> <p>Safety and safety performance information is communicated to the contractor and County staff during the 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.</p> <p>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.</p>
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Additional Information

<p>Supporting Documentation <i>Include or reference documentation used to implement and carry out the ASP that are not included elsewhere in this Plan.</i></p>	<p>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.</p> <p>Documents used to develop the ASP:</p> <ul style="list-style-type: none"> • Marty SSPP • Contractor SMS Plan • Marty SMS plan • Marty Vehicle Maintenance Plan • Non-Driver Safety Training and Procedures Manual
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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.
- **Accountable Executive** means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.
- **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.
- **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.
- **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.
- **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.
- **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, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
- **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
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

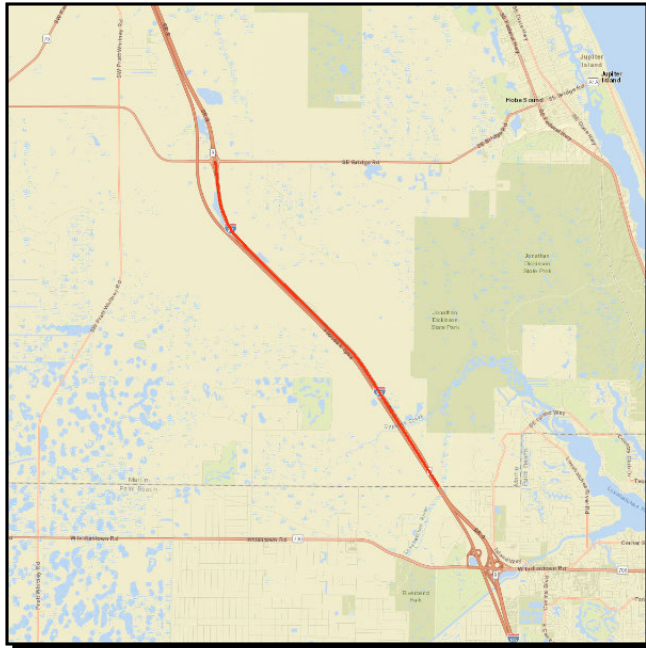
Agency Safety Plan		PTASP VERSION	2
Committee Member Name (Print)	Role	Signature	Date
Tony Hanks			
Jawan Gaur			10/26/22
Samuel Orellana			10/26/22
Phil Holman			10/28/22
Ainsit Teemel			10/28/22
Herald Brown			10/29/22
Toya Rich			10/31/22
Mike Ray Riley			10/31/22
By signing above, I agree to the adoption and implementation of this plan /policy as a minimum requirement			

Section A - Highway

4132532

SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD

SIS



Project Description: PD&E STUDY - WIDEN FROM 6 LANES TO 8 LANES. NO R/W NEEDED

Work Summary: PD&E/EMO STUDY **From:** MARTIN/PALM BEACH COUNTY LINE

To: S OF CR-708/BRIDGE RD

Lead Agency: FDOT

Length: 7.459

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PDE	SA	50,000	0	0	0	0	50,000
PDE	ACNP	550,000	1,600,000	0	0	0	2,150,000
Total		600,000	1,600,000	0	0	0	2,200,000

Prior Year Cost: 0
Future Year Cost: 2,200,000
Total Project Cost: 2,200,000

4132542

SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH MEADOW AVE

SIS



Project Description: PHASE 22-01: PRE-WORK PHASE 22-02: PD&E PHASE 22-01: PRE-WORK; PHASE 22-02: PD&E NO R/W NEEDED; INTERCHANGE COMPATIBLE PARK AND RIDE FEASIBILITY TO BE CONDUCTED DURING PRE-WORK

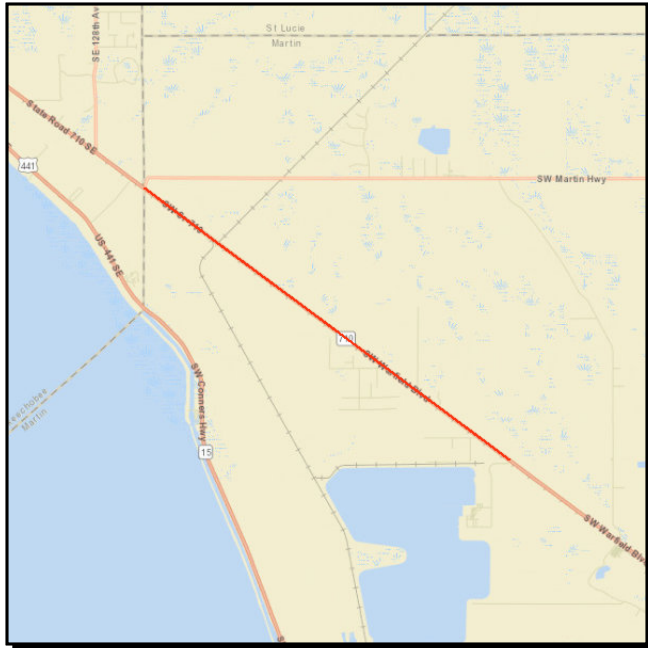
Work Summary: PD&E/EMO STUDY **From:** CR-708/BRIDGE RD
To: HIGH MEADOW AVE
Length: 6.44

Lead Agency: FDOT

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PDE	ACNP	550,000	1,600,000	0	0	0	2,150,000
Total		550,000	1,600,000	0	0	0	2,150,000

Prior Year Cost: 0
Future Year Cost: 2,150,000
Total Project Cost: 2,150,000

4192523 SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD SIS



Project Description: 2022 MPO PRIORITY #2 INVESTIGATE ROADWAY IMPROVEMENTS NEEDED ALONG THIS SECTION

Work Summary: FEASIBILITY STUDY **From:** MARTIN/OKEECHOBEE CO LINE

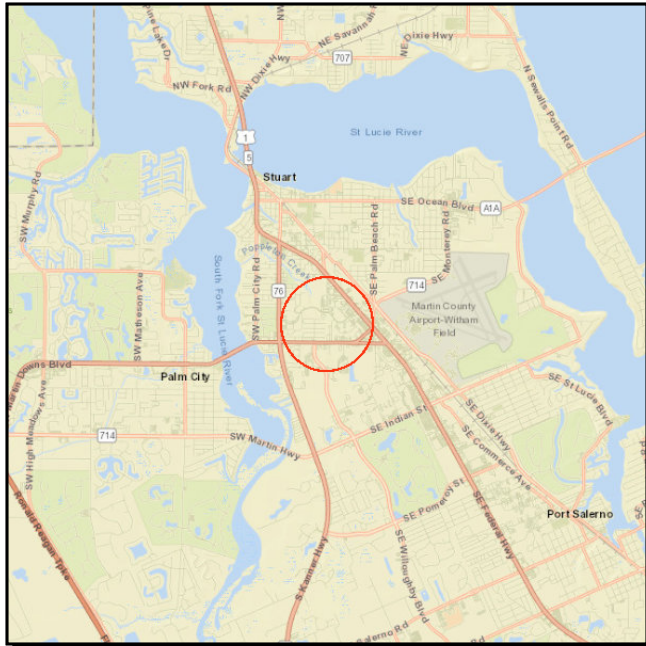
To: FPL POWER PLANT ACCESS ROAD

Lead Agency: FDOT **Length:** 9.771

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	681,474	0	0	0	0	681,474
Total		681,474	0	0	0	0	681,474

Prior Year Cost: 1,928,241
Future Year Cost: 681,474
Total Project Cost: 2,609,715

4196693 **WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY** **Non-SIS**



Project Description: 2022 MPO PRIORITY #9 NEW 2L ROAD; PD&E R/W NEEDED

Work Summary: PD&E/EMO STUDY **From:** SR-714/MONTEREY RD

To: SR-5/US-1/FEDERAL HWY

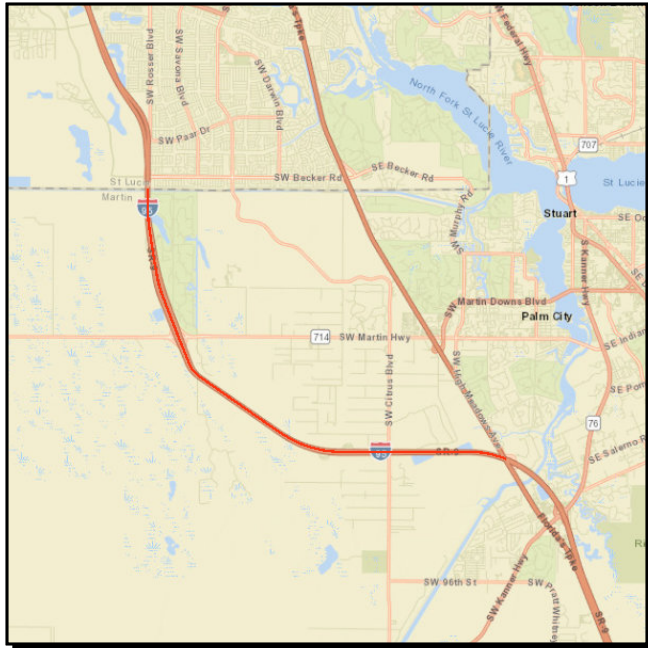
Lead Agency: FDOT

Length: .000

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PDE	SA	1,768,301	0	0	0	0	1,768,301
PDE	SU	1,831,422	0	0	0	0	1,831,422
PDE	CM	915,277	0	0	0	0	915,277
Total		4,515,000	0	0	0	0	4,515,000

Prior Year Cost: 577,284
Future Year Cost: 4,515,000
Total Project Cost: 5,092,284

4226815 SR-9/I-95 FROM SW HIGH MEADOW AVE TO MARTIN/ST. LUCIE COUNTY LINE SIS



Project Description: PD&E STUDY - WIDEN FROM 6 LANES TO 8 LANES, R/W NOT NEEDED

Work Summary: PD&E/EMO STUDY **From:** HIGH MEADOW AVE
To: MARTIN/ST.LUCIE COUNTY LINE

Lead Agency: FDOT **Length:** 10.918

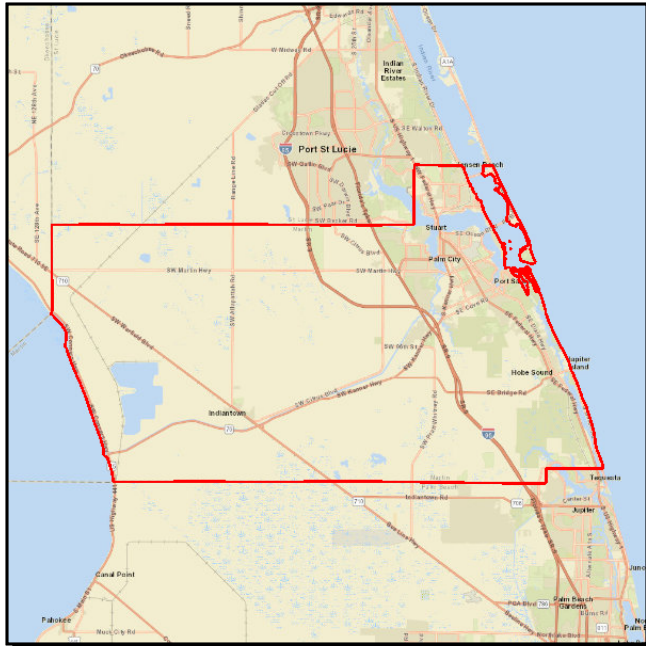
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PDE	ACNP	550,000	2,200,000	0	0	0	2,750,000
Total		550,000	2,200,000	0	0	0	2,750,000

Prior Year Cost: 0
Future Year Cost: 2,750,000
Total Project Cost: 2,750,000

4278035

MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM

Non-SIS



Project Description: TRAFFIC SIGNALS

Work Summary: TRAFFIC SIGNALS

From:

To: COUNTYWIDE

Lead Agency: Martin County

Length: .000

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
OPS	DITS	171,017	176,148	181,433	193,647	0	722,245
OPS	DDR	239,911	247,107	254,943	256,694	0	998,655
Total		410,928	423,255	436,376	450,341	0	1,720,900

Prior Year Cost: 1,231,719
Future Year Cost: 1,720,900
Total Project Cost: 2,952,619

4383452

SR-5/US-1 @ SW JOAN JEFFERSON WAY

Non-SIS



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.

Work Summary: TRAFFIC SIGNALS **From:**
To: SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD .206
Lead Agency: FDOT **Length:**

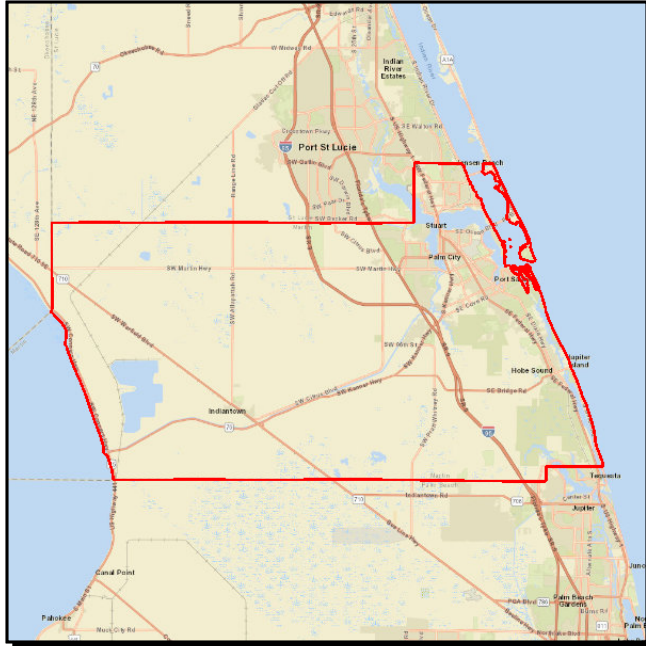
Prior Year Cost: 379,384
Future Year Cost: 3,514,766
Total Project Cost: 3,894,150

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	27,398	27,398	0	0	0	54,796
PE	DDR	300,000	0	0	0	0	300,000
ROW	DDR	0	0	1,057,213	0	0	1,057,213
ROW	DIH	0	0	54,000	0	0	54,000
RRU	DDR	0	0	0	3,000	0	3,000
CST	SU	0	0	0	0	136,830	136,830
CST	DIH	0	0	0	0	76,258	76,258
CST	DDR	0	0	0	0	1,832,669	1,832,669
Total		327,398	27,398	1,111,213	3,000	2,045,757	3,514,766

4393284

MARTIN COUNTY FY 2022/2023-2023/2024 UPWP

Non-SIS



Project Description: FHWA PLANNING (PL) FUNDS

Work Summary: TRANSPORTATION PLANNING

From:

To: N/A

Lead Agency: Martin MPO

Length: .000

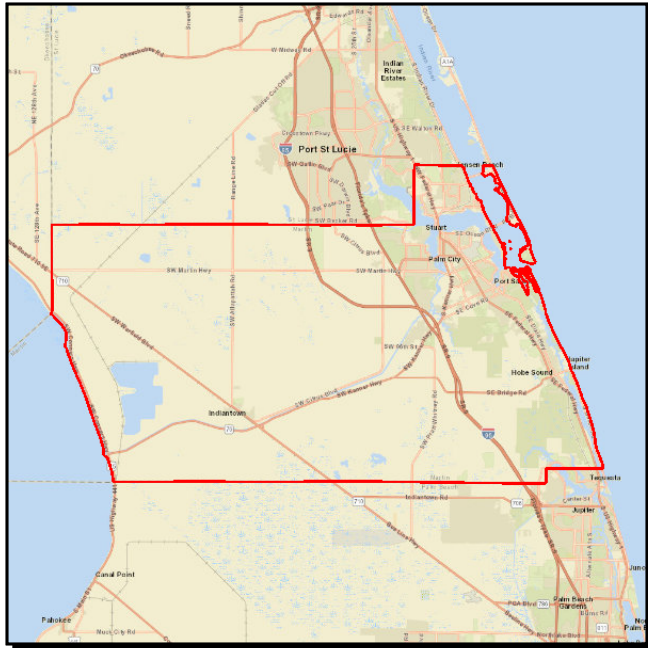
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	PL	712,484	0	0	0	0	712,484
Total		712,484	0	0	0	0	712,484

Prior Year Cost: 841,168
Future Year Cost: 712,484
Total Project Cost: 1,553,652

4393285

MARTIN COUNTY FY 2024/2025-2025/2026 UPWP

Non-SIS



Project Description: FHWA PLANNING (PL) FUNDS

Work Summary: TRANSPORTATION PLANNING

From:

To: N/A

Lead Agency: Martin MPO

Length: .000

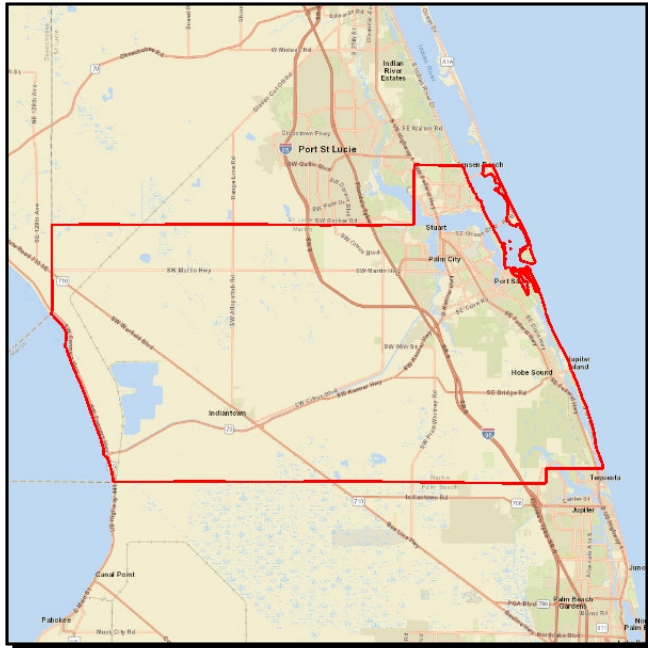
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	PL	0	565,739	570,038	0	0	1,135,777
Total		0	565,739	570,038	0	0	1,135,777

Prior Year Cost: 0
Future Year Cost: 1,135,777
Total Project Cost: 1,135,777

4393286

MARTIN COUNTY FY 2026/2027-2027/2028 UPWP

Non-SIS



Project Description: FHWA PLANNING (PL) FUNDS

Work Summary: TRANSPORTATION PLANNING **From:**

To:

Lead Agency: Martin MPO 0

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PLN	PL	0	0	0	570,038	570,038	1,140,076
Total		0	0	0	570,038	570,038	1,140,076

Prior Year Cost: 0
Future Year Cost: 1,140,076
Total Project Cost: 1,140,076

4413181

SR-9/I-95 @ CR-17/HIGH MEADOW AVENUE

SIS



Project Description: STANDALONE INDEPENDENT PROJECT

Work Summary: LANDSCAPING **From:**
To: I-95 AT HIGH MEADOW AVE

Lead Agency: FDOT **Length:** .541

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DIH	37,188	0	0	0	0	37,188
CST	DDR	868,531	0	0	0	0	868,531
CST	DS	116,873	0	0	0	0	116,873
Total		1,022,592	0	0	0	0	1,022,592

Prior Year Cost: 116,805
Future Year Cost: 1,022,592
Total Project Cost: 1,139,397

4416362

SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING

Non-SIS



Project Description: 2022 MPO PRIORITY# 4 IS R/W NEEDED; RAILROAD/ROADWAY GRADE SEPARATION.

Work Summary: PD&E/EMO STUDY **From:** SR-714/Monterey Road
To: At FEC Railroad Crossing

Lead Agency: FDOT **Length:** .035

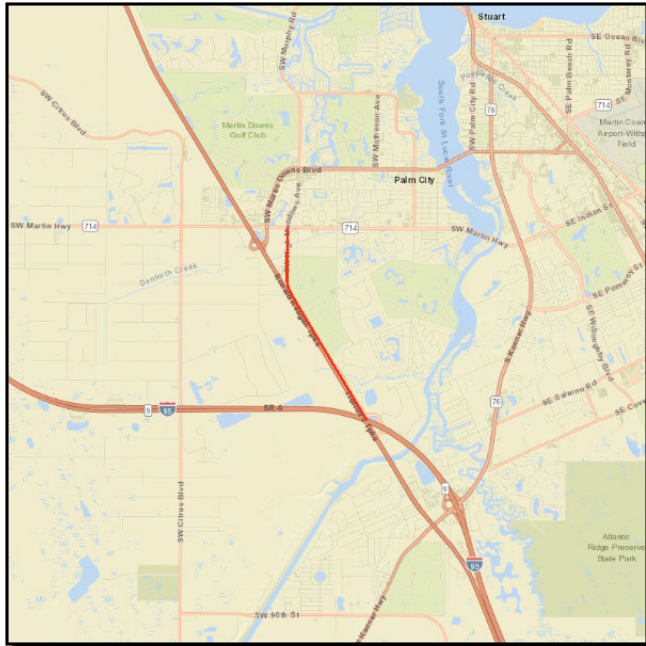
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PDE	DS	1,500,000	0	0	0	0	1,500,000
Total		1,500,000	0	0	0	0	1,500,000

Prior Year Cost: 510,000
Future Year Cost: 1,500,000
Total Project Cost: 2,010,000

4416991

CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY

Non-SIS



Project Description: 2022 MPO PRIORITY #10 WIDEN FROM 2 LANES TO 4 LANES R/W NEEDED

Work Summary: ADD LANES & RECONSTRUCT

From: I-95

To: CR-714/MARTIN HWY

Lead Agency: FDOT

Length: 2.67

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	0	978,352	0	0	978,352
PE	ACPR	0	0	198,643	0	0	198,643
ROW	SU	0	0	0	0	1,882,913	1,882,913
ROW	CM	0	0	0	0	597,523	597,523
Total		0	0	1,176,995	0	2,480,436	3,657,431

Prior Year Cost: 2,250,886
Future Year Cost: 3,657,431
Total Project Cost: 5,908,317

4417001

COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1

Non-SIS



Project Description: 2022 MPO PRIORITY #1 WIDEN FROM 2 TO 4 LANES NO R/W NEEDED

Work Summary: PD&E/EMO STUDY **From:** SR-76/KANNER HWY

To: SR-5/US-1

Lead Agency: FDOT

Length: 3.23

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PDE	SU	25,000	0	0	0	0	25,000
PE	CM	0	1,035,129	0	0	0	1,035,129
PE	TRIP	0	1,811,977	0	0	0	1,811,977
PE	SU	0	464,184	1,748,753	0	0	2,212,937
PE	ACPR	0	0	125,760	0	0	125,760
Total		25,000	3,311,290	1,874,513	0	0	5,210,803

Prior Year Cost: 3,049,696
Future Year Cost: 5,210,803
Total Project Cost: 8,260,499

4419221 SE INDIAN STREET FROM SE GATEHOUSE CIRCLE TO US-1/SE FEDERAL HIGHWAY Non-SIS



Project Description: SMALL COUNTY OUTREACH PROGRAM JPA W/ MARTIN COUNTY

Work Summary: RESURFACING **From:** SR-76/KANNER HWY

To: US-1/SE FEDERAL HWY

Lead Agency: Martin County

Length: 1.32

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	GRSC	532,454	0	0	0	0	532,454
Total		532,454	0	0	0	0	532,454

Prior Year Cost: 1,506,374
Future Year Cost: 532,454
Total Project Cost: 2,038,828

4419951

MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING

SIS



Project Description:

Work Summary: MSCO WEIGH STATION STATIC/WIM
From:
To: (EAST SIDE OF I-95)

Lead Agency: FDOT **Length:** 1.702

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DWS	0	0	0	0	4,711,981	4,711,981
Total		0	0	0	0	4,711,981	4,711,981

Prior Year Cost: 0
Future Year Cost: 4,711,981
Total Project Cost: 4,711,981

4435051

SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE

Non-SIS



Project Description: MARTIN COUNTY US-1 SHARED USE PATH

Work Summary: BIKE PATH/TRAIL **From:** SE BRIDGE RD.

To: HOBE SOUND WILDLIFE REFUGE

Lead Agency: FDOT

Length: 1.930

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	TLWR	0	485,960	0	0	0	485,960
ENV	TLWR	0	400,699	0	0	0	400,699
PE	DIH	0	32,360	0	0	0	32,360
Total		0	919,019	0	0	0	919,019

Prior Year Cost: 200,324
Future Year Cost: 919,019
Total Project Cost: 1,119,343

4442661 NE JENSEN BEACH BLVD FROM CR-723/NE SAVANNAH RD TO NE INDIAN RIVER DR Non-SIS



Project Description: SCOP, SMALL COUNTY OUTREACH PROGRAM JPA W/MARTIN COUNTY

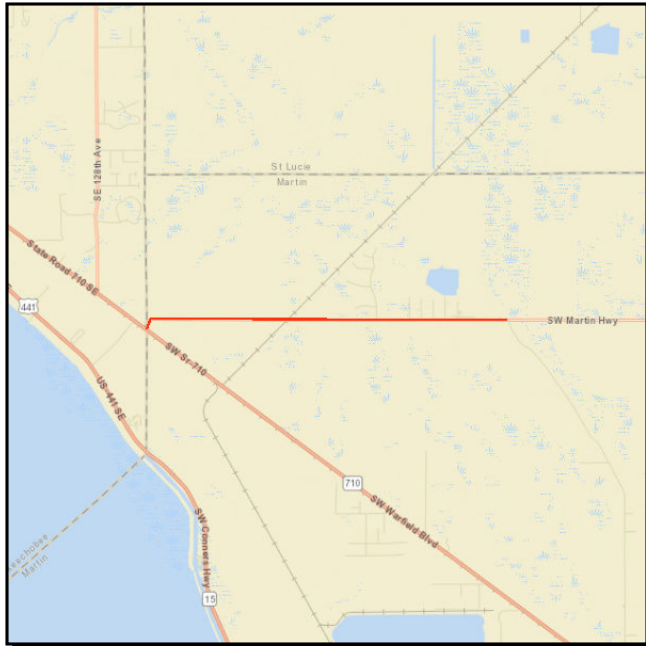
Work Summary: RESURFACING **From:** CR-723/NE SAVANNAH RD
To: NE INDIAN RIVER DR

Lead Agency: Martin County **Length:** .725

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SCED	47,655	0	0	0	0	47,655
CST	SCOP	450,081	0	0	0	0	450,081
CST	GRSC	36,291	0	0	0	0	36,291
CST	LF	178,009	0	0	0	0	178,009
Total		712,036	0	0	0	0	712,036

Prior Year Cost: 0
Future Year Cost: 712,036
Total Project Cost: 712,036

4442681 CR-714/MARTIN HIGHWAY FROM SR-710/SW WARFIELD BLVD TO SW FOX BROWN RD Non-SIS



Project Description: SCOP, SMALL COUNTY OUTREACH PROGRAM JPA W/MARTIN COUNTY

Work Summary: RESURFACING **From:** SR-710/SW WARFIELD BLVD
To: SW FOX BROWN RD

Lead Agency: Martin County **Length:** 7.731

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SCED	217,286	0	0	0	0	217,286
CST	GRSC	136,305	0	0	0	0	136,305
Total		353,591	0	0	0	0	353,591

Prior Year Cost: 2,451,414
Future Year Cost: 353,591
Total Project Cost: 2,805,005

4444051

SR-714/MONTEREY RD/DIXIE HWY/PALM BEACH RD

Non-SIS



Project Description: 2022 MPO PRIORITY #8 PEDESTRIAN/BIKE IMPROVEMENTS NO R/W NEEDED LAP WITH MARTIN COUNTY

Work Summary: BIKE LANE/SIDEWALK **From:**
To: INTERSECTION OF MONTEREY RD/DIXIE HWY AND PB RD

Lead Agency: Martin County **Length:** .317

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	CM	0	28,780	0	0	0	28,780
CST	DIH	0	5,000	0	0	0	5,000
CST	SU	0	1,103,217	0	0	0	1,103,217
Total		0	1,136,997	0	0	0	1,136,997

Prior Year Cost: 5,000
Future Year Cost: 1,136,997
Total Project Cost: 1,141,997

4444151

SR-5/US-1 AT BAKER RD

Non-SIS



Project Description: 2022 MPO PRIORITY #12 NB RIGHT TURN LANE; PEDESTRIAN ENHANCEMENTS; CONVERT SIGNAL FROM STRAIN POLE TO MAST ARMS; MPO AGREES TO GREEN MAST ARMS R/W REQUIRED

Work Summary: INTERSECTION IMPROVEMENT
From:
To: US-1 AT BAKER RD
Lead Agency: FDOT
Length: .011

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	SU	193,640	0	0	0	0	193,640
PE	DIH	26,322	0	0	0	0	26,322
ROW	CM	0	319,397	0	0	0	319,397
CST	SA	0	0	0	135,779	0	135,779
CST	SU	0	0	0	590,343	0	590,343
Total		219,962	319,397	0	726,122	0	1,265,481

Prior Year Cost: 375,813
Future Year Cost: 1,265,481
Total Project Cost: 1,641,294

4444161

SR-5/US-1 AT NW NORTH RIVER SHORES BLVD

Non-SIS



Project Description: 2022 MPO PRIORITY #13 REPLACE SPANWIRE WITH GREEN MAST ARMS FOR FUTURE 4-WAY INTERSECTION (MPO AGREES TO) R/W REQUIRED

Work Summary: TRAFFIC SIGNALS
From:
To: US-1 AT NW NORTH RIVER SHORES BLVD
 .009

Phase:
Lead Agency: FDOT
Length:

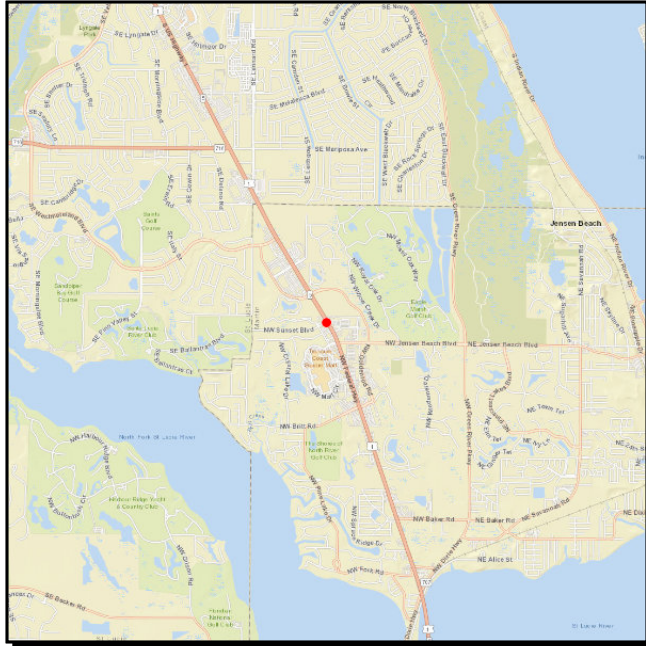
Fund Source		2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	DDR	30,000	135,847	0	0	0	165,847
ROW	DIH	18,000	0	0	0	0	18,000
PE	DIH	20,411	0	0	0	0	20,411
CST	DIH	0	0	0	34,915	0	34,915
CST	SU	0	0	0	549,794	0	549,794
Total		68,411	135,847	0	584,709	0	788,967

Prior Year Cost: 256,720
Future Year Cost: 788,967
Total Project Cost: 1,045,687

4444171

SR-5/US-1 AT NW SUNSET BLVD

Non-SIS



Project Description: 2022 MPO PRIORITY #14 REPLACE SPANWIRE WITH GREEN MAST ARM (MPO AGREES TO) R/W REQUIRED

Work Summary: TRAFFIC SIGNALS **From:**
To: US-1 AT NW SUNSET BLVD

Lead Agency: FDOT **Length:** .008

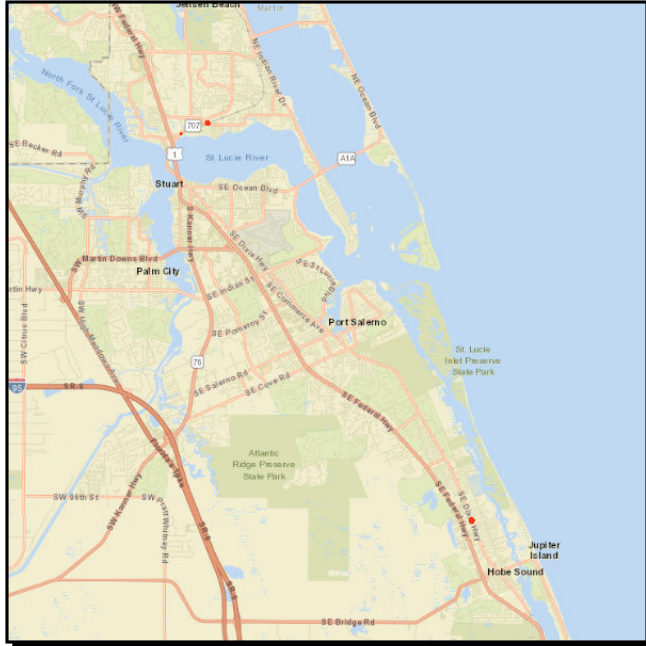
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	DDR	517,920	577,638	0	0	0	1,095,558
ROW	DIH	54,000	0	0	0	0	54,000
PE	DIH	23,095	0	0	0	0	23,095
CST	DIH	0	0	0	34,802	0	34,802
CST	DDR	0	0	0	541,849	0	541,849
Total		595,015	577,638	0	576,651	0	1,749,304

Prior Year Cost: 269,760
Future Year Cost: 1,749,304
Total Project Cost: 2,019,064

4447051

NW ALICE ST @ FEC CROSSING

Non-SIS



Project Description: 2022 MPO PRIORITY #8 SIDEWALK CROSSINGS; R/W NEEDED

Work Summary: FEASIBILITY STUDY **From:**

To: ALICE ST AT FEC CROSSING

Lead Agency: FDOT

Length: .117

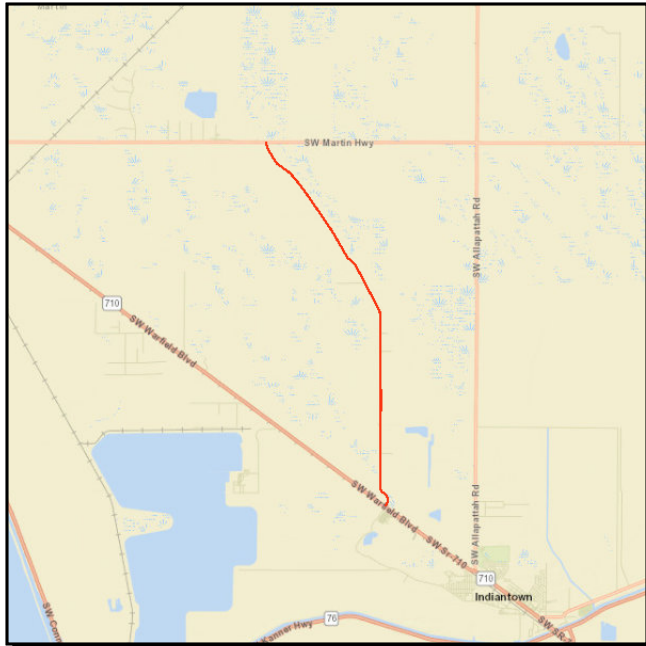
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	260,000	0	0	0	260,000
Total		0	260,000	0	0	0	260,000

Prior Year Cost: 252,000
Future Year Cost: 260,000
Total Project Cost: 512,000

4459531

FOX BROWN RD. FROM SR-710/SW WARFIELD BLVD. TO SW MARTIN HWY

Non-SIS



Project Description: SCOP, SMALL COUNTY OUTREACH PROGRAM JPA W/ MARTIN COUNTY

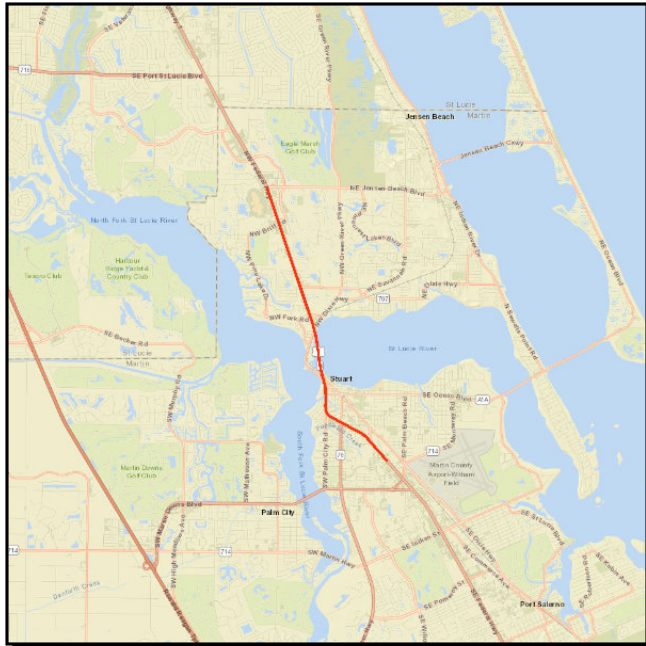
Work Summary: RESURFACING **From:** SR-710/SW WARFIELD BLVD.
To: SW MARTIN HIGHWAY

Lead Agency: Martin County **Length:** 8.523

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SCWR	0	554,865	0	0	0	554,865
CST	SCOP	0	16,327	0	0	0	16,327
CST	GRSC	0	975,089	0	0	0	975,089
CST	LF	0	637,744	0	0	0	637,744
Total		0	2,184,025	0	0	0	2,184,025

Prior Year Cost: 0
Future Year Cost: 2,184,025
Total Project Cost: 2,184,025

4461101 SR-5/US-1 FROM SE CONTRACTORS WAY TO N JENSEN BEACH BLVD Non-SIS



Project Description: RRR EXCEPTION FROM JOAN JEFFERSON WAY TO NW WRIGHT BLVD (INCLUDING ROOSEVELT BRIDGE) INCLUDES EXTENDING SB LEFT TURN AT SB OCEAN BLVD

Work Summary: RESURFACING **From:** SE CONTRACTORS WAY

Lead Agency: FDOT **To:** N JENSEN BEACH BLVD

Length: 5.02

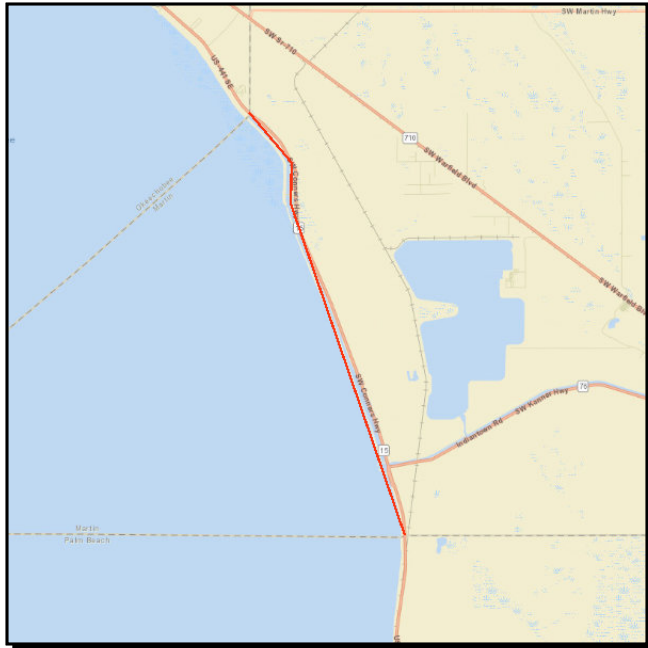
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DIH	42,915	0	0	0	0	42,915
Total		42,915	0	0	0	0	42,915

Prior Year Cost: 14,677,376

Future Year Cost: 42,915

Total Project Cost: 14,720,291

4461711 SR-15/US-98 FR PB/MARTIN COUNTY LINE TO MARTIN/OKEECHOBEE COUNTY LINE SIS



Project Description: RESURFACING

Work Summary: RESURFACING **From:** PB/MARTIN COUNTY LINE

To: MARTIN/OKEECHOBEE COUNTY LINE

Lead Agency: FDOT

Length: 12.333

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DIH	91,842	0	0	0	0	91,842
Total		91,842	0	0	0	0	91,842

Prior Year Cost: 28,179,757
Future Year Cost: 91,842
Total Project Cost: 28,271,599

4462561

SR-76/KANNER HWY @ SW SOUTH RIVER DRIVE

Non-SIS



Project Description: 2022 MPO PRIORITY #5 SB RIGHT TURN LANE R/W NEEDED - TO BE DONATED BY HOA

Work Summary: ADD RIGHT TURN LANE(S)
From: SR-76/KANNER HWY
To: AT SW SOUTH RIVER DRIVE

Lead Agency: FDOT
Length: .101

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	16,949	0	0	0	0	16,949
CST	DIH	0	0	35,342	0	0	35,342
CST	DDR	0	0	428,350	29,850	0	458,200
Total		16,949	0	463,692	29,850	0	510,491

Prior Year Cost: 197,164
Future Year Cost: 510,491
Total Project Cost: 707,655

4462571

SR-5/US-1 @ SR-76/KANNER HIGHWAY

Non-SIS



Project Description: 2022 MPO PRIORITY #15 SOUTHBOUND RIGHT TURN LANE TO NB SR-5/US-1; PEDESTRIAN ENHANCEMENTS; R/W NEEDED

Work Summary: ADD RIGHT TURN LANE(S) **From:** SR-5/US-1
To: AT SR-76/KANNER HIGHWAY

Lead Agency: FDOT **Length:** .128

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	DDR	0	0	130,000	128,000	0	258,000
ROW	DIH	0	0	12,000	0	0	12,000
ROW	SU	0	0	0	894,134	0	894,134
ROW	SA	0	0	0	605,866	0	605,866
CST	CARU	0	0	0	0	485,871	485,871
CST	DIH	0	0	0	0	101,992	101,992
CST	DDR	0	0	0	0	131,185	131,185
CST	DS	0	0	0	0	1,789,957	1,789,957
Total		0	0	142,000	1,628,000	2,509,005	4,279,005

Prior Year Cost: 494,136
Future Year Cost: 4,279,005
Total Project Cost: 4,773,141

4470021

INTERSECTION LIGHTING RETROFIT IMPROVEMENT

Non-SIS



Project Description: INTERSECTION LIGHTING RETROFIT IMPROVEMENT SR-714 @ MAPP RD./ US-1 @ JOAN JEFFERSON WAY - GOES WITH 447003-1

Work Summary: LIGHTING **From:** SR-714 @ MAPP RD./ SR-5 @ JOAN JEFFERSON WAY

Lead Agency: FDOT **Length:** 0.2

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	ACSS	107,930	0	0	0	0	107,930
Total		107,930	0	0	0	0	107,930

Prior Year Cost: 97,796
Future Year Cost: 107,930
Total Project Cost: 205,726

4476491

SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER AVE

Non-SIS



Project Description:

Work Summary: RESURFACING **From:** NORTH OF SE FISCHER ST.

To: NORTH OF SE DECKER AVE

Lead Agency: FDOT **Length:** 1.745

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SA	0	3,877,760	0	0	0	3,877,760
CST	DIH	0	77,556	0	0	0	77,556
CST	DS	0	666,975	0	0	0	666,975
Total		0	4,622,291	0	0	0	4,622,291

Prior Year Cost: 850,692
Future Year Cost: 4,622,291
Total Project Cost: 5,472,983

4476501

A1A FROM NE SHORE VILLAGE TER TO SR-732/JENSEN BEACH CAUSEWAY

Non-SIS



Project Description:

Work Summary: RESURFACING **From:** NE SHORE VILLAGE TER

To: SR-732/JENSEN BEACH CAUSEWAY

Lead Agency: FDOT

Length: 2.372

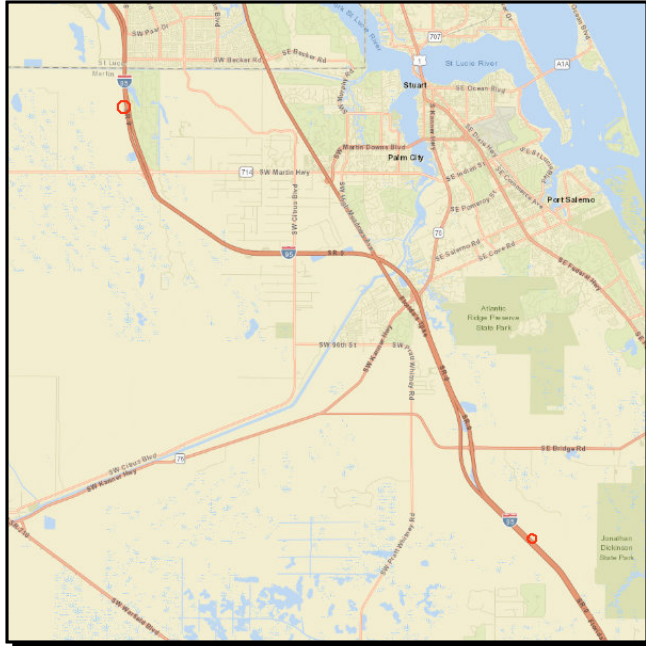
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DIH	0	0	98,507	0	0	98,507
CST	DDR	0	0	2,775,169	0	0	2,775,169
CST	DS	0	0	331,547	0	0	331,547
Total		0	0	3,205,223	0	0	3,205,223

Prior Year Cost: 850,934
Future Year Cost: 3,205,223
Total Project Cost: 4,056,157

4478681

I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES

SIS



Project Description:

Work Summary: MCCO WEIGH STATION From: STATIC/WIM

To:

Lead Agency: FDOT

Length: 20.608

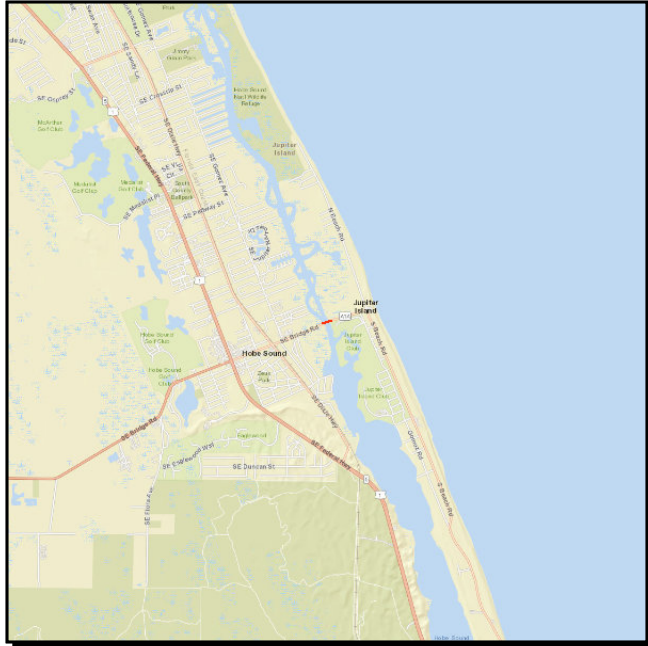
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	DWS	0	0	0	549,613	0	549,613
Total		0	0	0	549,613	0	549,613

Prior Year Cost: 0
Future Year Cost: 549,613
Total Project Cost: 549,613

4480891

CR-708/SE BRIDGE ROAD BASCULE BRIDGE REHABILITATION

Non-SIS



Project Description: SMALL COUNTY OUTREACH PROGRAM SCOUR PROTECTION

Work Summary:

From:

To: CR-708/SE BRIDGE ROAD BASCULE BRIDGE

Lead Agency: Martin County

Length: 0.066

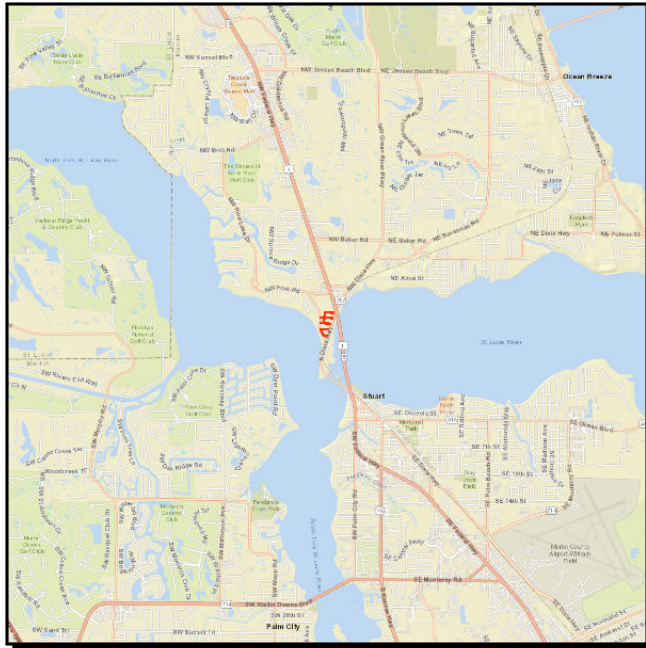
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SCOP	0	0	468,293	0	0	468,293
CST	GRSC	0	0	285,938	0	0	285,938
CST	LF	0	0	251,410	0	0	251,410
Total		0	0	1,005,641	0	0	1,005,641

Prior Year Cost: 0
Future Year Cost: 1,005,641
Total Project Cost: 1,005,641

4483071

CITY OF STUART - RIVERSIDE PARK NEIGHBORHOOD

Non-SIS



Project Description: 2021 MPO TAP PRIORITY #1; LAP W/ CITY OF STUART CONSTRUCTION OF CONCRETE SIDEWALKS, ON STREET PARKING HIGH VISIBILITY DECORATIVE CROSSWALK, MILLING AND RESURFACE

Work Summary: SIDEWALK **From:**
To: Various locations
0.748

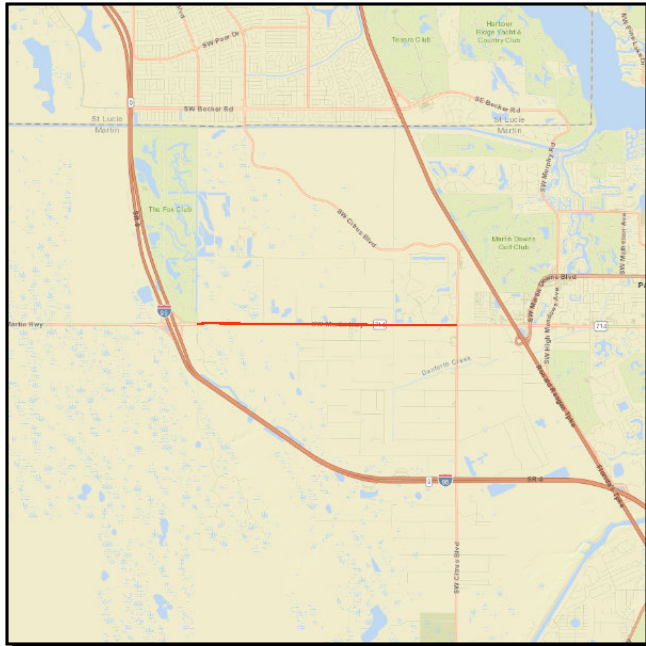
Lead Agency: Martin County **Length:**

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALT	368,331	0	0	0	0	368,331
CST	SM	580,473	0	0	0	0	580,473
CST	TALU	159,867	0	0	0	0	159,867
CST	LF	177,439	0	0	0	0	177,439
Total		1,286,110	0	0	0	0	1,286,110

Prior Year Cost: 5,000
Future Year Cost: 1,286,110
Total Project Cost: 1,291,110

4484461

SR-714/SW MARTIN HWY FROM E OF SW STUART W BLVD TO W OF Non-SIS



Project Description:

Work Summary: RESURFACING **From:** E OF SW STUART W BLVD

To: W OF CITRUS BLVD

Lead Agency: FDOT

Length: 3.623

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	30,091	0	0	0	0	30,091
CST	DIH	0	0	86,899	0	0	86,899
CST	DDR	0	0	747,328	0	0	747,328
CST	DS	0	0	4,909,770	0	0	4,909,770
Total		30,091	0	5,743,997	0	0	5,774,088

Prior Year Cost: 671,605
Future Year Cost: 5,774,088
Total Project Cost: 6,445,693

4484471

SR-5/US-1 FROM .5 MILE S OF SE DIXIE HWY TO S OF SE HERITAGE BLVD Non-SIS



Project Description:

Work Summary: RESURFACING **From:** .5 MILE S OF SE DIXIE HWY

To: S OF SE HERITAGE BLVD

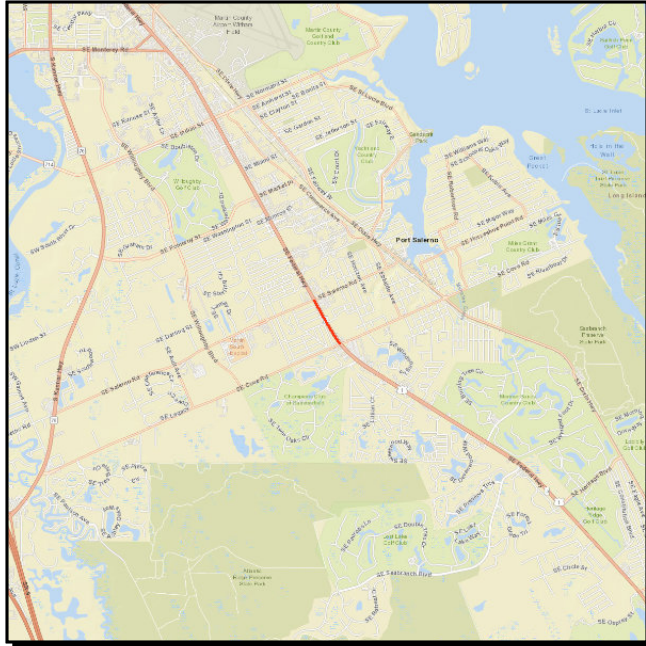
Lead Agency: FDOT **Length:** 6.09

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	85,738	0	0	0	0	85,738
CST	SA	0	0	13,812,275	0	0	13,812,275
CST	DIH	0	0	51,919	53,491	0	105,410
CST	DDR	0	0	690,373	0	0	690,373
Total		85,738	0	14,554,567	53,491	0	14,693,796

Prior Year Cost: 1,519,386
Future Year Cost: 14,693,796
Total Project Cost: 16,213,182

4489971

SE AVALON DRIVE FROM SE COVE ROAD TO SE SALERNO ROAD Non-SIS



Project Description:

Work Summary: SIDEWALK **From:** SE COVE ROAD
To: SE SALERNO ROAD

Lead Agency: Martin County **Length:** 0.501

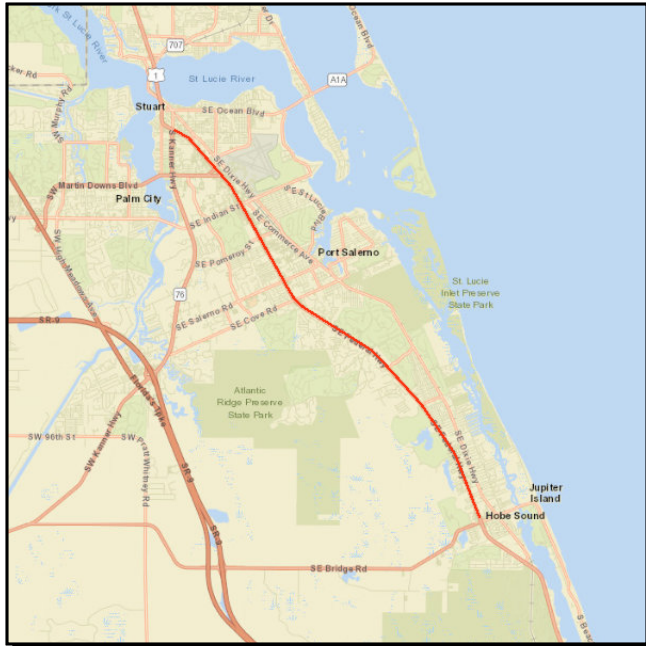
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	TALT	0	214,397	0	0	0	214,397
CST	TALU	0	183,831	0	0	0	183,831
CST	LF	0	91,880	0	0	0	91,880
Total		0	490,108	0	0	0	490,108

Prior Year Cost: 5,000
Future Year Cost: 490,108
Total Project Cost: 495,108

4491591

SR-9/ I-95 N OF BRIDGE RD TO S OF KANNER HWY

SIS



Project Description:

Work Summary: RESURFACING
From: N of Bridge Road
To: S of Kanner Highway
Lead Agency: FDOT
Length: 3.641

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	ACNP	0	7,238,155	0	0	0	7,238,155
Total		0	7,238,155	0	0	0	7,238,155

Prior Year Cost: 865,089
Future Year Cost: 7,238,155
Total Project Cost: 8,103,244

4491601

SR-9/ I-95 FROM S OF KANNER HWY TO MARTIN/ ST. LUCIE COUNTY LINE

SIS



Project Description:

Work Summary: RESURFACING **From:** S OF KANNER HWY
To: MARTIN/ ST. LUCIE COUNTY LINE

Lead Agency: FDOT **Length:** 13.327

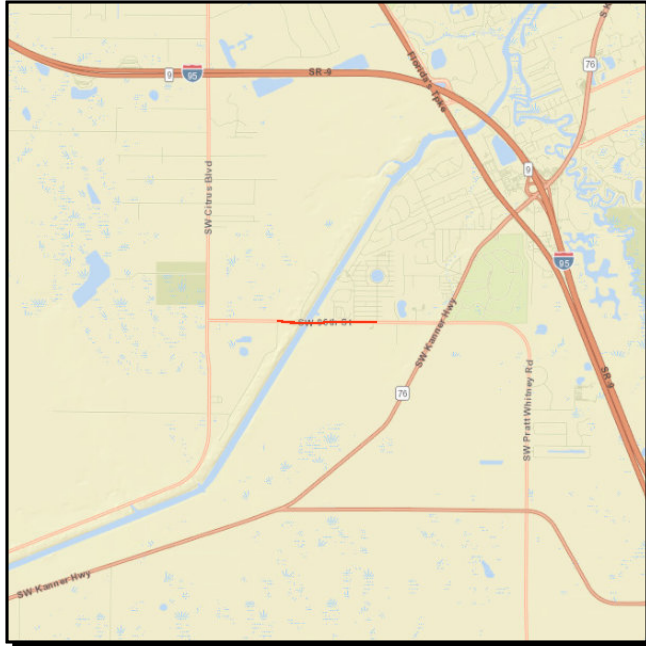
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	ACNP	0	26,286,133	0	0	0	26,286,133
Total		0	26,286,133	0	0	0	26,286,133

Prior Year Cost: 3,099,913
Future Year Cost: 26,286,133
Total Project Cost: 29,386,046

4495071

CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION

Non-SIS



Project Description: W OF SW BOBCAT DR TO E OF SW GREEN RIDGE LANE SCOUR PROTECTION BRIDGE #890093

Work Summary:
From: W OF SW BOBCAT DR
To: E OF SW GREEN RIDGE LANE

Lead Agency: Martin County **Length:** 0.13

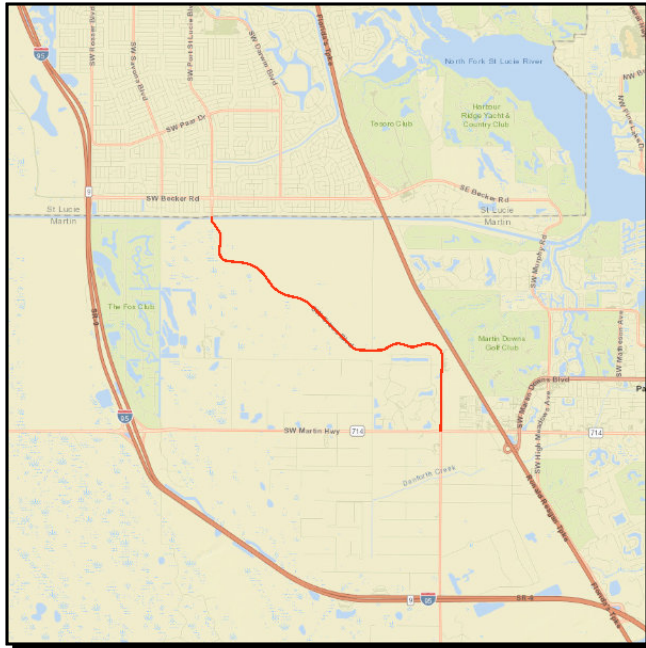
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SCWR	0	0	0	568,293	0	568,293
CST	SCED	0	0	0	487,805	0	487,805
CST	SCOP	0	0	0	55,053	0	55,053
CST	LF	0	0	0	371,440	0	371,440
Total		0	0	0	1,482,591	0	1,482,591

Prior Year Cost: 0
Future Year Cost: 1,482,591
Total Project Cost: 1,482,591

4495081

SW CITRUS BLVD FROM CR 714/MARTIN HWY TO ST. LUCIE COUNTYLINE

Non-SIS



Project Description:

Work Summary: RESURFACING
From: CR 714/MARTIN HWY
To: ST. LUCIE COUNTY LINE
Lead Agency: Martin County
Length: 5.469

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SCOP	0	0	0	423,971	0	423,971
CST	GRSC	0	0	0	1,733,659	0	1,733,659
CST	LF	0	0	0	736,076	0	736,076
Total		0	0	0	2,893,706	0	2,893,706

Prior Year Cost: 0
Future Year Cost: 2,893,706
Total Project Cost: 2,893,706

4498291 SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1 Non-SIS



Project Description:

Work Summary: RESURFACING **From:** SW Palm City Rd

To: 400 FT S of US-1

Lead Agency: Managed by FDOT **Length:** 1.234

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DDR	572,454	0	0	0	0	572,454
PE	DIH	24,884	0	0	0	0	24,884
CST	DIH	0	0	0	131,504	0	131,504
CST	DDR	0	0	0	3,731,433	0	3,731,433
Total		597,338	0	0	3,862,937	0	4,460,275

Prior Year Cost: 0
Future Year Cost: 4,460,275
Total Project Cost: 4,460,275

4505872

SR-707/DIXIE HWY. BRIDGE # 890003

Non-SIS



Project Description: MOVABLE BRIDGE REHABILITATION (ELECTRICAL, MECHANICAL AND STRUCTURAL COMPONENTS) OVER ST. LUCIE RIVER BRIDGE # 890003 IS OWNED AND MAINTAINED BY FDOT

Work Summary: BRIDGE REHABILITATION

From:

To:

Lead Agency: Managed by FDOT

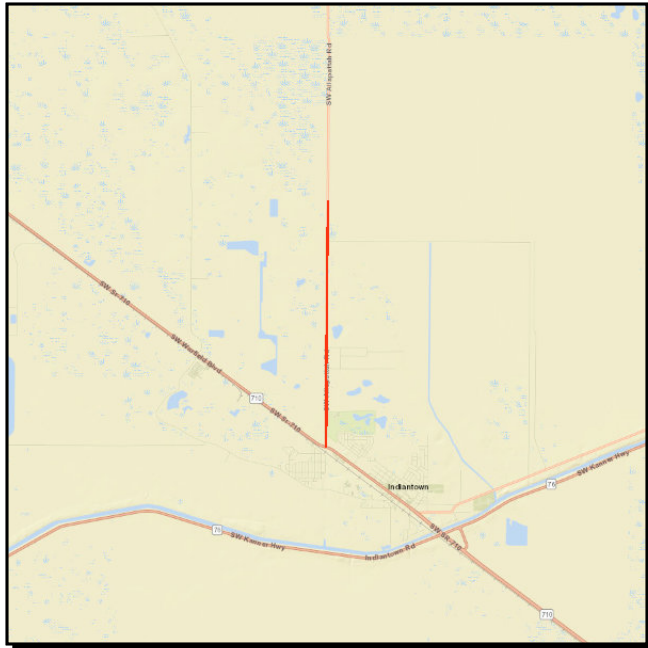
Length: 0.235

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	BRRP	423,731	423,731	0	0	0	847,462
PE	DIH	117,341	0	0	0	0	117,341
CST	BRRP	0	0	0	8,455,494	0	8,455,494
CST	DIH	0	0	0	109,813	0	109,813
Total		541,072	423,731	0	8,565,307	0	9,530,110

Prior Year Cost: 0
Future Year Cost: 9,530,110
Total Project Cost: 9,530,110

4507921

CR-609/ALLAPATAH RD FR SR-710 TO 2,800 FEET NORTH OF MINUTE MAID RD Non-SIS



Project Description: 2023 MPO PRIORITY #16 LAP W/MARTIN COUNTY

Work Summary: WIDEN/RESURFACE EXIST LANES
From: SR-710
To: 2,800 FT. N of Minute Maid Rd

Lead Agency: Managed by FDOT **Length:** 3.582

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	SU	0	0	5,000	0	0	5,000
Total		0	0	5,000	0	0	5,000

Prior Year Cost: 0
Future Year Cost: 5,000
Total Project Cost: 5,000

4507941

CR-708/SE BRIDGE RD BRIDGE# 890107

Non-SIS



Project Description: 2023 MPO PRIORITY #17

Work Summary: FEASIBILITY STUDY **From:**

To:

Lead Agency: Managed by FDOT **Length:** 7.42

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PDE	SU	250,000	0	0	0	0	250,000
Total		250,000	0	0	0	0	250,000

Prior Year Cost: 0
Future Year Cost: 250,000
Total Project Cost: 250,000

4508231 SE WASHINGTON STREET FR US-1/SE FEDERAL HWY TO SE EDISON AVENUE Non-SIS



Project Description: 2023 TA PRIORITY #1

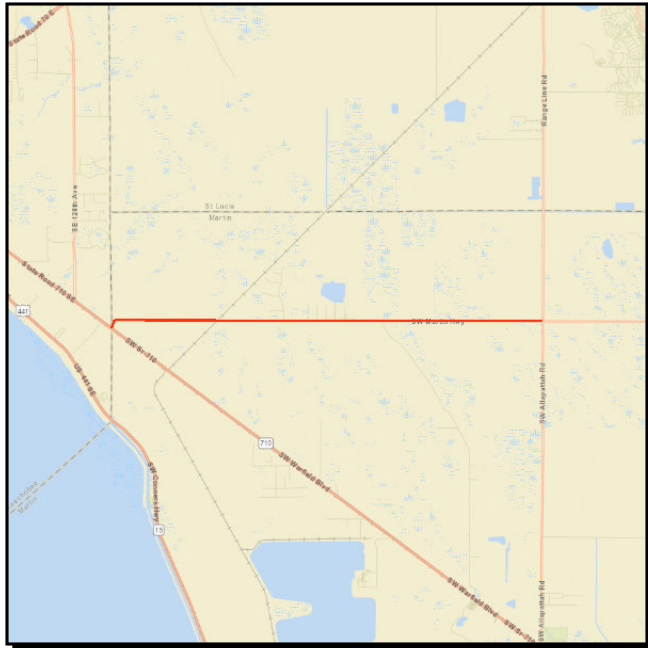
Work Summary: SIDEWALK **From:** US-1
To: SE Edison Avenue

Lead Agency: Managed by FDOT **Length:** 0.671

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	TALT	5,000	0	0	0	0	5,000
CST	TALT	0	0	96,187	0	0	96,187
CST	TALU	0	0	178,231	0	0	178,231
CST	LF	0	0	456,606	0	0	456,606
Total		5,000	0	731,024	0	0	736,024

Prior Year Cost: 0
Future Year Cost: 736,024
Total Project Cost: 736,024

4509441 SR-714/SW MARTIN HWY FR SR-710/SW WARFIELD BLV TO CR-609/ALLAPATTAH RD Non-SIS



Project Description: MARTIN GRADE SCENIC HIGHWAY FHWA/ NATIONAL SCENIC BYWAY PROGRAM GRANT

Work Summary: LANDSCAPING **From:** SR-710
To: CR-609

Lead Agency: Managed by FDOT **Length:** 12.194

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SA	474,000	0	0	0	0	474,000
CST	LF	126,000	0	0	0	0	126,000
Total		600,000	0	0	0	0	600,000

Prior Year Cost: 0
Future Year Cost: 600,000
Total Project Cost: 600,000

4522571

SE COUNTY LINE ROAD/SE WOODEN BRIDGE LANE TO US-1/SR5 Non-SIS



Project Description: SMALL COUNTY OUTREACH PROGRAM (SCOP) JPA W/ MARTIN COUNTY

Work Summary: RESURFACING **From:** SE Wooden Bridge Lane
To: US-1

Lead Agency: Martin County **Length:** 1.678

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
CST	SCWR	0	0	0	0	570,244	570,244
CST	SCED	0	0	0	0	487,805	487,805
CST	SCOP	0	0	0	0	454,146	454,146
CST	GRSC	0	0	0	0	137,805	137,805
CST	LF	0	0	0	0	2,526,085	2,526,085
Total		0	0	0	0	4,176,085	4,176,085

Prior Year Cost: 0
Future Year Cost: 4,176,085
Total Project Cost: 4,176,085

Section B - Transit

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4071893 (TIP#) MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE					Length: .000	*Non-SIS*	
Type of Work: OPERATING/ADMIN. ASSISTANCE					Lead Agency: Martin County		
Project Type: Imported							
Block Grant for operating Transit							
OPS	DPTO	289,242	0	0	0	0	289,242
OPS	DDR	94,619	0	0	0	0	94,619
OPS	LF	383,861	0	0	0	0	383,861
Total		767,722	0	0	0	0	767,722

Prior Years Cost 2,393,137 *Future Years Cost* 0 *Total Project Cost* 3,160,859

FM# 4071894 (TIP#) MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE					Length: .000	*Non-SIS*	
Type of Work: OPERATING/ADMIN. ASSISTANCE					Lead Agency: Martin County		
Project Type: Imported							
OPS	DPTO	0	80,000	0	0	0	80,000
OPS	DDR	0	313,604	405,412	417,575	430,102	1,566,693
OPS	LF	0	393,604	405,412	417,575	430,102	1,646,693
Total		0	787,208	810,824	835,150	860,204	3,293,386

Prior Years Cost 0 *Future Years Cost* 0 *Total Project Cost* 3,293,386

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4134931 (TIP#) MARTIN CO TRANSIT CAPITAL - 5307							*Non-SIS*
Type of Work: CAPITAL FOR FIXED ROUTE				Lead Agency: Martin County			
Transit funding for fixed route							
OPS	FTA	510,000	510,000	510,000	510,000	510,000	2,550,000
CAP	FTA	650,000	650,000	650,000	650,000	650,000	3,250,000
Total		1,160,000	1,160,000	1,160,000	1,160,000	1,160,000	5,800,000
<i>Prior Years Cost</i>		<i>11,623,824</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>17,423,824</i>

FM# 4259773 (TIP#) MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS FROM Section 5311							Length: .000	*Non-SIS*
Type of Work: OPERATING/ADMIN. ASSISTANCE				Lead Agency: Martin County				
Transit operations funding								
OPS	DU	133,937	0	0	0	0	133,937	
OPS	LF	133,937	0	0	0	0	133,937	
Total		267,874	0	0	0	0	267,874	
<i>Prior Years Cost</i>		<i>1,198,094</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		
							<i>1,465,968</i>	

FM# 4259774 (TIP#) MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS							Length: .000	*Non-SIS*
Type of Work: OPERATING/ADMIN. ASSISTANCE				Lead Agency: Martin County				
Project Type: Imported								
OPS	DU	0	164,176	171,915	180,027	188,168	704,286	
OPS	LF	0	164,176	171,915	180,027	188,168	704,286	
Total		0	328,352	343,830	360,054	376,336	1,408,572	
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		
							<i>1,408,572</i>	

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4346611 (TIP#) MARTIN COUNTY SEC 5339		CAPITAL FOR BUS & BUS FACILITIES FROM			Length: .000	*Non-SIS*	
Type of Work: CAPITAL FOR FIXED ROUTE					Lead Agency: Martin County		
					LRTP#: p. 29, Appendix B		
Capital for Fixed Routes - Bus & Bus Facilities							
CAP	FTA	130,000	130,000	130,000	130,000	130,000	650,000
Total		130,000	130,000	130,000	130,000	130,000	650,000
<i>Prior Years Cost</i>		<i>983,145</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,633,145</i>

Section C - Aviation

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4459661 (TIP#) SUA AIRPORT STORMWATER IMPROVEMENTS					Length: .000	*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: Martin County		
Project Type: Imported							
CAP	DPTO	80,000	0	0	0	0	80,000
CAP	LF	20,000	0	0	0	0	20,000
Total		100,000	0	0	0	0	100,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>100,000</i>
FM# 4459781 (TIP#) WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25					Length: .000	*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: Martin County		
Project Type: Imported							
CAP	DPTO	0	0	0	900,000	0	900,000
CAP	LF	0	0	0	225,000	0	225,000
Total		0	0	0	1,125,000	0	1,125,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>1,125,000</i>
FM# 4459791 (TIP#) SUA SUN SHADE HANGARS					Length: .000	*Non-SIS*	
Type of Work: AVIATION REVENUE/OPERATIONAL					Lead Agency: Martin County		
Project Type: Imported							
CAP	DPTO	0	0	400,000	0	0	400,000
CAP	LF	0	0	100,000	0	0	100,000
Total		0	0	500,000	0	0	500,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>500,000</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4459801 (TIP#) WITHAM FIELD AIRPORT HOLD BAY EXTENSION					Length: .000	*Non-SIS*	
Type of Work: AVIATION CAPACITY PROJECT					Lead Agency: Martin County		
Project Type: Imported							
SUA (DESIGN AND CONSTRUCTION)							
CAP	DPTO	0	400,000	0	0	0	400,000
CAP	LF	0	100,000	0	0	0	100,000
Total		0	500,000	0	0	0	500,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>500,000</i>
FM# 4459851 (TIP#) WITHAM FIELD AIPORT BUSINESS PLAN					Length: .000	*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: Martin County		
Project Type: Imported							
CAP	DDR	160,000	0	0	0	0	160,000
CAP	LF	40,000	0	0	0	0	40,000
Total		200,000	0	0	0	0	200,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>200,000</i>
FM# 4481171 (TIP#) MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1 (DESIGN & CONST)						*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: Martin County		
Project Type: Imported							
CAP	DPTO	1,368,000	0	0	0	0	1,368,000
CAP	LF	342,000	0	0	0	0	342,000
Total		1,710,000	0	0	0	0	1,710,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,710,000</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4481181 (TIP#) WITHAM FIELD AIRFIELD SIGNAGE REPLACEMENT (DESIGN AND CONSTRUCT)							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT				Lead Agency: Martin County			
Project Type: Imported							
CAP	DPTO	200,000	0	0	0	0	200,000
CAP	LF	50,000	0	0	0	0	50,000
Total		250,000	0	0	0	0	250,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>250,000</i>
FM# 4495891 (TIP#) WITHAM FIELD PUBLIC SAFETY AVIATION HANGAR 2 DESIGN AND CONSTRUCT							*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL				Lead Agency: Martin County			
Project Type: Imported							
CAP	DPTO	0	500,000	0	0	0	500,000
CAP	LF	0	500,000	0	0	0	500,000
Total		0	1,000,000	0	0	0	1,000,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,000,000</i>
FM# 4495931 (TIP#) WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY D							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT				Lead Agency: Martin County			
Project Type: Imported							
(DESIGN & CONSTRUCT)							
CAP	DPTO	0	1,300,000	0	0	0	1,300,000
CAP	LF	0	325,000	0	0	0	325,000
Total		0	1,625,000	0	0	0	1,625,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,625,000</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total	
FM# 4496091 (TIP#) WITHAM FIELD PUBLIC SAFETY AVIATION HANGAR 1							*Non-SIS*	
Type of Work: AVIATION REVENUE/OPERATIONAL				Lead Agency: Martin County				
Project Type: Imported								
CAP	DPTO	0	0	500,000	0	0	500,000	
CAP	LF	0	0	125,000	0	0	125,000	
Total		0	0	625,000	0	0	625,000	
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		<i>625,000</i>
FM# 4496401 (TIP#) WITHAM FIELD REPLACE PAPIIS ON 12-30 W/ LED UNITS (DESIGN & CONSTRUCT)							*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT				Lead Agency: Martin County				
Project Type: Imported								
CAP	DPTO	0	80,000	0	0	0	80,000	
CAP	LF	0	20,000	0	0	0	20,000	
Total		0	100,000	0	0	0	100,000	
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		<i>100,000</i>
FM# 4515181 (TIP#) WITHAM FIELD - INSTALL WEATHER REPORTING EQUIPMENT 5%							*Non-SIS*	
Type of Work: AVIATION SAFETY PROJECT				Lead Agency: Martin County				
Project Type: Imported								
CAP	DPTO	12,500	0	0	0	0	12,500	
CAP	FAA	22,500	0	0	0	0	22,500	
CAP	LF	12,500	0	0	0	0	12,500	
Total		47,500	0	0	0	0	47,500	
<i>Prior Years Cost</i>		<i>413,500</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		<i>461,000</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4515391 (TIP#) WITHAM FIELD - AIRPORT SECURITY FENCE & GATES, ACCESS CONTROL AND							*Non-SIS*
Type of Work: AVIATION SECURITY PROJECT					Lead Agency: Martin County		
Project Type: Imported							
CAP	DPTO	0	50,000	0	0	0	50,000
CAP	FAA	0	900,000	0	0	0	900,000
CAP	LF	0	50,000	0	0	0	50,000
Total		0	1,000,000	0	0	0	1,000,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,000,000</i>

FM# 4515511 (TIP#) WITHAM FIELD - REPLACE RWY 12 AND 30 EMAS - CONSTRUCTION							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: Martin County		
Project Type: Imported							
CAP	DPTO	0	0	400,000	0	0	400,000
CAP	FAA	0	0	7,200,000	0	0	7,200,000
CAP	LF	0	0	400,000	0	0	400,000
Total		0	0	8,000,000	0	0	8,000,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>8,000,000</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4515521 (TIP#) WITHAM FIELD - REHABILITATION OF MC NON-MOVEMENT AREAS PHASE V							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT					Lead Agency: Martin County		
Project Type: Imported							
DESIGN AND CONSTRUCTION							
CAP	DPTO	0	0	800,000	0	0	800,000
CAP	LF	0	0	200,000	0	0	200,000
Total		0	0	1,000,000	0	0	1,000,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
						<i>1,000,000</i>	

Section D - Turnpike

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4485241 (TIP#) BRIDGE IMPROVEMENTS - 890083 (SR 91) (MP 138) MARTIN COUNTY					Length: 0.094		*SIS*
Type of Work: BRIDGE-REPAIR/REHABILITATION					Lead Agency: FDOT		
Project Type: Imported							
CST	PKYR	0	20,971,923	0	0	0	20,971,923
Total		0	20,971,923	0	0	0	20,971,923
<i>Prior Years Cost</i>		<i>3,133,300</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>24,105,223</i>

Section E - Districtwide

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 2337031 (TIP#) MARTIN CO STATE HWY SYS ROADWAY					Length: .000	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
					LRTP#: Goal 1.0, Page 7-4		
MNT	D	550,000	550,000	550,000	550,000	550,000	2,750,000
Total		550,000	550,000	550,000	550,000	550,000	2,750,000
<i>Prior Years Cost</i>		<i>14,153,183</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>16,903,183</i>
FM# 2337032 (TIP#) MARTIN CO STATE HWY SYS BRIDGES					Length: .000	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
					LRTP#: Goal 1.0, Page 7-4		
MNT	D	50,000	50,000	50,000	50,000	50,000	250,000
Total		50,000	50,000	50,000	50,000	50,000	250,000
<i>Prior Years Cost</i>		<i>1,412,185</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,662,185</i>
FM# 2339568 (TIP#) MARTIN CO-PRIMARY MOWING & LITTER CONTRACT					Length: .000	*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
Project Type: Imported							
MNT	D	100,000	100,000	0	0	0	200,000
Total		100,000	100,000	0	0	0	200,000
<i>Prior Years Cost</i>		<i>100,000</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>300,000</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total	
FM# 2342651 (TIP#) MARTIN CO - MAINTENANCE FROM INTERSTATE TO ROADWAY							*SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT			
					LRTP#: Goal 1.0, Page 7-4			
MNT	D	10,000	10,000	10,000	10,000	10,000	50,000	
Total		10,000	10,000	10,000	10,000	10,000	50,000	
<i>Prior Years Cost</i>		<i>5,675,560</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		<i>5,725,560</i>
FM# 2342652 (TIP#) MARTIN CO INTERSTATE BRIDGES							*SIS*	
Type of Work: ROUTINE MAINTENANCE					Length: .000			
					Lead Agency: FDOT			
					LRTP#: Goal 1.0, Page 7-4			
MNT	D	15,000	15,000	15,000	15,000	15,000	75,000	
Total		15,000	15,000	15,000	15,000	15,000	75,000	
<i>Prior Years Cost</i>		<i>493,035</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		<i>568,035</i>
FM# 4505591 (TIP#) MARTIN COUNTY ASSET MAINTENANCE							*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT			
Project Type: Imported								
MNT	D	1,975,813	2,592,790	2,592,790	2,592,790	2,592,790	12,346,973	
Total		1,975,813	2,592,790	2,592,790	2,592,790	2,592,790	12,346,973	
<i>Prior Years Cost</i>		<i>2,223,254</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		<i>14,570,227</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
FM# 4515801 (TIP#) MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM						*Non-SIS*	
Type of Work: TRAFFIC SIGNALS				Lead Agency: Martin County			
Project Type: Imported							
NEW MSCA TARGET STARTING IN FY28							
MNT	D	0	0	0	0	655,652	655,652
Total		0	0	0	0	655,652	655,652
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>655,652</i>

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**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 19, 2023	DUE DATE: June 12, 2023	UPWP#: 6
WORDING: TRANSIT EFFICIENCY STUDY ANALYSIS AND RECOMMENDATIONS		
REQUESTED BY: MPO	PREPARED BY: Lucine Martens / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Transit Efficiency Study – Analysis and Recommendations

BACKGROUND

Under Task 6, the Martin MPO’s FY22/23 – FY23/24 Unified Planning Work Program (UPWP) identifies the Transit Efficiency Study. The purpose of this study is to describe the existing MARTY system (services and ridership); review the adopted Transit Development Plan (TDP), socioeconomic trends, travel patterns, travel corridors, demographics trends, regional transit challenges and barriers. The study shall identify fixed-route needs and community transit opportunities that will address transit system inefficiencies.

General Planning Consultants, MARLIN Engineering, Inc. and the sub-consultant Kittelson & Associates will present a summary of Transit Network Scenarios (some looking at ridership and others looking at coverage), and the cost analysis for these scenarios. Also, the consultant will present results of the public engagements during the project.

At the Technical Advisory Committee (TAC) meeting in June, six members vote for a combination of ridership and coverage scenarios (hybrid scenario) and two members voted for the coverage scenario.

At the June Citizen’s Advisory Committee (CAC) meeting, all six members unanimously voted for the hybrid scenario.

At the June Bicycle Pedestrian Advisory Committee (BPAC) meeting, all members in attendance, unanimously voted for the hybrid scenario.

ISSUES

At the June 2023 Policy Board meeting, the consultant will present the Transit Efficiency Study Analysis and Transit Network Scenarios summary.

AGENDA ITEM 8B

RECOMMENDED ACTION

- a. Review of the draft Transit Network Scenarios summary and recommend a Transit Network Scenario.
- b. Review of the draft Transit Network Scenarios summary and recommend a Transit Network Scenario, with comments.

APPROVAL

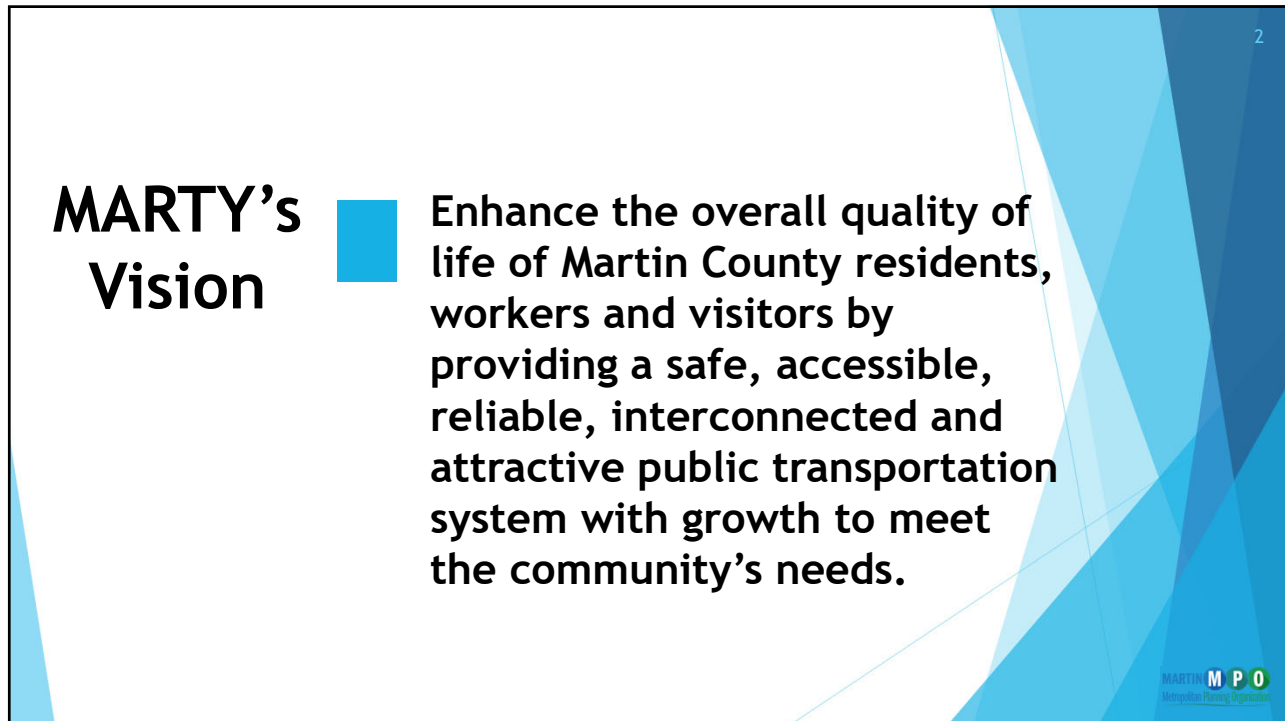
MPO

ATTACHMENTS

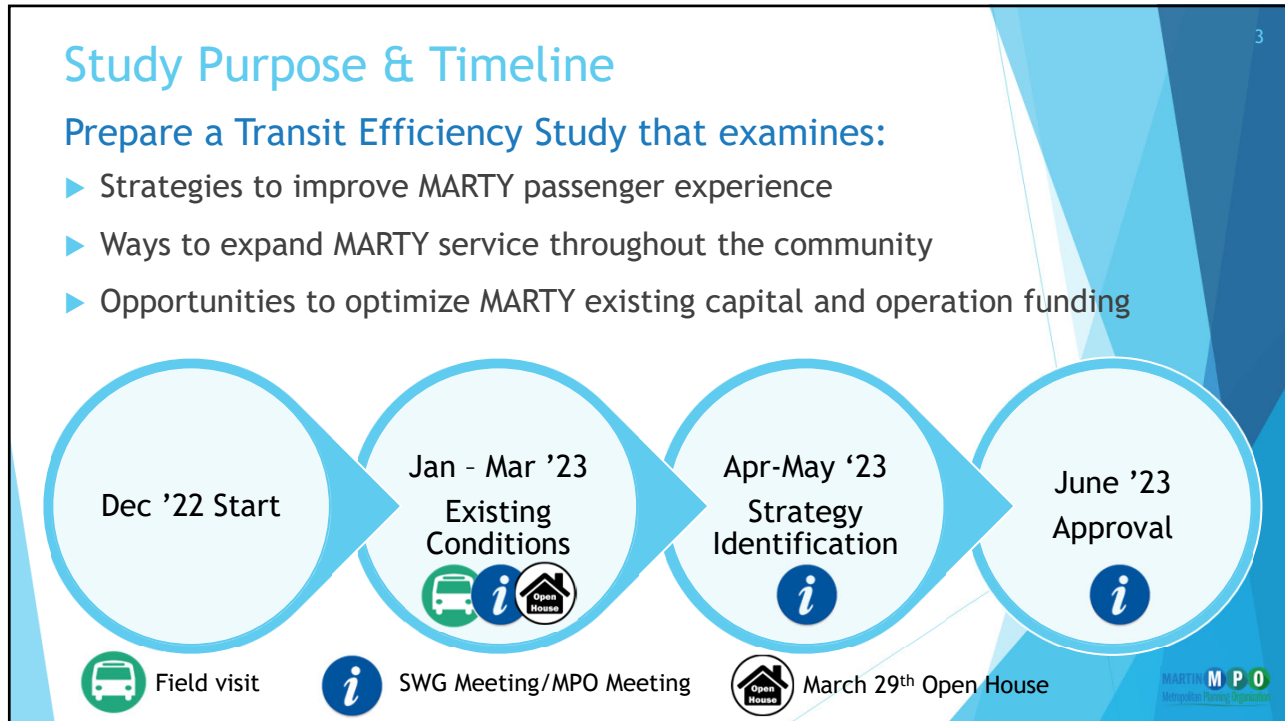
Power Point Presentation for the Transit Efficiency Study Analysis and draft Transit Network Scenarios summary. Note: The final TES efforts will be documented in the Final report in September 2023.



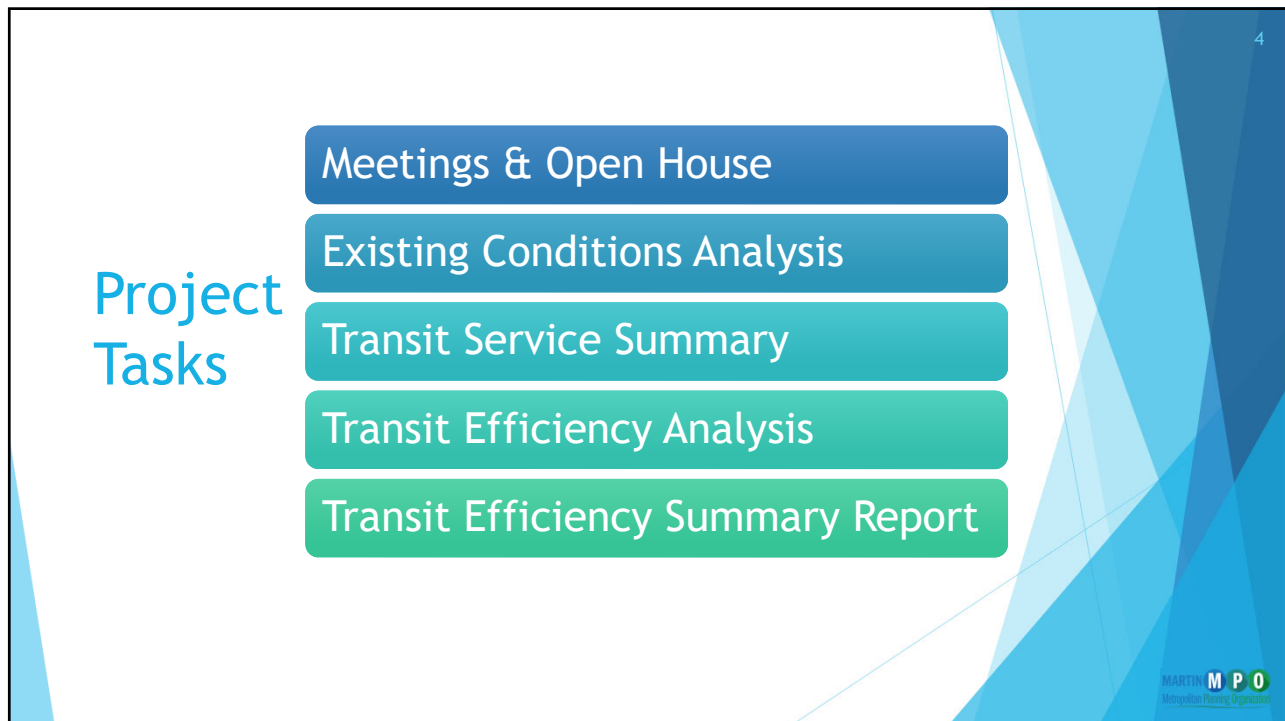
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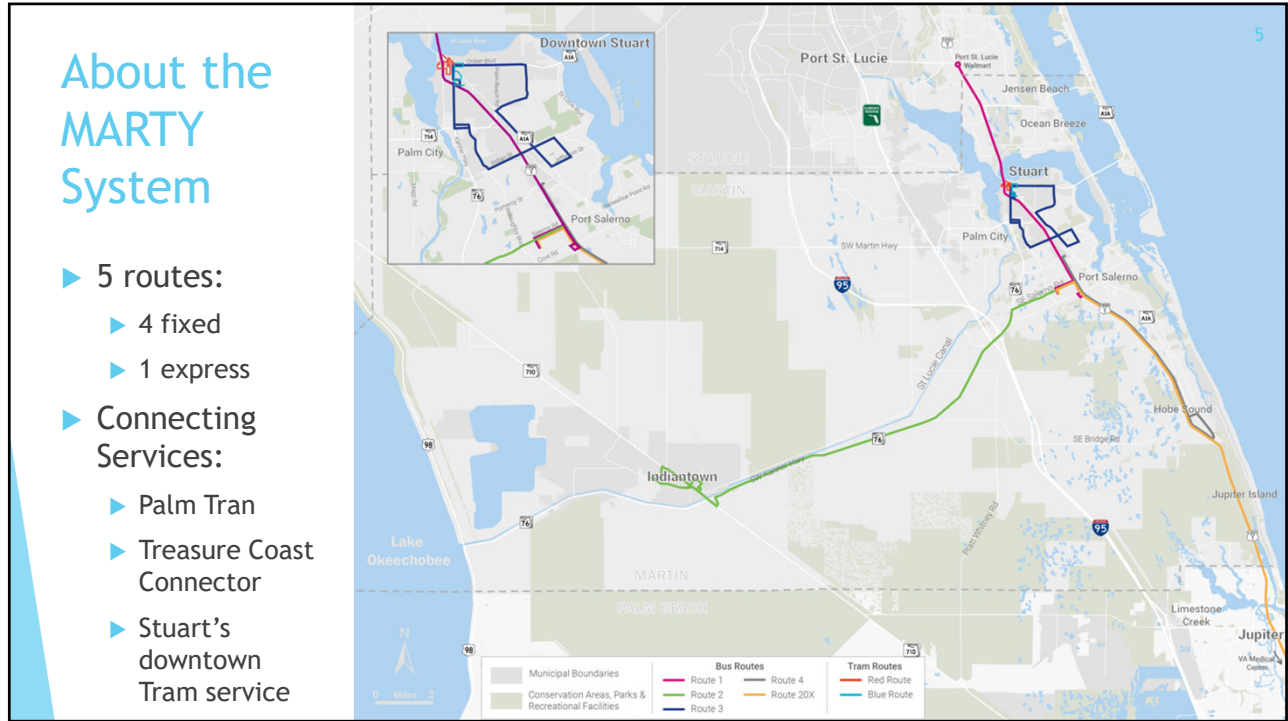
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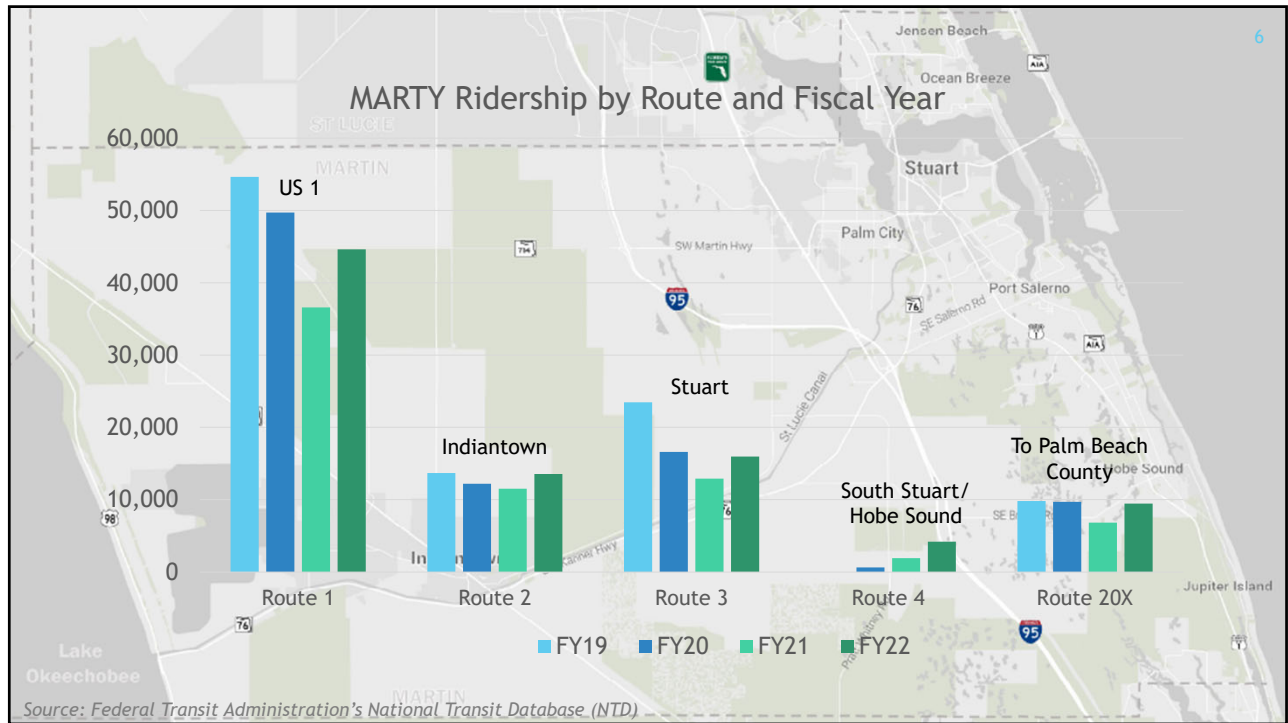
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4



5



6

MARTIN MPO
Metropolitan Planning Organization

Outreach Overview

MARTIN MPO
Metropolitan Planning Organization **Survey**

Martin Metropolitan Planning Organization

We want your input for the Martin County Transit Efficiency Study!

The Martin MPO is working on a study that examines how the transit system can become more efficient and determine service integration opportunities for Martin County Public Transit (MARTY). The Study will identify strategies that will:

- Most effectively improve the passenger experience
- Efficiently expand services through micro-transit to areas not currently served
- Optimize existing operating and capital funding
- Pursue supplemental funding opportunities to grow the transit system

Thank you for taking the survey and giving input on transit efficiency in Martin County!

The Martin MPO is conducting an Open House for the Martin County Transit Efficiency Study

WE WANT YOUR INPUT!

Martin County Transit Efficiency Study - Open House

March 29, 2023
(4:30 PM - 6:30 PM)

Morgade Library
(Anderson Community Room)
5851 S.E. Community Drive
Stuart, FL 34997

Stakeholder Working Group involvement throughout the Study!

PLEASE COME AND GIVE YOUR INPUT ON TRANSIT EFFICIENCY IN MARTIN COUNTY.

Note: MARTY Bus Route 1 serves the Morgade Library.

7

Open House & Survey Feedback

- ▶ 220 engagements
 - ▶ 23 people attended Open House in-person
 - ▶ 198 took the survey (majority of survey-takers do not use MARTY)
- ▶ Major themes:

Prefer coverage over frequency

Increase in service spans

New/Additional Bus Stops on Existing Routes

Add Bus Stop Infrastructure/Amenities & ADA Compliance

Free or Reduced Fares

Service Information Sharing

8

Transit Network Scenarios Tested

1

Ridership

2

Coverage

9

Ridership Goal

“Useful Service for Most People”

- ▶ Routes are concentrated where there are the most people and destinations, typically resulting in higher ridership
- ▶ While there are fewer routes, buses come more frequently
- ▶ While there are fewer stops, trip times are faster
- ▶ People may have to walk a little further to access service

Coverage Goal

“Some Service for Everyone”

- ▶ Routes are designed to provide some service to every person
- ▶ While there are more routes, buses come less frequently
- ▶ More stops are provided and people may have stops closer to their homes or destinations, but trip times are slower
- ▶ Ridership is usually lower because service is infrequent

10

Key Performance Metrics Assessed

The following 7 metrics were evaluated across the scenarios (and existing conditions) using local data and industry standard tools. The collective results of these metrics can help decision-makers understand how a scenario performs; and ultimately help inform future investment decisions.

Population served

Jobs served

Zero-car households served

Low-income households served

New ridership (annual)

Capital cost

Operating cost

11

Scenario Evaluation Tool

- ▶ T-BEST - FDOT Transit Planning Program
- ▶ Model was calibrated using FY 22 route ridership data
- ▶ Performs ridership estimates at the stop-level
- ▶ Uses Census, Florida Department of Revenue (FDOR), and Longitudinal Employer-Household Dynamics (LEHD) data
- ▶ Access to people and jobs calculated using ¼-mile distance from bus stops (the industry standard for local bus service)

TBEST 4.7
Transit Planning Software

Florida Department of Transportation
Public Transit Office

FDOT

Route	Stop	Line	Line Ridership
1	01c1193-721-436-964-91796-10856	1	5.3
1	06a299a-67ea-443-913-3c-6e726533673	6.9	
1	1933821-9956-4703-632-909463c3787	5.8	
1	23a05c30eac47e473eac2180170109371	7.3	
1	29105a28-14a0-41a5-8472-57a7217a631	4.7	
1	570a2a-7e49b-7426-890c-62a809a6994	2.5	
1	9a9b-702-9019-4603-0223-699402a5100	6.9	
1	92-4c3147-13e9-4166-80a0f118a002641a	4	
1	71488422-9f34-4797-8aed-c02c3aa468	15.7	
1	7c0601163d1-a61-78d3f98b-72d9ac13	8.6	
1	800e308c-6a8-74998a3-7756c42015ac	4.2	
1	830b-2554a85-47a-07ab-206774872a89	7.5	
1	8607a-7af03b-4206-8405a907a7a7a07a	0	
1	871a0468-6c4-616a-8a1e-1020241a1265	8.1	
1	949cc-1e054a0-438aac-152a6da60772a	0.9	
1	9ac7a712-470e-4a3c-8f1eab334951a297	11.3	
1	993ba41c-432-46a1-1e6d3-9a80a1058cc	10.9	

12

Ridership Increase Transit Network Scenario

3 Strategies Tested:

- A) Add Saturday Service**
 - Route 1 - US 1
 - Route 2 - Indiantown
 - Route 3 - Stuart
- B) Increase Frequency to 20 minutes**
 - Route 1 - US 1
 - Route 2 - Indiantown
 - Route 3 - Stuart
- C) Add Bus Stops**
 - Route 1 - US 1
 - Route 2 - Indiantown
 - Route 3 - Stuart
 - Route 4 - South Stuart/Hobe Sound

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Ridership Increase Transit Network Scenario: A) Adding Saturday Service

- ▶ Need identified during outreach
- ▶ Top performing routes
 - ▶ Route 1 US 1
 - ▶ Route 2 Indiantown
 - ▶ Route 3 Stuart
- ▶ Assumed same span and frequency as weekends
 - ▶ 6 AM to 8 PM
- ▶ Ridership increases
 - ▶ ↑12,000 annual trips (14% annually)

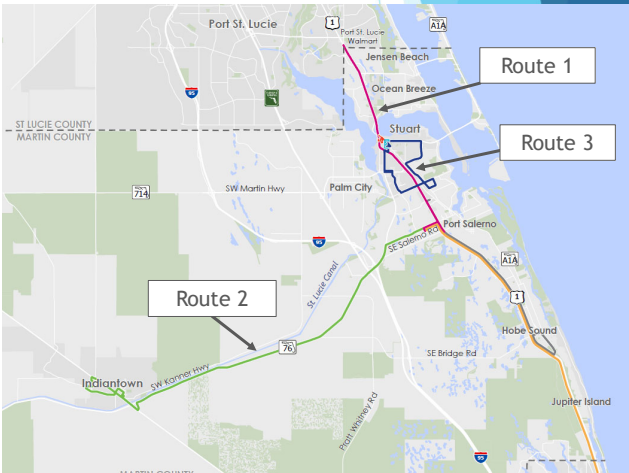
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1
Ridership Increase

Transit Network Scenario: B) Increase Frequency

15

- ▶ Top performing routes
 - ▶ Route 1 US 1
 - ▶ Route 2 Indiantown
 - ▶ Route 3 Stuart
- ▶ Existing headways are 35 to 40 minutes
- ▶ Improve to 20-minutes headway
- ▶ Ridership increases
 - ▶ Route 1 ↑ 16,220 annual trips (36%)
 - ▶ Route 2 ↑ 4,800 annual trips (40%)
 - ▶ Route 3 ↑ 7,720 annual trips (48%)




15

1
Ridership Increase

Transit Network Scenario: C) Add Bus Stops

16

- ▶ Industry Standard: ¼-mile spacing between stops
- ▶ MARTY Average Spacing on Routes 1, 2, 3, 4:
 - ▶ 1 to 2.6 miles between stops
- ▶ Opportunities to optimize MARTY existing capital and operation funding
- ▶ Could add 216 stops to achieve industry standard
- ▶ Increases visibility
- ▶ Accessibility increases:
 - ▶ Low-income households ↑110%
 - ▶ Zero-vehicle households ↑130%
- ▶ Ridership increases
 - ▶ ↑ 194,800 annual trips (223%)



16

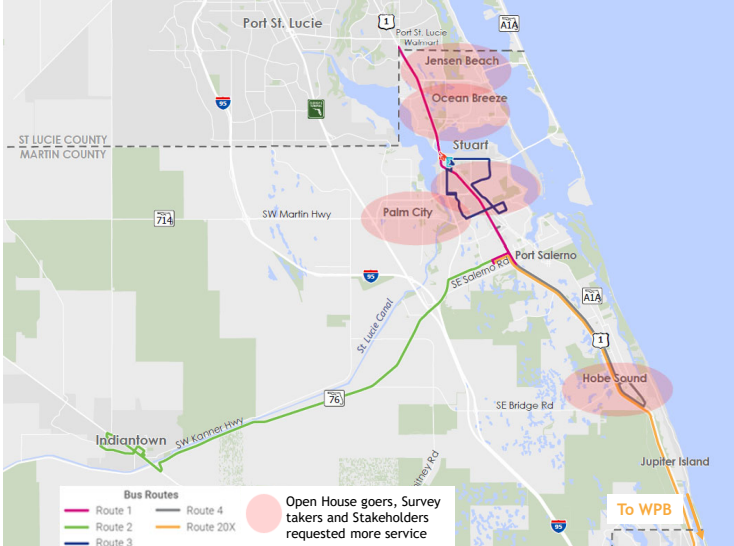
2
Coverage Increase

Transit Network Scenario: Feedback from the Community

17

We asked the community at the Open House and in the Survey to specify where they would like more service. The top 5 answers were:

1. Palm City
2. North Stuart/Rio/Jensen Beach/North Rivers Shore
3. South Stuart
4. Jensen Beach
5. Hobe Sound




17


2
Coverage Increase

Transit Network Scenario: New Community Transit Routes

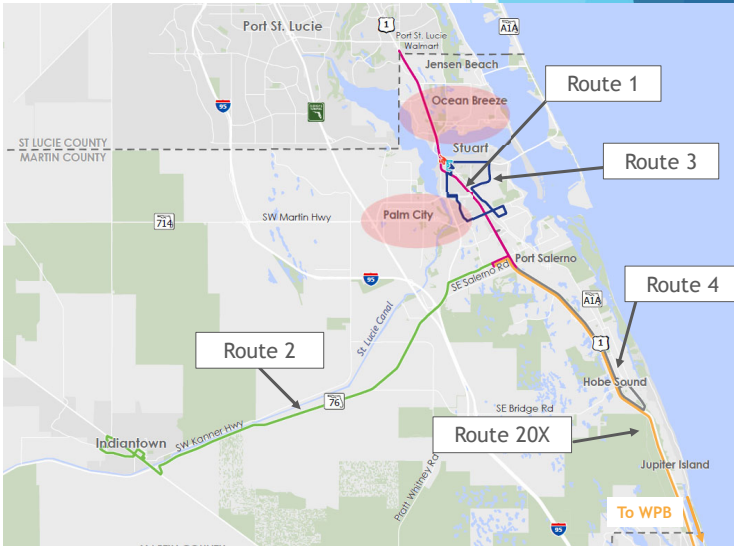
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- ▶ 2 new routes tested
 - ▶ North Stuart/Rio/Jensen Beach
 - ▶ Palm City





Length: 29+ ft. Passengers: 20-24
Chassis: Medium-duty or Light-duty



18

2 Coverage Increase

Transit Network Scenario: New Community Transit Routes

- ▶ **New North Stuart/Rio/Jensen Beach Community Transit Zone**
 - ▶ Route length: 10.5 miles
 - ▶ 60-minute headways
 - ▶ 6 AM to 8 PM
 - ▶ Ridership ↑ 47,020 annual trips (46%)

- ▶ **New Palm City Community Transit Zone**
 - ▶ Route length: 10 miles
 - ▶ 60-minute headways
 - ▶ 6 AM to 8 PM
 - ▶ Ridership ↑ 42,724 annual trips (51%)

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Scenario Evaluation Performance Results: Potential Accessibility and Ridership

Scenario	Improvement	Population Served	Employment Served	Zero-Car HH Served	Low Income HH Served	Potential New Riders - Annualized (% increase entire system)
Ridership	Add Saturday Service • Route 1 US 1 • Route 2 Indiantown • Route 3 Stuart	15,673	31,743	461	1,933	11,995 (↑14%)
	Increase Frequency to 20 minutes • Route 1 US 1 • Route 2 Indiantown • Route 3 Stuart	15,673	31,743	461	1,933	30,934 (↑35%)
	Add 216 new bus stops • Route 1 US 1 • Route 2 Indiantown • Route 3 Stuart • Route 4 South Stuart/Hobe Sound	42,609	56,899	1,277	5,228	194,771 (↑223%)
Coverage	New North Stuart/Rio/Jensen Beach Community Transit Route	17,791	10,770	376	1,848	47,023 (↑46%)
	New Palm City Community Transit Route	8,344	4,935	198	702	42,724 (↑51%)

Note: Socioeconomic totals are based on a ¼-mile distance from bus stops.

20

Scenario Evaluation Performance Results: Planning Level Operating & Capital Cost Estimates

21

Scenario	Improvement	Potential New Riders - Annualized (% increase entire system)	Annual Revenue Hours	Annual Operating Cost ⁵	# New Vehicles	Capital Cost
Ridership	Add Saturday Service <ul style="list-style-type: none"> Route 1 US 1 Route 2 Indiantown Route 3 Stuart 	11,995 (↑14%)	5,169	\$480,660 ¹	0	\$0
	Increase Frequency to 20 minutes <ul style="list-style-type: none"> Route 1 US 1 Route 2 Indiantown Route 3 Stuart 	30,934 (↑35%)	22,655	\$2,106,690	7	\$3.4M ²
	Add 216 new bus stops Routes 1, 2, 3, 4 ⁶	194,771 (↑223%)	0	\$0	0	\$2.16M-\$3.46M
Coverage ⁴	New North Stuart/Rio/Jensen Beach Community Transit Route	47,023 (↑46%)	7,631	\$1,135,340	2	\$230,000 – \$400,000 ³
	New Palm City Community Transit Route	42,724 (↑51%)	7,663	\$1,140,100	2	\$230,000 – \$400,000 ³

1. Annual operating cost does not include the cost of additional ADA service.
2. Assumes \$480,512 per bus (cost estimate in prior TDP).
3. Assumes 22-passenger cutaway bus is \$160,000-\$200,000.
4. Eligible for grants.
5. Based on pending 2022 estimates from MARTY
6. Assumes a range from \$12,000 to \$40,000 per bus stop

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Scenario Evaluation Performance Results: Bus Stop Capital Cost Estimate Details

22

- ▶ Bus stop cost ranges from \$12,000 to \$40,000 per stop pending the various components, spacing and change in prices
- ▶ A bus stop study is recommended to assess bus stop locations and ADA compliance

Route and Bus Stop Characteristics	Route 1	Route 2	Route 3	Route 4	Total
Round trip route length (miles)	27.9 mi.	28.5 mi.	23.2 mi.	22.8 mi.	102.4 mi.
Existing average stop spacing (miles)	0.96 mi.	2.59 mi.	1.10 mi.	1.75 mi.	1.38 mi.
¼-mile spacing impacts					
Number of stops with ¼-mile spacing	113 stops	30 stops*	93 stops	54 stops	290 stops
Number of existing stops	29 stops	11 stops	21 stops	13 stops	74 stops
Added stops	84 stops	19 stops	72 stops	41 stops	216 stops
½-mile spacing impacts					
Number of stops with ½-mile spacing	57 stops	30 stops*	47 stops	29 stops	163 stops
Number of existing stops	29 stops	11 stops	21 stops	13 stops	74 stops
Added stops	28 stops	19 stops	26 stops	16 stops	89 stops

*Route 2 stops not added along rural areas or undeveloped areas of Route 2 alignment.
Route 2 Spacing greater than ¼-mile

Bus Stop Funding



Cost of a bus stop

Basic ADA Pad w/sign	Shelter w/concrete base	ADA Bench w/concrete base	Trash Can w/concrete base
\$10,000	\$16,000	\$1,000	\$1,000

The bus stop with shelter: \$27,000.
The bus stop with bench: \$12,000.

ADA Accessible path = \$74 linear foot including engineering

\$170-350

\$850

22

23

Recommendations to Further Explore in MARTY Transit Development Plan (TDP)

- ▶ Ridership Scenario Strategies Tested
 - ▶ Add Saturday service
 - ▶ Increase Frequency to 20 minutes
 - ▶ Add bus stops
 - ▶ Policy:
 - ▶ Investigate improved ticketing and fare payment process
 - ▶ Explore fare free programs/options
 - ▶ Encourage local agency to include MARTY in the development review process
- ▶ Coverage Scenario Strategies Tested
 - ▶ Add New North Stuart/Rio/Jensen Community Transit Route
 - ▶ Add Palm City Flex Community Transit Route
- ▶ Explore hybrid scenario

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Transit Efficiency Study Committee and Board Meetings

JUNE 2023

THANK YOU!

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THANK YOU
to our
Stakeholder
Working
Group!

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**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 19, 2023	DUE DATE: June 12, 2023	UPWP#: 6
WORDING: TRANSIT DEVELOPMENT PLAN (TDP) SCOPE OF SERVICES		
REQUESTED BY: MPO	PREPARED BY: Lucine Martens / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Transit Development Plan – Scope of Services

BACKGROUND

In Florida, a Transit Development Plan (TDP) is required by the State for recipients of Public Transit Block Grant program funding and is regulated by the Florida Department of Transportation (FDOT). A TDP serves as the basis for defining public transit needs, which is a prerequisite to receive State Block Grant funds. Beyond regulatory and administrative requirements, the TDP is intended to serve as 10-year strategic plan for MARTY. The TDP will define public transportation needs, solicit broad input by coordinating with other plans, involve substantial public participation and explore community goals with decision-makers and other stakeholders, define alternative courses of action, and develop a systemic plan and monitoring program. In accordance with FDOT requirements the consultant will create a TDP project specific, Public Involvement Plan (PIP).

The PIP Includes the (4) key components:

- Opportunities for public involvement outlined;
- Solicitation of comments from Regional Workforce Board (RWB);
- Advising FDOT and RWB of meetings; and
- Providing review opportunities for FDOT and the RWB.

The MPO will use one of its General Planning Consultants, MARLIN Engineering, Inc. and the sub-consultant Kittelson & Associates for this work effort.

ISSUES

At the June 2023 Policy Board meeting, the consultant will present the Scope of Services for the Transit Development Plan.

AGENDA ITEM 8C

RECOMMENDED ACTION

- a. Approval of Scope of Services for the Transit Development Plan as presented.
- b. Approval of Scope of Services for the Transit Development Plan, with comments.

FISCAL IMPACT

Not to exceed \$154,612

APPROVAL

MPO

ATTACHMENTS

Transit Development Plan Scope of Services

Martin Metropolitan Planning Organization (MPO)

Agreement for Continuing Services

Contract Number: RFQ#2022-3372

Exhibit “A”

Marlin Engineering, Inc.

**Scope of Work – Task Order No. 8
Martin County Major Update Transit
Development Plan FY 2024-2033**

In Florida, a Transit Development Plan (TDP) is required by the State for recipients of Public Transit Block Grant program funding and is regulated by the Florida Department of Transportation (FDOT). A TDP serves as the basis for defining public transit needs, which is a prerequisite to receive State Block Grant funds. Florida’s interest in TDPs is governed by Section 341.052, Florida Statutes (F.S.), described in Florida Administrative Code (F.A.C.) 14-73.001, established in 1993 and last updated in 2007. Beyond regulatory and administrative requirements, TDPs are intended to serve as 10-year strategic planning documents. They define public transportation needs, solicit broad input by coordinating with other plans, involve substantial public participation and explore community goals with decision-makers and other stakeholders, define alternative courses of action, and develop a systemic plan and monitoring program. Major TDP updates are required every five years, with Annual Progress Reports (APRs) due for each of the four interim years between major updates. Major Updates and APRs must be submitted to and approved by FDOT. This Plan is a Major Update to cover Fiscal Years (FY) 2024 to 2033.

Prior to this Major Update effort, the Martin Metropolitan Planning Organization (MPO) performed a Martin County Public Transit (MCPT/MARTY) Transit Efficiency Study (TES) as a precursor to the TDP. The TES provided stakeholder coordination and initial public outreach efforts to identify strategies that will most effectively improve passenger experience, efficiently expand services through community transit to areas not currently served, optimize existing operating and capital funding, and pursue supplemental funding opportunities to grow the transit system.

BACKGROUND

Martin County completed its last TDP Major Update in August 2019 which covered the 2020-2029 time frame. The County has requested the MPO’s assistance with the development of this Major Update.

The Martin MPO is the primary agency for coordinating transportation planning activities affecting Martin County. The Martin MPO requests the assistance of its consultant Marlin Engineering, Inc, including subconsultant Kittelson & Associates, for the Martin County FY 2024 to 2033 Transit Development Plan.

The Scope of Work for this effort is organized into 8 tasks including:

- Task 1.0 Project Management
- Task 2.0 Stakeholder Coordination
- Task 3.0 Public Involvement

- Task 4.0 Baseline Data Conditions and Assessments
- Task 5.0 Existing Services and Performance Evaluation
- Task 6.0 Transit Demand Analysis
- Task 7.0 Plan Development
- Task 8.0 Documentation

TASK 1: Project Management

- 1.1 Kick-off and Project Manager (PM) Meetings - The Consultant Team will hold a Kick-Off Meeting with the MPO to discuss and reconfirm objectives, scope and schedule. A communication protocol will be established with a dedicated Consultant PM and MPO PM.
- 1.2 Project Management Team (PMT) Meetings - Consultant Project Manager(s) (Prime and Sub PMs) will have up to nine (9) monthly meetings with the Martin MPO PM and the PMT. The PMT consists of the MARTY staff, MPO staff, and the Consultant PMs.
- 1.3 Develop a project email to document all correspondence and set up a shared project site for Consultant, MPO and Public Works access only.

Deliverables: Kick-Off and PMT Meeting Agenda(s)

TASK 2.0 Stakeholder Coordination Meetings

- 2.1 A TDP Specific Stakeholder Working Group (SWG) will be established with input from Martin County Public Works, MARTY, and the Regional Workforce Board (RWB) – Career Source Research Coast (CSRC). The Consultant Team will review the Transit Efficiency Study (TES) SWG contact list with the MPO, Public Works Director, MARTY and CSRC for any additions. An Email invitation will be sent to the County Public Works Director, MARTY and the CSRC at the onset of the study to serve on the PMT. If the Public Works Director and CSRC do not wish to participate on the PMT, they will be invited to participate on the SWG.
- 2.2 Develop the SWG contact list and a one page project brochure/flyer to promote participation. SWG Meetings – Up to (2) meetings will be held. Each meeting will be prior to Board and Advisory Committee meetings to provide input/support of deliverables. Meeting notes will be provided by the MPO. Establish existing and future goals and objectives from discussions at the SWG Meeting #1, the TES Report in collaboration with MARTY.
- 2.3 Formally solicit comments from the RWB and document throughout all phases of project,
- 2.4 Document coordination and agreements with separate system providers. - Document coordination with services for Transportation Disadvantaged, ADA services, Stuart Tram and connections to St. Lucie Transit and PalmTran.

Deliverables: SWG contact excel spreadsheet, Meeting Agendas, PowerPoint Presentations

TASK 3.0 Public Involvement

- 3.1 Develop the Public Involvement Plan (PIP) – The FDOT TDP handbook requires that a TDP PIP be submitted to FDOT for review within three (3) weeks of Notice To Proceed. Depending on the nature of the transit system and the study area, as well as the size of the TDP’s budget, it is best for agencies to select and employ outreach practices from a “toolbox” of possible activities. Together, the activities that are ultimately selected should cumulatively aim to solicit a balanced representation of the public’s perceptions and needs regarding public transportation. The PIP will summarize the scope of services, outreach, and tool kit. Incorporate results from the TES Public Workshop and survey as the initial Phase of outreach [termed Phase Zero in the TDP handbook].
The Draft TDP PIP will be submitted to FDOT to be approved over the following weeks

(5-8 week review and approval process) and will be forwarded to the CSRC once the final document is prepared. The plan must include, at a minimum, four (4) key components:

1. Opportunities for public involvement outlined
2. Solicit comments from Regional Workforce Board (RWB)/CSRC
3. Advise FDOT and CSRC of meetings
4. Provide review opportunities for FDOT and CSRC

The PIP will include a review of prior outreach from the TES into the PIP as Phase Zero. The MARTY Bus Contractor shall be invited to all Public Workshops.

- 3.2 Create outreach materials and two (2) public surveys for social media sites - Create a project brochure/flyer similar to the one developed in Task 2.0 (including a Spanish Version) with QR Codes. The QR code will connect to a webpage posted on the County and MPO websites utilizing already imbedded translation capabilities into multiple languages. This effort will require MPO coordination with County Public Works/ Public Works Public Relations Staff for posting on the website and on Social Media informational text and public surveys (2) (QR Codes for surveys). The first survey will gather input on demographics and transportation needs and the second will gather feedback on the transit alternatives to help prioritize improvements. posters, handouts, always including QR Codes/Spanish translations. Bulk printing efforts of public distribution will be printed by the MPO and/or Public Works.
- 3.3 Conduct rider intercept survey at four (4) transfer facilities – Modify the transportation needs survey and conduct transit rider survey to gather information on demographics, origins/destination and public transit needs.
- 3.4 Conduct 2 Public Workshops at Strategic Locations and at key benchmarks in the timeline of project.
- 3.5 Documentation of results - Summarize information received on surveys, develop info graphics on rider profile and develop GIS maps of ridership and peak load data as available by MARTY.
- 3.6 Elected Official(s) One-on-One Interviews, make sure each elected official has an opportunity to give input, ex: in person meeting, virtual meeting. The MPO will facilitate meeting invitations with elected official’s administrative assistant to identify dates and format of their choice. To the extent feasible the interviews will be held consecutively on the same day(s). Elected Officials include all on the MPO Board and one BOCC member who is not on the MPO Board for a total of nine (9) interviews. Note, the format for Elected Official Outreach will be explained in the TDP Public Information Plan document.
- 3.7 MPO Policy Board and Advisory Committee Meetings (2) Two rounds of meetings with the MPO Advisory Committee Meetings and Policy Board - Existing Conditions/Goals Objectives/Developing Alternatives and Draft Final Recommended Plan
- 3.8 The TDP will be ultimately approved by the Martin County Board of County Commissioners. Martin County Commission Meetings – (2) Two rounds of meetings at the County Commission to include Existing Conditions/Goals & Objectives/Alternatives and Draft Final Recommended Plan

Deliverables: TDP PIP will be part of the TDP appendices, Public Surveys, Flyer, Webpage Materials, Summary of Survey results, Public Workshops (2), Power point presentations, posters, handouts, always including QR Codes/Spanish translations.

TASK 4.0 Baseline Data, Conditions and Assessments

By reviewing the means of collecting and analyzing existing base data the consultant will gain an understanding of the existing environment in which MARTY transit system is operating.

Emphasis is placed on incorporating new data sources or existing data to determine portions of the service area that are particularly conducive to transit.

- 4.1 Demographic and Socio-Economic Data Compilation – Assessment and Identification of Transportation Disadvantaged (TD) Communities, Affordable Housing - Review and summarize a demographic profile of the Community using data sources such as 2023 MPO Community Characteristics Report, 2020 Census, American Community Survey Data, FDOT Historic Disadvantaged Communities or Communities of concern. Review and summarize the 2024 Transportation Disadvantaged Communities. Demographics to review include low-income populations, youth, zero-vehicle households, older adults, disabled, and employment. Identify transportation barriers for select populations segments, elderly, persons with disabilities, employment seekers, and rural residents, Community Redevelopment Areas (CRAs).
- 4.2 Land Use, Urban Design and Growth Characteristics – Research and document existing and future land use to identify transit support areas. Obtain County GIS files for the existing and future land use maps and from the Treasure Coast Regional Planning Model (TCRPM). Identify high growth areas and anticipated development for next 10 years using the TCRPM data, the MPO Approved Development Map and in coordination with County Staff.
- 4.3 Identify Travel Patterns – Utilize data sources including the Census Longitudinal Employer-Household Dynamics (LEHD) system, Replica Data and Treasure Coast Regional Planning Model (TCRPM) origin destination data as available. The consultant should also review FDOT permanent count stations to identify seasonal travel trends.
- 4.4 Plans and policy review – Plans and policies to be reviewed include: prior TDP, MPO Transportation Improvement Plan (TIP) and 2045 Long Range Transportation Plan (LRTP), TES, FDOT Tentative Work Program, MPO Congestion Management Plan, Transportation Disadvantaged Service Plan, 2045 Treasure Coast Regional LRTP, existing stop inventories and ADA documentation, Transit Facilities and Operations Center Feasibility Study, and any other relevant studies, plans and programs. Summarize key takeaways.

Deliverables: Input for powerpoint presentations, maps and draft documentation of system profile, socioeconomic maps, land use, trip generators (optional), major travel sheds, and summary of plans and policy review documents.

TASK 5.0 Existing Services and Performance Assessment

The consultant will review and evaluate the existing transit services in the MARTY service area. This includes inventory of available services and includes trend analysis. Work will be divided into the following subtasks:

5.1 MARTY Service Review

Existing System Profile – Compile background of transit system and overall services including inventory of existing transit services, the inventory is a concise review of other public transportation providers, including private providers, regional transportation, commuter transportation, and any known app-based ride-hailing services that mimic transit.

The Consultant will work with MARTY staff and partnering agency staff to develop an inventory of all existing public and private [as available] transportation services operating in Martin County. This inventory would include all services operated by MARTY, the Community Transportation Coordinator, municipalities, nonprofit organizations, and private operators.

The summary of MARTY service will include:

5.1.1 Summarize available transit stop inventories and Transit Waiting Environments (TWEs) information.

5.1.2 Review existing: First/Last Mile Connectivity – The need to improve first/last mile

connections within the transit network is a challenge faced by transit agencies across the country. Map bicycle and pedestrian networks and bus stops with available shape files from the County and MPO.

- 5.1.3 Summarize Identify major destinations, transfer locations, bus shelter locations, park and ride locations) service description of the MARTY service area and brief narrative of the system's history within the service area. Document frequency, span and days of service, hours of service, policies and operating statistics, level of service provided, route and system wide data and rolling stock.
 - 5.1.4 Fare Structure - Document fare structure and policy along with a summary of the previous fare free pilot study.
 - 5.1.5 Review the MARTY transit agency organizational structure and how it influences its ability to function effectively and efficiently in serving the needs of its patrons. Coordination with the TD system and issues or barriers affecting the provision of quality transit services. Obtain an understanding of the state of technology being utilized for MARTY operations.
- 5.2 Trend and Peer Analysis
- 5.2.1 Overall System Trend Analysis – Conduct 5-year historical trend analysis of key performance measures of fixed-route and demand response service including: ridership, operating costs, revenue miles, revenue hours, trips per hour, trips per mile. This analysis will look at how the MARTY system has performed and changed over time in the following categories; system characteristics, performance, effectiveness and efficiency.
 - 5.2.2 Selection of Peer Systems – Develop methodology to select peers for up to five (5) transit systems to facilitate a comparison of MARTY's fixed route services with other public transit systems that have similar agency features (including service area population and density, total fleet size/vehicles operated, and available funding resources)
 - 5.2.3 Peer Review – Conduct peer review of fixed-route services using key performance measures.
- 5.3 Route-level ridership and Farebox Recovery Report – Compile, review and document route-level ridership and farebox recovery ratio provided by MARTY. Review of previous fare studies and changes. Identify any proposed changes for upcoming years and address any potential strategies to improve the ratio per legislation amended s. 341.071, Florida Statutes (F.S.) requiring transit agencies to “specifically address potential enhancements to productivity and performance which would have the effect of increasing farebox recovery ratio.” The TDP and will include a 1–2-page summary report on farebox recovery ratio and strategies implemented and planned to improve it as an appendix.
- 5.4 Existing Conditions Executive Summary and Appendix.

Deliverables: Document an Executive Summary of all the data and results from Tasks 4 and 5 including Baseline Data, Conditions and Assessments, System Profile, Existing Services and Performance Assessment with Appendix.

TASK 6.0 Transit Demand Analysis

The consultant shall gain an accurate understanding of the existing demand for transit and the level and type of unmet mobility needs within Martin County. In conjunction with the previous alternatives analyzed in the previous TES, the consultant shall quantify the mobility needs and develop travel demand estimates for Martin County. The purpose is to develop up

to (5) transit alternatives for the future and apply a ranking process to determine recommendations that can provide the greatest benefit to the community over the course of the 10-year plan horizon. These travel demand estimates/forecasts will provide a measure of the transit needs in Martin County and provide the basis for formulating further operating and capital needs for MARTY. These needs will be based on previous results of the public involvement activities/input.

- 6.1 Mobility Needs & Demand Identification – Identify mobility needs and transit gaps over a 10 year period.
- 6.2 Ten-Year Transit Ridership Projections – Conduct estimation of community's demand for transit demand for the status quo network using TBEST

Deliverables: TBEST Summary Table of Alternative Impacts and powerpoint for meetings of 10-year ridership projection results

TASK 7.0 Plan Development

- 7.1 Situational Appraisal – Conduct a situation appraisal of the operating environment including an assessment of plans and policy review, implications for socioeconomic trends, land use, organization attributes, technology/innovation, urban design guidelines, and 10-year transit ridership projections. Considerations to include:
 - The effects of land use, state and local transportation plans, other governmental actions and policies, socioeconomic trends, organizational issues.
 - Consider an assessment of the extent to which the land use and urban design patterns in the MARTY service area support or hinder the efficient provision of transit services, including any efforts being undertaken by the County to foster a more transit friendly operating environment. (Encourage future Transit Oriented Development T.O.D.)
 - Provide an assessment of the extent to which MARTY operates within the regional context and how this support/hinders the efficient provision of transit service, including any efforts being undertaken by MARTY to address origin/destination trips throughout the region.
- 7.2 System Mission and Goals – Update and document Mission and Goals based on survey results, stakeholder and MPO Board and Committee Meetings, County Commission Meetings in collaboration with MPO and County staff.
- 7.3 Develop Alternative Strategies – Develop up to five (5) alternatives based on the findings from the previous effort. The list of applicable alternatives should be developed to help meet mobility needs that are financially unconstrained (e.g., service, capital, technology, policy), those that may not be affordable now but may become implementable within the next 10 years if additional resources become available.
- 7.4 Evaluate Alternatives – Define evaluation method and weigh alternatives using factors such as cost, potential ridership, access to people and jobs.
- 7.5 Implementation Strategies, Programs, Progress & Tracking – Update/develop a monitoring program to assist in measuring MARTY's progress and identifying roadblocks that may hinder the achievement of their objectives.
- 7.6 Develop finance plan of operating costs, expenditures and funding sources – Document 10-year operational funding sources and expenditure of funds. Obtain MARTY data on vehicle inventory and provide a planning assessment of vehicle replacement. The finance plan provides the opportunity to match needed transit system improvements with available

financial resources. Operating, capital, and policy costs are projected, and revenue sources are identified for the full 10-year horizon of the plan. By identifying additional local sources of funding and new avenues to use as a match for leveraging State and Federal funds can be assessed in the plan. Any applicable local mechanisms should be discussed. Consider alternate funding sources including grants and other revenue generating tools.

- 7.7 10-Year Implementation Plan – Create map of funded needs, finance plan and a list of unfunded needs. Highlight the operating, capital/infrastructure, planning, and policy needs for which funding sources have not been identified.

Assess the potential for TDP projects to leverage projects in the MPO TIP.

Present Draft Alternatives: PIP component: SWG, RWB, and the public should be provided with the opportunity to comment on the alternatives developed during this phase of a TDP.

- 7.8 Alternatives Evaluation Prioritization – It is important to weigh the costs and benefits of each alternative as they relate to the Goals and Objectives in order to evaluate and prioritize alternatives. By conducting alternatives evaluation, projects can be prioritized, and available funding can be allocated using an objective improvement ranking process.

Deliverables: Draft Alternative Power Point for Public Outreach Situational Appraisal, Mission and Goals, Alternatives, Finance Plan and 10-Year program of Prioritized Projects. Prioritization of alternatives document/presentation.

TASK 8.0 Documentation

The Consultant will prepare a ten-year TDP for MARTY based on the results of Tasks 3.0 - 7.0 and input from the SWG. This TDP will serve as a strategic and long-range policy plan for MARTY. As a strategic plan for MARTY, the TDP will be open to route- specific changes or recommendations that are strategic in nature, especially those changes that integrate transit into existing long range planning efforts. This includes a review of relationships among the TDP and land use patterns/transit provision, local comprehensive plans, Martin MPO long range plans and Martin County's Comprehensive Plan. The TDP will also contain strategies to implement the plan, including the consideration of funding strategies.

- 8.1 Draft Report – Prepare a full draft Transit Development Plan. The document will be developed to be user friendly with easy to understand, insightful graphics.
- 8.2 Final Report – The MPO and County will review the Draft and comments from the MPO Policy Board and County Commission will be considered for inclusion. One round of revisions will be made to present the Final FY 2024 to 2033 Transit Development Plan.

Deliverables: Draft and Final Transit Development Plan; all deliverable documents, ADA compliant, (10) Executive Summary, (2) Final TDP Documents and PDF and Word electronic files.

METHOD OF COMPENSATION

Services for this task order will be billed on a lump sum basis with a maximum limited amount in accordance with the provisions in the overall contract. Expenses will be billed in accordance with the provisions in the overall contract. The lump sum amount for this task order is up to \$154,000.

SCHEDULE:

This work order can be completed within 10 months from Notice To Proceed.



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 19, 2023	DUE DATE: June 12, 2023	UPWP#: 5
WORDING: STATE ROAD (SR) 710 FEASIBILITY STUDY		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The future widening of SR-710/Warfield Boulevard has been an ongoing discussion for the MPO. At the April 17, 2023 Policy Board Meeting, the Board recommended that SR-710 become a standing agenda item for all future meetings until the widening is completed.

The Florida Department of Transportation (FDOT) District Four completed a Project Development and Environmental (PD&E) Study approximately 12 years ago for the widening of SR-710 from the FPL Power Plant Access Road to CR-609/SW Allapattah Road. The 30% design of the widening from the FPL Power Plant Access Road to CR-609/SW Allapattah Road is complete but on hold. A Feasibility Study to investigate roadway safety improvements on SR-710 from Okeechobee County to FPL Power Plant Access Road is underway (FM# 419252-3). Additionally, a left turn lane on westbound SR-710 at SW Tommy Clements Street will be starting construction in the Summer of 2023.

The widening of SR-710 is the Martin MPO's #1 Priority. On March 2, 2023, the MPO Board sent a letter to FDOT Secretary Perdue requesting the widening of SR-710 from two lanes to four lanes from Okeechobee County to east of CR-609/SW Allapattah Road.

At the Freight Transportation Advisory Committee (FTAC) meeting, committee members were updated on the SR-710 Feasibility Study, and preferred the acceleration lanes as displayed in Interim Improvement Alternative 1 of the PowerPoint presentation.

ISSUES

At the June 19, 2023, Policy Board meeting, FDOT staff will present an update on the SR-710 Feasibility Study.

RECOMMENDED ACTION

Provide input

ATTACHMENTS

FDOT SR-710 Feasibility Study PowerPoint Presentation

SR 710 / BEELINE HIGHWAY PROJECTS UPDATE

Florida Department of Transportation



June 19th, 2023

1

Agenda

- Location Map
- Background and Goals
- Coordination Efforts
- CR-714 / SW Martin Highway Intersection
- Options and Potential Timelines

2

Location Map

- From SE 126th Avenue in Okeechobee County to SW Monroe Avenue in Indiantown
- Three Ongoing Design Projects
- One Study to Begin in FY 2024



3

Maintenance Efforts

- 5-12-2023
 - High grass mowed
 - Ditches cleared of overgrown shrubs

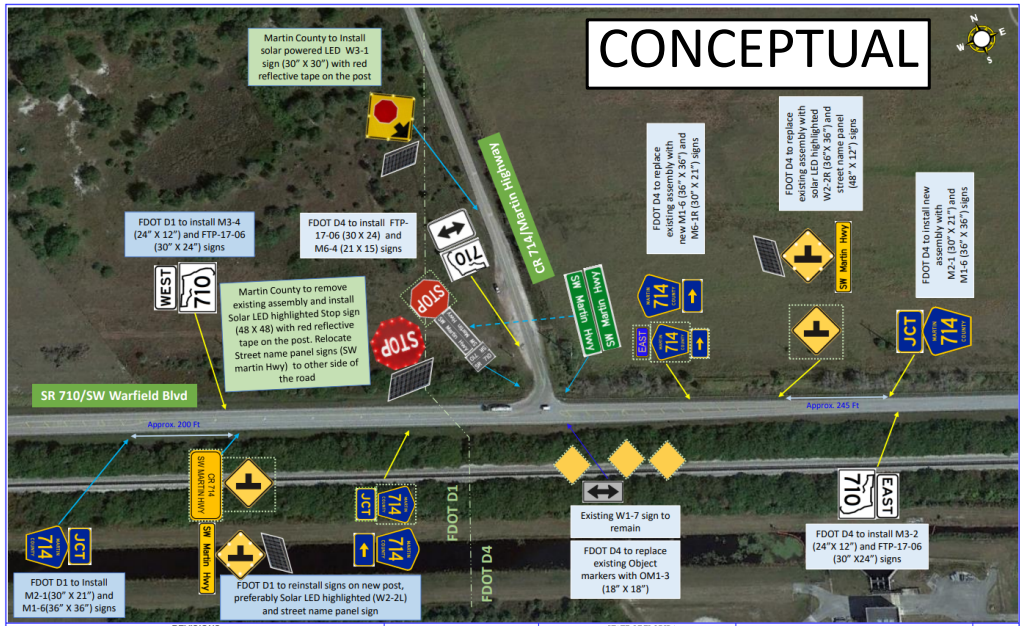
LOOKING SOUTHEAST AT SR-710 FROM CR-714



4

Proposed Near-Term Safety and Operational Improvements

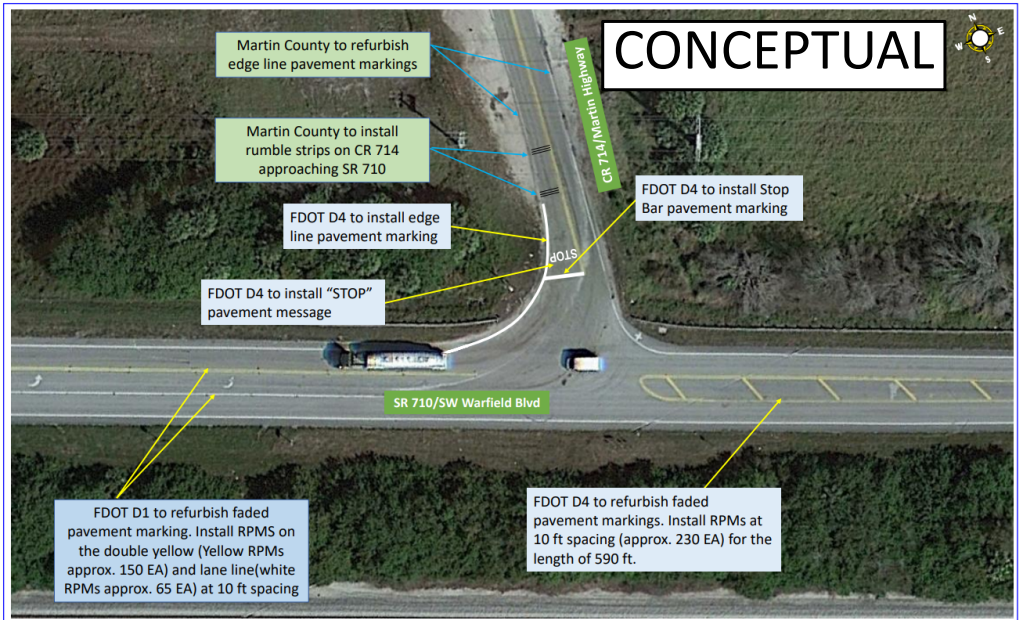
- Various signing improvements
- Conceptual at this time.
- Portions to be implemented by various agencies.
- Additional coordination is required



5

Proposed Near-Term Safety and Operational Improvements

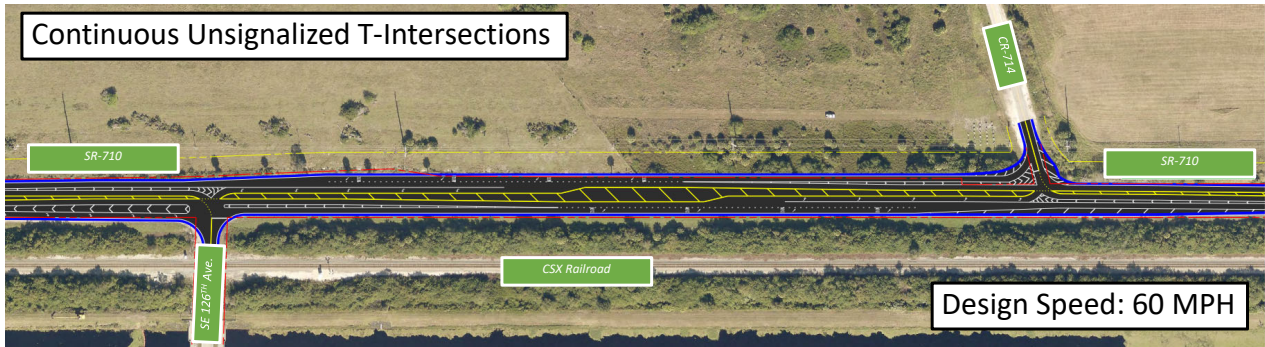
- Various pavement marking improvements
- Conceptual at this time.
- Portions to be implemented by various agencies.
- Additional coordination is required.



6

Interim Improvement Alternatives

Continuous Unsignalized T-Intersections

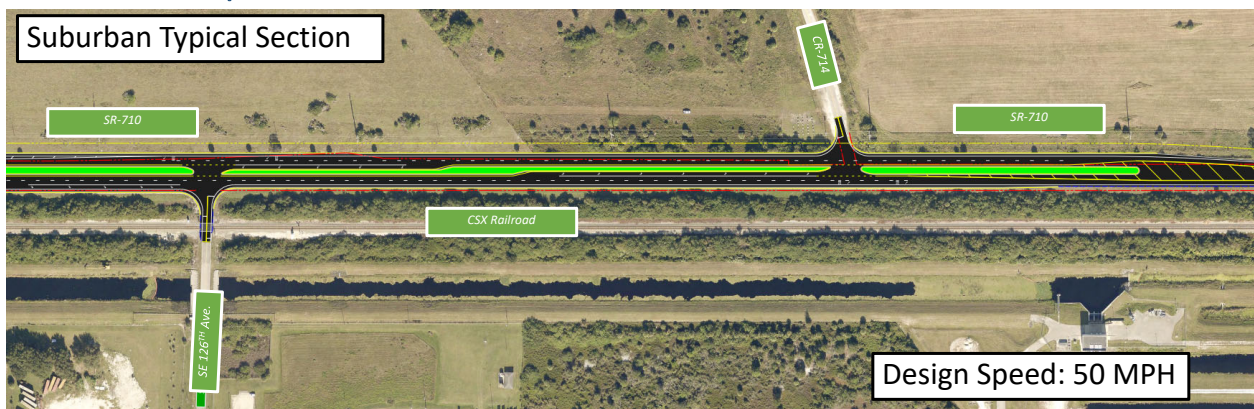


- Improves safety by reducing potential conflict points for vehicles.
- Vehicles turning left to access SR-710 are provided dedicated acceleration lanes and separated from through traffic.
 - Potential conflict points reduced from two to one.
- Vehicles turning right to access SR-710 are provided dedicated acceleration lanes and separated from through traffic.
 - Potential conflict points reduced from one to zero.

7

Interim Improvement Alternatives

Suburban Typical Section

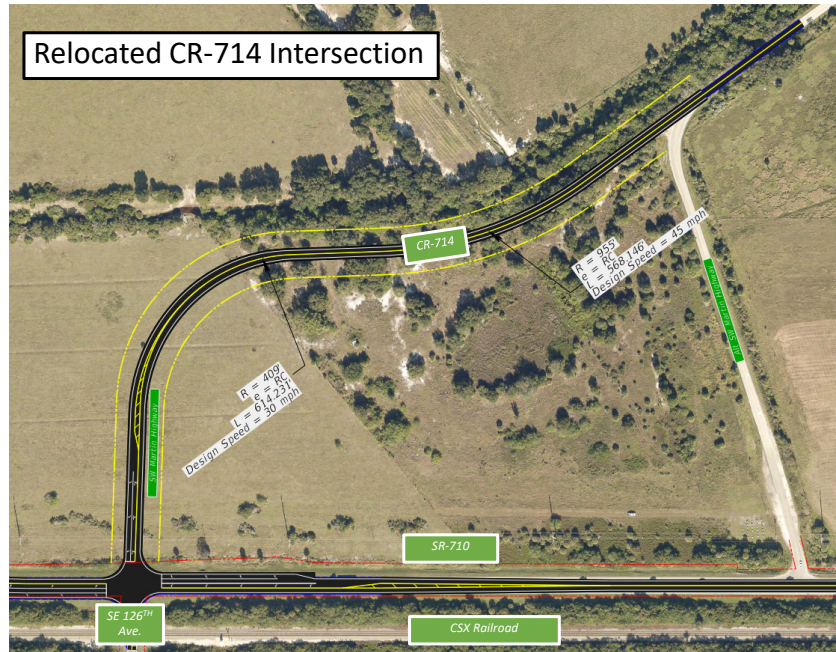


- Improves safety by reducing speed and providing additional travel lanes.
- Intersections under two-way stop control
- Center median and refuge area for turning movements
- Is not consistent within context of surrounding area – violates driver expectancy
- Does not meet design standards for a SIS facility with a rural context class.

8

Interim Improvement Alternatives

- Improves safety by eliminating an intersection
- Intersection movements would be two-way stop controlled until signalization is warranted
- Would require maintenance agreements between Martin and Okeechobee County



9

Long Term SR-710 Improvements (Four-Lane Divided Highway)

- Existing Environmental Documentation must be Re-Evaluated
 - PD&E study does not have to be restarted from scratch
 - Collecting additional traffic data based on input from citizens
 - Previous traffic forecast did not warrant widening from two to four lanes based on volumes
 - Widening is potentially warranted for safety reasons
- Entire limits of construction appear on the Draft 2050 Strategic Intermodal System (SIS) Cost Feasible Plan (CFP)

July, 2011
FINAL
Project Development Engineering Report

Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

RICK SCOTT
GOVERNOR

ANASTH PRASAD, P.E.
SECRETARY

Mr. Martin Knopp
Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attention: Mr. Mark Clagens, Transportation Engineer

Dear Mr. Knopp:

SUBJECT: SR-710 Project Development and Environment (PD&E) Study
Type 2 Categorical Exclusion with Project Location and Design Concepts
From County Road 714 (Martin Highway) to County Road 609 (Allapattah Road)
Federal Project Number: 1301 029 P
Financial Project Number: 419344-1-23-01
County: Martin County

Enclosed are two (2) copies of the Project Development Summary Report, with Master Plans and Summary of Environmental Impacts Checklist for Type 2 Categorical Exclusion, and a certified transcript of the Public Hearing held for this project, (included in the Project Development Summary Report). The Public Hearing was held on October 5, 2010. Additional backup documentation is available upon request.

Upon your review and acceptance of these documents we request your concurrence that this project is properly classified as a Categorical Exclusion as described in 23 CFR 771.115 and 771.117, and that the general project location and design concepts described in these documents are acceptable as allowable in 23 CFR 771.113. Please acknowledge your concurrence with these findings by signing and dating this request in the space below, and then returning a signed copy for our project files.

Sincerely,
Gustavo Schindly
Gustavo Schindly, P.E.
District Planning and Environmental Engineer


Concurrence by FHWA:
Mark Clagens
FHWA Division Administrator

07/12/11
Date

SR 710 PD&E Study From CR 714 (SW M to CR 609 (SW Allapattah Rd) Martin Cou (Begin MP 0.0 to

10

POTENTIAL TIMELINES



Near-Term Improvements	N/A	FY 2024	N/A	FY 2024
Interim Improvements	N/A	Resume Now	FY 2026 (at the earliest pending funding availability)	FY 2028
Long-Term Improvements	On-going	FY 2025*	FY 2027 (at the earliest pending funding availability)	FY 2030

*Earliest based on schedule, phase is not currently funded.


11

Next Steps and Questions


- Address feedback from stakeholders on short-term and interim improvements
- Continue to explore ways to advance and fund interim and long-term improvements
- **QUESTIONS?**

LET'S GET EVERYONE HOME SAFELY


WAYS TO MANAGE THE STRESS BEHIND THE WHEEL




Set up a playlist of relaxing music.




Show compassion to yourself and others.




Set phone on "Do not Disturb".



Leave earlier to avoid rushing.



Focus on getting home to what you love.



Give fellow drivers the benefit of the doubt.

12



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 19, 2023	DUE DATE: June 12, 2023	UPWP#: 3
WORDING: DEVELOPMENT REVIEW INTERACTIVE MAP UPDATE		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The FY23-FY24 Unified Planning Work Program (UPWP) states that the MPO will support data collection efforts that address multimodal planning, including land use, roadway, rail, transit, and bicycle/pedestrian, and to analyze social and economic factors as well as land use during the planning process. The Martin MPO Policy Board requested that MPO staff work with local government staff and review approved and proposed land developments. A map was developed showing County and municipal land developments. This information will assist the MPO Board in making decisions related to transportation project priorities.

ISSUES

At the June 2023 Policy Board meeting, MPO staff will present the update to the Development Review Interactive Map, which can be viewed visiting the following link: <https://experience.arcgis.com/experience/b1364d1c59e44fdb9189918c8158816e>.

RECOMMENDED ACTION

Provide comments on the Development Review Interactive Map

APPROVAL

MPO

ATTACHMENTS

Screenshot of Development Review Interactive Map Homepage

Approved Status Filter:

- All
- Approved
- Approved for Construction
- In Construction
- In Review

Agency Filter:

- All Agencies
- County
- Indiantown
- Jupiter Island
- Ocean Breeze
- Sewalls Point
- Stuart

Permit Date Range

No date selected

Project Name

None

Permit Number

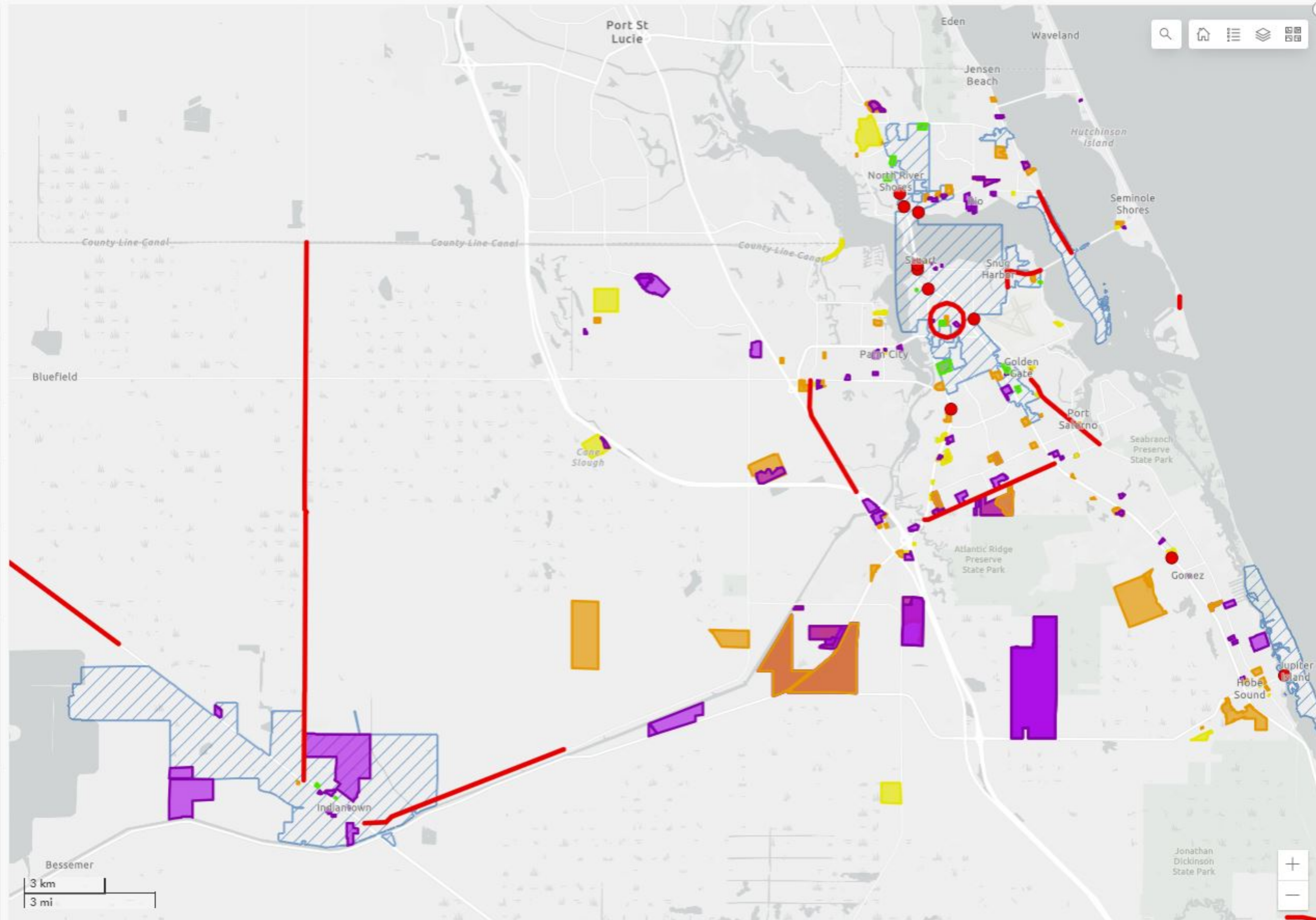
None

Urban Service District

- All
- Primary
- Secondary

Select a category

- All
- Indiantown, FL
- Jupiter Farms, FL
- Miami, FL
- Port St. Lucie, FL



	NNA East Minor Final Site Plan	In Review
	1st Amendment South Florida Gateway PUD	In Review
	311 Osceola	In Review
	37 SE Seminole St	In Review
	95 Riverside PUD Pulte I-95 Rev PUD	In Review
	Abundant Life Ministries	In Construction
	Animal Grassfed Processing Facility	In Review
	Avonlea 10	In Review
	Avonlea 12	In Construction
	Avonlea 13	In Review
	Avonlea 16	In Construction
	Avonlea 2	In Construction
	AxisOne	Approved
	Banyan Bay Ph 3	Approved for Construction
	Banyan Bay Revised Master and Phasing Plan 9th PUD AMD PH 2C FSP	In Construction
	Blue Water (fka TCCC Lot 17 & 18)	In Construction
	Bridgewater Preserve	In Construction
	Caliber Car Wash Hobe Sound	In Review
	Casa Bella	Approved
	Cassidy Center	Approved for Construction
	Central Parkway Lofts	In Construction
	Chabad Jewish Center Administrative Amendment	In Construction



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 19, 2023	DUE DATE: June 12, 2023	UPWP#: 5
WORDING: FINAL DRAFT FY25 – FY29 LIST OF PROJECT PRIORITIES (LOPP)		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Final Draft FY25 - FY29 LOPP

BACKGROUND

The MPO is required to submit its List of Project Priorities (LOPP) each year for consideration of funding for what will become the new fifth year of the Florida Department of Transportation’s (FDOT) Work Program. Priority projects must be selected from the adopted Long Range Transportation Plan (LRTP). Projects already in the Work Program remain on the list to guide in programming funds until the final phase is fully funded.

At the MPO Policy Board meeting on February 27, 2023, the Board approved the Draft FY25 – FY29 LOPP. Scoping Forms for the newly added CR-609/Allapattah Road (priority #14) and SW Citrus Boulevard (priority #15) projects were submitted to FDOT. Priority #9 (NW Alice Street) was edited to include the realignment of Alice Street with Wright Boulevard. The Board also made the widening of SR-710 its #1 priority.

ISSUES

At the June 2023 Policy Board meeting, MPO staff will present the List of Roadway, Transportation Alternatives (TA) Program, and Public Transit Project Priorities for review and recommend for MPO Board approval.

RECOMMENDED ACTION

- a. Approve the Final Draft FY25-FY29 List of Project Priorities as presented.
- b. Approve the Final Draft FY25-FY29 List of Project Priorities with comments.

FISCAL IMPACT

The Lists of Project Priorities will guide FDOT with application of transportation funds in next year’s FY25 – FY29 Tentative Work Program.

APPROVAL

MPO

ATTACHMENTS

Final Draft FY25 – FY29 Federal Attributable UNFUNDED Project Priorities

MARTIN MPO DRAFT FY25-FY29 Federal Attributable

UNFUNDED Project Priorities

Facility	Segment Limits		Project Description	2045 LRTP Page #	FY24 Ranking	FY25 Proposed Ranking
	From	To				
SR 710	SE of CR 609/ SW Allapattah Road	Martin/ Okeechobee County Line	Widen from 2 lanes to 4 lanes	76	2	1
Cove Road	SR 76/ Kanner Hwy	US 1	Widen from 2 lanes to 4 lanes including bike lanes and shared use pathway	69	1	2
CR 714	Realignment		Flatten curve of CR 714 before intersection at SR 710	Appendix G, pg. 1	3	3
Monterey Road	At FEC Railroad		Railroad/roadway grade separation	Appendix H, pg. 5	4	4
CR 708/SE Bridge Road	Bascule Bridge		Bridge Replacement	132	17	5
SR 76/Kanner Hwy	At SW South River Drive		*New southbound right turn lane at South River Drive & traffic signal	80	5	6
US 1	At Constitution Blvd.		Traffic signal	80	6	7
Monterey Rd. & East Ocean Blvd.	Kingswood Terrace	St. Lucie Blvd.	Mid-block pedestrian crosswalks	Appendix H, pg. 11	7	8
NW Alice St.	FEC Crossing		Pedestrian facilities/realign roadway with Wright Blvd.	Appendix H, pg. 11	8	9
Willoughby Blvd. Extension	Monterey Road	US 1	New 2-lane road with bike lanes and sidewalks/shared use pathways	69	9	10
CR 713/High Meadow Avenue	I-95	CR 714/ Martin Hwy	Widen from 2 lanes to 4 lanes with shared-use pathway	69	10	11
Dixie Hwy.	Cove Road	Jefferson St.	Resurfacing/ Complete Street improvements /CEI	84	15	12
CR 609/SW Allapattah Road	SR 710	2,800 feet north of Minute Maid Rd.	Resurfacing/signalized intersection southbound left turn lane/shoulder widening /CEI	128, 132	16	13

CR 609/SW Allapattah Road	Approximately 3 miles North of Minute Maid Rd.	St. Lucie County Line	Resurfacing/shoulder widening/safety improvements	128, 132		14
SW Citrus Blvd.	SW Hemingway Ter	SR 710	Resurfacing/shoulder widening and bike lanes/safety improvements	128, 132		15
N Sewall's Point Road	East Ocean Blvd.	Palmer St.	Mitigate for sea level rise impact	87	18	16
MacArthur Blvd.	Sailfish Point	1500 ft. North	Mitigate for sea level rise impact	87	19	17

*Design of right turn lane currently underway.

MARTIN MPO
FY 2024/25 – FY 2028/29
List of Transportation Alternatives Program (TAP) Priorities

Project Description	2024	2025	2026	2027	Comments
Riverside Park Neighborhood	\$413,309				Funded
SE Avalon Drive Sidewalks		\$342,558			Funded
SE Washington St. Sidewalks			\$420,000		Funded
S Dixie Highway Improvements				\$481,673	Pending

MARTIN MPO
FY 2024/25 - FY 2028/29
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	\$118,557	§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	\$903,352	§5307	LRTP -pg. 64	Amount of funds programmed is based on anticipated procurements and estimated costs and will change year to year.
Security	1% Safety	\$15,208	§5307	LRTP -pg. 64	Amount of funds programmed is based on anticipated procurements and estimated costs and will change year to year.
Safety	.75% Security	\$8,731	§5307	LRTP -pg. 64	Amount of funds programmed is based on anticipated procurements and estimated costs and will change year to year.



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 19, 2023	DUE DATE: June 12, 2023	UPWP#: 1
WORDING: REQUEST FOR FUNCTIONAL CLASSIFICATION CHANGE – SW HIGH MEADOW AVE		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The Florida Department of Transportation (FDOT) is requesting an update to the functional classification of SW High Meadow Avenue. Currently the roadway has two Functional Classifications, from MP 0.000 to MP 4.473, the roadway is an Urban Minor Arterial, and from MP 4.473 to MP 4.638, the roadway is classified as Urban Local. FDOT would like to change the portion that is currently Urban Local to Urban Minor Arterial. The beginning point of the roadway was moved further south, increasing the length of the roadway.

ISSUES

At the June Policy Board meeting, FDOT and MPO staff will present FDOT’s Functional Classification Change Application for review and approval.

RECOMMENDED ACTION

- a.) Approve of the Functional Classification Change request from FDOT
- b.) Approve of the Functional Classification Change request from FDOT with comments

APPROVAL

MPO

ATTACHMENTS

- a. Application for Functional Classification Change
- b. Martin County Functional Classification Map

APPLICATION FOR FUNCTIONAL CLASSIFICATION CHANGE

Date: 03/15/2023

Sponsoring Agency: FL Dept of Transportation

Phone Number: (954) 777-4364

Contact Person: Kara Schwartz

E-mail: Kara.schwartz@dot.state.fl.us

Roadway Name: SW High Meadow Avenue

Section Number: 89000032

From: Ramp 89095029

From Mile Post: 0.000

To: Existing roadway beginning

To Mile Post: 0.165

If 1-Way, Number of Lanes: 1 2 3 4

Status of Not Currently Functionally Classified

If 2-Way, Number of Lanes: 2 4 6 8

Roadway: Currently Functionally Classified

AADT and Year: 12300 / 2020

Source: FDOT

FDOT Access Mgmt. Classification: 1 2 3 4 5 6 7 Not classified

Speed Limit (miles per hour): 55 MPH (MP. 0.000 to MP. 3.476)
45 MPH (MP. 3.476 to MP. 4.638)

Current Functional Classification:

Proposed Functional Classification:

- Rural Principal Arterial – Interstate
- Rural Principal Arterial – Freeways and Expressways
- Rural Principal Arterial – Other
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Urban Principal Arterial – Interstate
- Urban Principal Arterial – Freeways and Expressways
- Urban Principal Arterial – Other
- Urban Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Urban Local

- Rural Principal Arterial – Interstate
- Rural Principal Arterial – Freeways and Expressways
- Rural Principal Arterial – Other
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Urban Principal Arterial – Interstate
- Urban Principal Arterial – Freeways and Expressways
- Urban Principal Arterial – Other
- Urban Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Urban Local

Justification for Proposed Change:

Currently the roadway has two Functional Classifications, from MP 0.000 to MP 4.473 is Urban Minor Arterial
And from MP 4.473 to MP 4.638 is Urban Local. We would like to change the portion that is currently Urban Local to
Urban Minor Arterial. Beginning point of the roadway was moved further south, increasing the length of the roadway.

Please attach a location map separately when submitting this application, include Roadway ID's, Road Number symbols and Functional classification color coding of roadway segments.

Recommended By:

Local Government/Metropolitan
Planning Organization (MPO) Chairman

Date

FDOT – District Office

Date

FDOT – Central Office

Date

Approved By:

Federal Highway Administration

Date

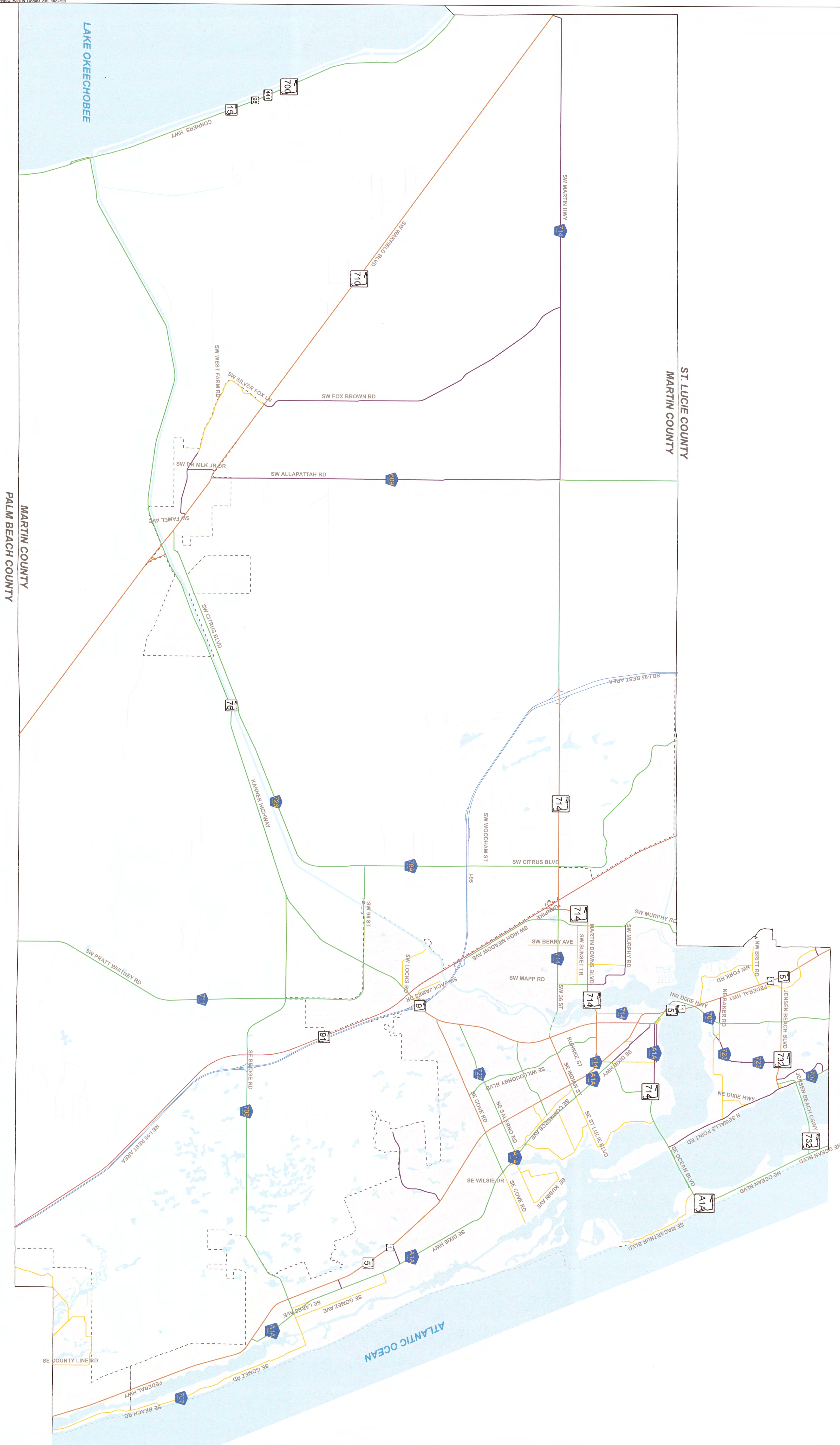
2010 Federal Highway Administration (FHWA)
Adjusted Urban Areas
Indianapolis, Miami, and Port St. Lucie



2 1 0 2
Miles

SCALE: 1:85,000

- Principal Arterial (Rural/Urban)**
 - Interstate
 - Other Freeways & Expressways
 - Other Principal Arterial
- Minor Arterial (Rural/Urban)**
 - Minor Arterial
 - Minor Arterial - Future Route
- Collector (Rural/Urban)**
 - Major Collector
 - Minor Collector
- Local (Rural/Urban)**
 - Local
- 2010 FHWA Adjusted Urban Boundaries
- County Boundaries



John Lane 11/21/13
Board of County Commissioners Chair Date

Shane Rouse 12/14/13
Metropolitan Planning Organization Chair Date

David M. ... 12/14/13
Florida Department of Transportation
Regional Four Secretary Date

... 01/23/2014
Federal Highway Administration Date

PREPARED BY:





**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 19, 2023	DUE DATE: June 12, 2023	UPWP#: 2
WORDING: NEW MPO WEBSITE		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The Martin MPO Policy Board approved the Website Development Scope of Services on October 17, 2023. The purpose of this Scope was to have the MPO’s General Planning Consultant, The Corradino Group, develop a new MPO website.

The new Martin MPO website includes improved features such as:

- Meeting calendar
- Document/minutes/agenda archive
- Emphasis areas
- Announcements
- Comment intake
- Improved search functions

At the June Advisory Committee meetings, members enjoyed the new website and expressed their excitement to utilize it at the beginning of July.

ISSUES

At the June Policy Board meeting, MPO’s General Planning Consultant, The Corradino Group, will present the new MPO website.

RECOMMENDED ACTION

Provide comments

APPROVAL

MPO

ATTACHMENTS

- a. Screenshot of Homepage for the New MPO Website



Vision Statement

To create and maintain a safe, efficient and resilient multimodal transportation network to meet mobility and accessibility needs of Martin County's residents and visitors, while preserving the environment, supporting economic growth and enhancing the quality of life.

Learn More



Notes

- Final CY22 MPO/State Joint Certification



Martin MPO
Joint Certification 2023
2/6/2023

Part 1 – Metropolitan Planning Organization

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question using the checkboxes to provide a “yes” or “no.” Below each set of checkboxes is a box where an explanation for each answer is to be inserted. The explanation given must be in adequate detail to explain the question.

FDOT's [MPO Joint Certification Statement](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the document. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and email it with this completed Certification Document to your District MPO Liaison.

Please note that the District shall report the identification of, and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

Part 1

Part 1 of the Joint Certification is to be completed by the MPO.

Part 1 Section 1: MPO Overview

1. Does the MPO have up-to-date agreements such as the interlocal agreement that creates the MPO, the intergovernmental coordination and review (ICAR) agreement; and any other applicable agreements? Please list all agreements and dates that they need to be readopted. The ICAR Agreement should be reviewed every five years and updated as necessary. Please note that the ICAR Agreement template was updated in 2020.

Please Check: Yes No

1. Treasure Coast Transportation Council Interlocal Agreement Executed: April 10, 2006. Renews automatically every five years.
2. Staff Services Agreement Executed October 16, 2007. No expiration date.
3. Interlocal Agreement for Creation of the Martin MPO Executed: April 7, 2015. No expiration date. Interlocal Agreement Amendment to include the Village of Indiantown as a voting member on the Martin MPO Board executed February 7, 2019.
4. Intergovernmental Coordination and Review Agreement (ICAR) Executed: October 25, 2016. No expiration date. This document is reviewed every five years.
5. MPO Agreement for FHWA Planning (PL) Funds Executed: June 20, 2022, Expires: June 30, 2024.
6. Regional Long Range Transportation Plan (RLRTP) Development - Memorandum of Understanding (MOU) - Executed: September 9, 2021

2. Does the MPO coordinate the planning of projects that cross MPO boundaries with the other MPO(s)?

Please Check: Yes No

On December 13, 2022, the GPC for Indian River MPO, St. Lucie TPO and Martin MPO provided a kick-off meeting for the Regional Long Rang Transportation Plan to discuss the scope of services for the plan and how to move forward. The Martin MPO continues to work with FDOT District One and Four on the CR-714 Re-alignment project that crosses Martin County and Okeechobee County lines.

3. How does the MPOs planning process consider the 10 Federal Planning Factors ([23 CFR § 450.306](#))?

Please Check: Yes No

The Unified Planning Work Program (UPWP) FY22/23 – FY23/24 lists the Planning Factors on pages 9 & 10. These Planning Factors are reflected in the Tasks of the UPWP as shown in the Matrix on page 10.

4. How are the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process?

Please Check: Yes No

Continuing, cooperative, and comprehensive process also referred to as the 3C's are referenced in the 2045 LRTP on page 1 and reflected in Chapter 3 "Goals, Objectives, and Performance Measures" (pages 11-13). In addition, the 3C's are referenced on page 3 of the UPWP and reflected in 2.2 MPO Agreements (page 22). Further the Transportation Improvement Program (TIP) contains the Federal and MPO Certification (page iii) which references the 3C process.

5. When was the MPOs Congestion Management Process last updated?

Please Check: Yes No N/A

As part of the development of the 2045 Long Range Transportation Plan (LRTP), Chapter 5, Section 5.1 Data Driven Analysis, adopted October 2020, provides a summary of congested network analysis and results that were considered to develop the 2045 Needs Assessment and Needs Plan. Further, Congestion Management Process (CMP) documented in Technical Memorandum #5 – CMP Update was completed as part of the 2045 LRTP-*Martin in Motion* and integrated in the Cost Feasible Plan.

6. Has the MPO recently reviewed and/or updated its Public Participation Plan (PPPs)? If so, when? For guidance on PPPs, see the Federal Highway Administration (FHWA) checklist in the [Partner Library](#) on the MPO Partner Site.

Please Check: Yes No

The Martin MPO annually reviews its adopted Public Participation Plan (PPP). A major update is required every five years. Therefore, the Martin MPO created a Public Participation Plan (PPP) to update the process and expectation for public engagement during the MPO's transportation planning and decision-making activities. The PPP was reviewed and approved at the February 21, 2022, Martin MPO Policy Board Meeting.

7. Was the Public Participation Plan made available for public review for at least 45 days before adoption?

Please Check: Yes No

As required by federal law, the Public Participation Plan approved on February 21, 2022, was made available for public review and comment for 45 days prior to the adoption by the MPO Board. The PPP was made available at the Martin County Administrative Center, all library branches, the Martin MPO website, and social media.

Part 1 Section 2: Finances and Invoicing

1. How does the MPO ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by FDOT and the Division Administrator of FHWA?

As a division of the Public Works Department for the Martin County Board of County Commission (BOCC), the MPO ensures that Federal-aid funds are expended in conformity with applicable Federal and State laws in accordance with the BOCC's Grant Management Policy. All expenditures are approved by the MPO Administrator, the Office of Management and Budget (OMB) and the Purchasing Department. The County has well documented policies and procedures in place.

2. How often does the MPO submit invoices to the District for review and reimbursement?

The MPO submits Quarterly Invoices to the District.

3. Is the MPO, as a standalone entity, a direct recipient of federal funds and in turn, subject to an annual single audit?

The MPO as a division of the Public Works Department is included in the Martin County Board of County Commissioner's single audit.

4. How does the MPO ensure their financial management system complies with the requirements set forth in [2 C.F.R. §200.302?](#)

The BOCC has an OMB that provides information to and communicates with personnel working in the MPO to ensure that all personnel understand the requirements of their grants. The County has well documented policies and procedures in place. Martin County tracks each grant as a separate fund in their financial management system and as outlined in the Grants Management Policy.

5. How does the MPO ensure records of costs incurred under the terms of the MPO Agreement maintained and readily available upon request by FDOT at all times during the period of the MPO Agreement, and for five years after final payment is made?

The MPO and the Office of Management and Budget maintain a file with all grant invoices and backup documentation that is readily available upon request by FDOT.

6. Is supporting documentation submitted, when required, by the MPO to FDOT in detail sufficient for proper monitoring?

Yes, supporting documentation, when required, is in sufficient detail for proper monitoring.

7. How does the MPO comply with, and require its consultants and contractors to comply with applicable Federal law pertaining to the use of Federal-aid funds and applicable State laws?

All bids, request for proposals, request for qualifications, etc. include information that states, "funds for this project are derived from federal grants and therefore the successful contractor must comply with federal guidelines." Each contract entered into an agreement with the Board of County Commissioners, Martin County, Florida for the Martin MPO includes the Federal 3rd Party Contractor Provisions, Terms for Federal Aid Contracts, Title VI Policy Statement, Truth In Negotiation Certificate, Bid Opportunity List, Certification Regarding Lobbying, Certification Regarding Debarment, Certification of Non-Collusion, Drug Free Workplace Certification, Public Entity Crimes Statement, E-Verify and all requirements under State laws.

8. Does the MPO have an existing negotiated indirect cost rate from the Federal government or use the de minimis rate (currently set at 10% of modified total direct costs which may be used indefinitely [\(2 C.F.R. 200.414\(f\)\)](#)?

In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect

cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.

Please Check: Indirect Rate De Minimis Rate N/A

- a. If the MPO has an existing negotiated indirect cost rate, did the MPO submit a cost allocation plan?

Martin MPO does not have an existing negotiated indirect cost rate and does not pay host agency (Martin County) a monthly fee.

Part 1 Section 3: Title VI and ADA

1. Has the MPO signed an FDOT Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/ADA Program, and posted for public view a nondiscrimination policy and complaint filing procedure?"

Please Check: Yes No

The MPO has an executed MPO Agreement with FDOT which includes Exhibit "C", Title VI Assurance, which expresses commitment to non-discrimination. The MPO has a Title VI/Nondiscrimination Contact, as shown in the Organization Structure of the Title VI/Nondiscrimination Policy and Plan. For ADA-related issues, Martin County has an ADA Coordinator for questions, comments, or requests for accommodation. The Martin MPO's Title VI and Other Nondiscrimination Policy and Plan are available for public view on the Martin MPO website.

2. Do the MPO's contracts and bids include the appropriate language, as shown in the appendices of the [Nondiscrimination Agreement](#) with the State?

Please Check: Yes No

Yes, all Board of County Commission, Martin County, Florida contracts and bids for the Martin MPO provide the Federal Third Party Contract Provisions that provides the Nondiscrimination Agreement with the State that includes the Debarment and Suspension Certification, Lobbying Certification for Grants, Loan and Cooperative Agreements, Disadvantaged Business Enterprise Utilization, Title VI/Nondiscrimination Assurance, and Statement and Assurances.

3. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI and Title VIII complaints, and does this procedure comply with FDOT's procedure?

Please Check: Yes No

Martin MPO works with host agency Martin County which has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discrimination when found. Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, religion, age, disability, family or income status in any of Martin County's programs, services or activities may file a complaint with the Martin County Title VI Coordinator: A complaint must be filed within one hundred eighty (180) days after the date of the alleged discrimination, unless the time for filing is extended by the FTA, FHWA or other federal or state authorities. Upon receipt of a signed complaint, the Title VI Coordinator will, within

five (5) working days, provide the complainant or his/her representative with a written acknowledgement of the complaint. The Title VI Coordinator will take reasonable steps to resolve the matter and respond to the complaint within thirty (30) days.

4. Does the MPO collect demographic data to document nondiscrimination and equity in its plans, programs, services, and activities?

Please Check: Yes No

The Martin MPO last updated the Community Characteristics Report using the 2015 American Community Survey 5-year Estimates (2011-2015). The Martin MPO currently has a General Planning Consultant preparing a Scope of Services for a 2023 Community Characteristic Report that includes the 2020 Decennial Census data. The Scope of Services is scheduled to be approved at the February 27, 2023, Martin MPO Board Meeting. The report will include minority, age, poverty, mobility, and Limited English Proficiency data, as well as additional demographic information that is vital in identifying diverse groups and incorporating their needs into the transportation decision-making process.

Census data was also used during the development of the Public Participation Plan (PPP) Major Update. Areas with high percentages of minorities, poverty, elderly, limited English Proficiency, and households with no vehicles were identified on a map of Martin County. This information will help ensure that the Martin MPO reaches out to these populations, and that additional effort in certain areas may be needed when conducting public outreach for all MPO projects.

5. Has the MPO participated in any recent Title VI training, either offered by the State, organized by the MPO, or some other form of training, in the past three years?

Please Check: Yes No

- 2020 Virtual FPTA Conference: The Surprising Place Discrimination Shows Up in the Workplace – October 8, 2020
- 2020 AMPO Virtual Annual Conference: Law and Equity Webinar – October 27, 2020
- 2020 AMPO Virtual Annual Conference: Transportation and Planning Equity Issues: Opportunities and Obligations Under Title VI – October 27, 2020.
- 2020 AMPO Virtual Annual Conference: EJ, LEP and Title VI – October 29, 2020
- 2021 Safe Streets Summit: Themed Breakout Discussion Session: Transportation Equity – January 29, 2021
- 2021 Transportation Equity at USDOT – June 25, 2021

- 2021 AMPO Annual Conference: Developments in Environmental Justice Equity: Tracking Important Policy and Legal Issues for MPOs – October 5, 2021.
- 2022 FDOT – ADA in Design, Construction, and Maintenance Webinar – August 30, 2022
- 2022 Commission for the Transportation disadvantaged (CTD) Training Workshop – ADA Compliance session – August 30, 2022
- 2022 CTD Training Workshop - Inclusive Planning: the Path Towards Equity session
- 2022 AMPO Annual Conference: Improving Mobility for Vulnerable Communities – October 25, 2022
- 2022 AMPO Annual Conference: Working with Vulnerable Populations – October 26, 2022

6. Does the MPO keep on file for five years all complaints of ADA noncompliance received, and for five years a record of all complaints in summary form?

Please Check: Yes No

The MPO has not received any complaints of ADA noncompliance. If we did, the MPO would retain for five years

Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises

1. Is the MPO using a qualifications based selection process that is consistent with [2 C.F.R. 200.320 \(a-c\)](#), [Appendix II to Part 200 - Contract Provision](#), and [23 C.F.R. 172](#), and Florida statute as applicable?

Please Check: Yes No

As a division of the Public Works Department for the Martin County Board of County Commission (BOCC), the MPO follows the Martin County Purchasing Manual and Procurement Process which utilizes all of the methods in 2 C.F.R. 200.320: micro-purchases, small purchases, competitive bidding, and non-competitive bidding procurements. The County has well documented policies and procedures in place. This includes the following:

- a. Identification, in its accounts, of all Federal awards received and expended and the Federal programs under which they were received.
- b. Accurate, current, and complete disclosure of the financial results of each Federal award or program in accordance with the reporting requirements set forth in §§200.327 Financial reporting and 200.328 Monitoring and reporting program performance.
- c. Records that identify adequately the source and application of funds for federally-funded activities. These records must contain information pertaining to Federal awards, authorizations, obligations, unobligated balances, assets, expenditures, income, and interest and be supported by source documentation.
- d. Effective control over, and accountability for, all funds, property, and other assets.
- e. Comparison of expenditures with budget amounts for each Federal award.
- f. Written procedures to implement the requirements of §200.305 Payment.
- g. Written procedures for determining the allowability of costs in accordance with Subpart E – Cost Principles of this part and the terms and conditions of Federal award.

2. Does the MPO maintain sufficient records to detail the history of procurement, management, and administration of the contract? These records will include but are not limited to: rationale for the method of procurement, selection of contract type, contractor selection or rejection, the basis for the contract price, contract, progress reports, and invoices.

Note: this documentation is required by [2 C.F.R. 200.325](#) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

Please Check: Yes No

As a division of the Public Works Department for the Martin County Board of County Commission (BOCC), the MPO ensures that Federal-aid funds are expended in conformity with applicable Federal and State laws in accordance with the BOCC's Grant Management Policy. All expenditures are approved by the MPO Administrator, the Office of Management and Budget (OMB) and the Purchasing Department. The OMB provides regular compliance reviews of all grant awards and projects to determine that they are in compliance with applicable laws, requirements of the grant agreement, and applicable professional standards. The OMB also provides information to and communicates with, personnel working in separate grant program departments to ensure that all personnel understand the requirements of their grants. The County has well documented policies and procedures in place. The MPO and the Office of Management and Budget maintain a file with all grant invoices and backup documentation that is readily available upon request by FDOT.

3. Does the MPO have any intergovernmental or inter-agency agreements in place for procurement or use of goods or services?

Please Check: Yes No

The Staff Services Agreement between the Martin MPO and Martin County, FL entered on October 16, 2007, specifies under Financial Administration, that contracts and bids for the purchase of material and services shall be in accordance with County procedures and all state and federal rules, regulation, and laws applicable to the MPO.

4. What methods or systems does the MPO have in place to maintain oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders?

Please Check: Yes No

MPO staff reviews all submitted invoices and deliverables and verifies it is in compliance with the approved Scope of Services. In addition, staff as well as Stakeholder Committee members regularly meet in-person or virtually with planning consultants for the purpose of providing oversight throughout the duration of planning studies and/or programs.

5. Does the MPO's contracts include all required federal and state language from the MPO Agreement?

Please Check: Yes No

All contracts include all required federal and state language from the MPO Agreement including the Federal Third Party Contract Provisions that provides the Nondiscrimination Agreement with the State that includes the Debarment and Suspension Certification, Lobbying Certification for Grants, Loan and Cooperative Agreements, Disadvantaged

Business Enterprise Utilization, Title VI/Nondiscrimination Assurance, and Statement and Assurances.

6. Does the MPO follow the FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

Please Check: Yes No

As part of the UPWP process includes the Statement and Assurances FDOT Form Number 525-010-08 that includes the Disadvantaged Business Enterprise Utilization. This ensures the MPO, and its consultant shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the MPO, in a non-discriminatory environment. Also, it ensures the MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts.

7. Are the MPOs tracking all commitments and payments for DBE compliance?

Please Check: Yes No

The MPO relies on the Equal Opportunity Compliance (EOC) system to track DBE participation. The EOC system is a web-based application developed to manage DBE reporting and ensure compliance. This application is used statewide by FDOT prime contractors/consultants to report Bidders Opportunity List, DBE Commitments and DBE Sub payments. Furthermore, the EOC system comprises of a module where FDOT district personnel and central office monitor and review entries reported by FDOT prime contractors/consultants to ensure accuracy.

8. The MPO must be prepared to use the Grant Application Process (GAP) to record their professional services contract information starting on July 1, 2022. Has the MPO staff been trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete (Recordings are available on the FDOT Local Programs [webpage](#)).

Please Check: Yes No

Staff attended the GAP System Application Submittal Refresher Training on December 16, 2021, and the MPO Grant Application Process (GAP) Training on January 25, 2022.

9. Does the MPO include the DBE policy statement in its contract language for consultants and subconsultants?

Please Check: Yes No

The MPO's Request for Qualifications include requirements for the bidders to include the DBE policy statement and complete and include the DBE Bid Package FDOT Form Number 275-030-11, the DBE Affirmative Action Plan FDOT Form Number 275-030-11B and the Local Agency Program Federal-Aid Terms for Professional Services Contract FDOT Form Number 375-04-84 in the contract documents. This assists the FDOT in tracking and reporting planned or estimated DBE utilization and includes all the terms that apply when services involve the expenditure of federal funds. Also, it requires the bidders to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contract.

10. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes No N/A

11. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes No N/A

12. Please identify all locally required preference programs applied to contract awards by local ordinance or rule that will need to be removed from Federal-Aid solicitations and contract.

- a) Minority business
- b) Local business
- c) Disadvantaged business
- d) Small business
- e) Location (physical location in proximity to the jurisdiction)
- f) Materials purchasing (physical location or supplier)
- g) Locally adopted wage rates
- h) Other: _____

13. Do the MPO contracts only permit the use of the approved FDOT race-neutral program?

Please Check: Yes No N/A

14. Do the MPO contracts specify the race neutral or 'aspirational' goal of 10.65%?

Please Check: Yes No N/A

15. Are the MPO contracts free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes No N/A

16. Do the MPO contracts contain required civil rights clauses, including:

- a. Nondiscrimination in contracting statement (49 CFR 26.13)
- b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
- c. FDOT DBE specifications

Please Check: Yes No N/A

Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPOs noteworthy practices and achievements below.

Outstanding Planning Agency Award

The Florida Commission for the Transportation Disadvantaged recently recognized the Martin MPO as the 2022 Planning Agency of the Year. This award is for the planning agency that has gone beyond their scope to assist transportation disadvantaged citizens in their area. Martin MPO has included transportation disadvantaged planning into its local plans and has worked closely with the Senior Resource Association, Martin County's Community Transportation Coordinator, to overcome local transportation barriers and to advocate on behalf of the transportation disadvantaged population.

Public Participation Plan

This Public Participation Plan (PPP) is intended to outline the expectations for public engagement during the MPO's transportation planning and decision-making activities. It provides a framework for the MPO's goal of carrying out an ongoing process through which public involvement is regularly identified and considered. In particular, the PPP outlines the audience, intent, tools, and expectations for proactive public outreach and engagement on transportation issues. It includes the objectives that will be used to guide the public involvement process and the measures that will be used to evaluate its performance. This PPP also includes multiple strategies that will consistently be used to engage the public in the transportation planning process and the variety of outreach techniques available to the MPO. Overall, this plan defines how the Martin MPO will effectively engage the public and gather valuable feedback on transportation issues affecting them. The Plan was adopted by the Martin MPO in February 2022.

Vision Zero Plan

The Martin MPO developed a Vision Zero Plan that incorporated Vision Zero initiatives to move towards reducing traffic fatalities and serious injuries to zero. This project included partner coordination through a Vision Zero Stakeholder Committee, coordination on priority action items, developing policy and programs that support bicycle and pedestrian safety, and recommended safety countermeasures (infrastructure and non-infrastructure) based on the identification of potential hot spots for bicycle and pedestrian crashes throughout the county. The consultant developed an interactive map and Vision Zero Website that included crash-data analysis, Vision Zero goals and strategies that were based around three focus areas: Safe Streets (Speed Management, Countermeasures and Enforcement), Culture (Education and Encouragement) and Evaluation & Accountability. The Martin MPO Vision Zero Plan was adopted by the Martin MPO Board in June 2022.

Development Review Interactive Map

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

Transportation Network Resiliency Study Update

The Martin MPO developed a Transportation Network Resiliency Study that provides a mechanism/methodology on how to consider resiliency/climate change in the transportation planning process. The plan also considered the additional cost associated with reducing vulnerability of the existing transportation infrastructure. The Study was adopted the Martin MPO Board in June 2022.

Virtual Safety Campaign

Staff continued the Bicycle and Pedestrian Virtual Safety Awareness messages with key components for Nighttime Visibility Safety, Mid-Block Safety, Bicycle Safety and Pedestrian Safety as part of the Martin MPO Vision Zero Action Plan. Awareness Messages continued to be published in the County Connection Digital Newsletter and the Martin MPO Martin in Motion Social Media Account. During the 3rd Quarter of 2022, between July 1st and September 30th the MPO kicked off two social media campaigns:

- 1) Alert Today Alive Tomorrow Schools Out Campaign between July 5 and July 26, 2022, that consisted of four (4) social media posts.
- 2) Alert Today Alive Tomorrow Back to School Safety Campaign between July 26 and September 1, 2022.

During the 4th Quarter of 2022, between October 1st and December 31st the MPO kicked off the Aggressive Driving Social Media Campaign between November 15 and December 8, 2022.

Bike to Work Day

On March 11, 2022, MPO staff in coordination with South Florida Commuter Services, a program of FDOT, conducted a Bike to Work Day event as part of Florida Bike Month. The purpose of this event was to invite all Downtown Merchants to celebrate bicycling as a clean, fun, and healthy way to get to work. Staff partnered with Martin County Human Resources Department as part of the Commit to Be Fit Program and encouraged employees of Martin County and the City of Stuart to participate in a 4.1-mile circulator route that offered different exiting points.

Walk to School Day

Staff members met with staff from J.D. Parker Elementary on October 12, 2022, to promote safe walking. The MPO gave out backpacks filled with comic books, reflective shoe laces, reflective stickers, reflective arm bands, safety hero trading cards, reflective blinking lights and a few other items (provided by University of Florida's Pedestrian and Bicycling Safety Resource Center) that all reinforced the message of how to walk to school safely. The MPO has made it a priority that people of all ages and especially

young children learn about the dangers of crossing driveways and intersections along roadways, and how to do it in the safest way possible.

Projects Underway

Hobe Sound North Corridor SUN Trail Study

On March 9, 2022, the Martin MPO held a 2nd Public Meeting for the Hobe Sound North Corridor SUN Trail Study inviting residents and businesses to provide input on the project. The meeting was a success, with over 47 members of the public in attendance. The Martin MPO received many public comments on the study, and a corridor was selected as the preferred route. Shortly thereafter, public objection presented at the April 18, 2022, Martin MPO Board Meeting, resulted in the Board requesting further public outreach for a preferred route. Moving forward will be to continue scheduling public meetings/open houses before or after scheduled events/meetings so that the MPO can gain additional input.

Transit Efficient Study

The Transit Efficiency Study examines how the transit system can become more efficient and determine service integration opportunities for Martin County Public Transit. The Study will see to identify strategies that will most effectively improve passenger experience, efficiently expand services through micro-transit to areas not currently served, as well as reduce operating and capital costs. The study will help the local governments in Martin County ensure that public services are efficient, effective, and evolving to meet changing transportation trends and technology, all while prioritizing access to jobs, healthcare, and education to drive economic development. Recommendations from this Study will be included in the Martin County Transit Development Plan (TDP) identified in this UPWP.

US-1 at SW Palm City Road Intersection Feasibility Study

The Martin MPO is currently developing a feasibility study for safety improvements at the intersection of US-1/Palm City Road to consider reconstructing the southbound US-1 right by eliminating the free-flow right and replacing it with a hard right turn lane at the signalized intersection.

Website Development

The Martin MPO is currently developing a new website that will bring the Martin MPO in the modern world. The intent of this project is to modernize the website with several required activities such as project administration and presentations, website development including planning, design, pre-launch, launch and website hosting and maintenance.

Regional Coordination

2045 Regional Long Range Transportation Plan (RLRTP)

The development of the 2045 Regional LRTP is under development with a notice to proceed on November 7, 2022. The Martin MPO is the Lead Agency in the development of the 2045 Regional LRTP with the scope of services including Regional

Goals, Objectives, and Performance measure; Regional Multimodal Transportation System, Regional Public Involvement, Regional Needs Assessment, Regional Transit and Non-Motorized Transportation Component, Regional Freight Component, and Regional Project Prioritization.

CR 714 Re-alignment

At the June 20, 2022, MPO Board meeting, FDOT presented an update to the CR 714 Realignment project. There was discussion regarding the property owner's concerns with the proposed designs of the realignment. At the end of FDOT's presentation, a motion was made and passed by the MPO Board that FDOT should pause the project and re-engage with the property owner to develop additional options. At the December 12, 2022, MPO Board meeting, the FDOT was provided direction to align CR 714 with SE 126th Boulevard at SR-710.

Part 1 Section 6: MPO Comments

The MPO may use this space to make any additional comments or ask any questions, if they desire. This section is not mandatory, and its use is at the discretion of the MPO.

No comments



Martin MPO
Joint Certification 2023
4/27/2023

Part 2 – FDOT District

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Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The Certification Package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

Certification Process

Please read and answer each question within this document.

Since all of Florida's MPOs adopt a new Transportation Improvement Program (TIP) annually, many of the questions related to the TIP adoption process have been removed from this certification, as these questions have been addressed during review of the draft TIP and after adoption of the final TIP.

As with the TIP, many of the questions related to the Unified Planning Work Program (UPWP) and Long-Range Transportation Plan (LRTP) have been removed from this certification document, as these questions are included in the process of reviewing and adopting the UPWP and LRTP.

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 2 Section 10: Attachments allows you to embed any attachments to the certification, including the [MPO Joint Certification Statement](#) document that must accompany the completed certification report. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and attach it to the completed certification in Part 2 Section 10: Attachments.

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

The final Certification Package should include Part 1, Part 2, and any required attachments and be transmitted to Central Office no later than June 1 of each year.

Risk Assessment Process

Part 2 Section 1: Risk Assessment evaluates the requirements described in [2 CFR §200.332 \(b\)-\(e\)](#), also expressed below. It is important to note that FDOT is the recipient and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

(b) Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring described in paragraphs (d) and (e) of this section, which may include consideration of such factors as:

- (1) The subrecipient's prior experience with the same or similar subawards;*
- (2) The results of previous audits including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;*
- (3) Whether the subrecipient has new personnel or new or substantially changed systems; and*
- (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*

(c) Consider imposing specific subaward conditions upon a subrecipient if appropriate as described in §200.208.

(d) Monitor the activities of the subrecipient as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward; and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:

- (1) Reviewing financial and performance reports required by the pass-through entity.*

(2) Following-up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies pertaining to the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and written confirmation from the subrecipient, highlighting the status of actions planned or taken to address Single Audit findings related to the particular subaward.

(3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by §200.521.

(4) The pass-through entity is responsible for resolving audit findings specifically related to the subaward and not responsible for resolving crosscutting findings. If a subrecipient has a current Single Audit report posted in the Federal Audit Clearinghouse and has not otherwise been excluded from receipt of Federal funding (e.g., has been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant audit agency or cognizant oversight agency to perform audit follow-up and make management decisions related to cross-cutting findings in accordance with section §200.513(a)(3)(vii). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.

(e) Depending upon the pass-through entity's assessment of risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be useful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:

(1) Providing subrecipients with training and technical assistance on program-related matters; and

(2) Performing on-site reviews of the subrecipient's program operations;

(3) Arranging for agreed-upon-procedures engagements as described in §200.425.

If an MPO receives a Management Decision as a result of the Single Audit, the MPO may be assigned the high-risk level.

After coordination with the Office of Policy Planning, any of the considerations in 2 CFR §200.331 (b) may result in an MPO being assigned the high-risk level.

The questions in Part 2 Section 1: Risk Assessment are quantified and scored to assign a level of risk for each MPO, which will be updated annually during the joint certification process. The results of the Risk Assessment determine the minimum frequency by which the MPO’s supporting documentation for their invoices is reviewed by FDOT MPO Liaisons for the upcoming year. The Risk Assessment Scoring Sheet is available [here](#) on the MPO Partner Library. The frequency of review is based on the level of risk in **Table 1**.

Table 1. Risk Assessment Scoring

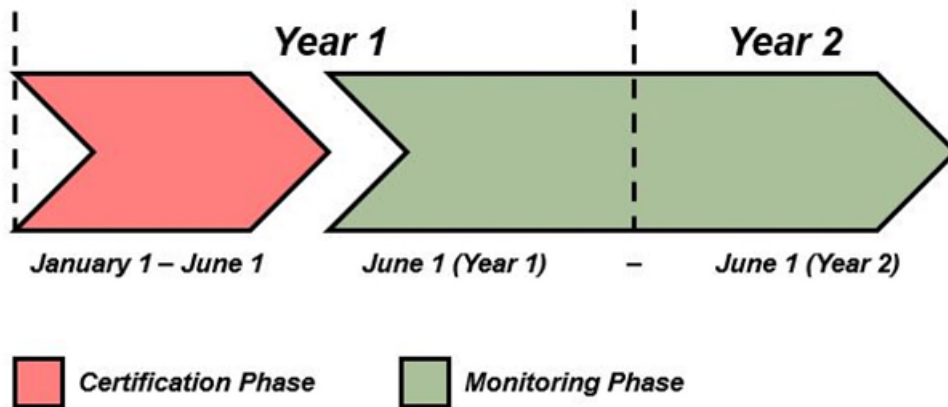
Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

The Risk Assessment that is part of this joint certification has two main components – the Certification phase and the Monitoring phase – and involves regular reviewing, checking, and surveillance.

1. Certification phase: the first step is to complete this Risk Assessment during the joint certification review, which runs from January 1 to June 1 (*The red arrow in Figure 1*). During this 6-month period, a Risk Assessment is performed assessing the previous calendar year.
2. Monitoring phase: After the joint certification review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for a 12-month period starting on June 1 (*The green arrow, Year 1 in Figure 1*) and ending on June 1 of the following year (*The green arrow, Year 2 in Figure 1*).

This process takes 18 months in total. On January 1 of each year, the new Certification phase will begin, which will overlap with the previous year’s Monitoring phase. **Figure 1** shows the timeline of Risk Assessment phases.

Figure 1. Risk Assessment: Certification and Monitoring Phases



Part 2

Part 2 of the Joint Certification is to be completed by the District MPO Liaison.

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below.

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
G1078-6	10/01/2021-12/31/2021	3/14/2022	NO
G1078-7	1/01/2022-3/31/2022	5/04/2022	NO
G1078-8	4/01/2022-6/30/2022	8/22/2022	NO
G2929-1	7/01/2022-9/30/2022	11/17/2022	NO
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			4
Total Number of Invoices Submitted			4

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed in the certification period in **Table 3** and attach the checklists to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Invoice Review Checklist (i.e. checked yes). The

MPO Invoice Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting unallowable, unreasonable or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.

Corrections or findings that are not considered materially significant do not warrant elevation of MPO risk. Examples of corrections or findings that are not considered materially significant include:

- Typos.
- Incorrect UPWP revision number.
- Incorrect invoice number.

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of Correct Materially Significant Finding Questions
G1078-6	7
G1078-7	7
G1078-8	7
G2929-1	7
MPO Invoice Review Checklist Total	
Total Number of Materially Significant Finding Questions that were Correct	28

**Note: There are 7 materially significant questions per MPO Invoice Review Checklist.*

MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Identify the total number of materially significant finding questions that were correct on each MPO Supporting Documentation Review Checklist (i.e. checked yes). The MPO Supporting Documentation Review Checklist identifies questions that are considered materially significant with a red asterisk. Examples of materially significant findings include:

- Submitting an invoice with charges that are not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.
- Submitting travel charges that do not comply with the MPO’s travel policy.

Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist	Number of Correct Materially Significant Finding Questions
<p><i>MPO FHWA Funds – Invoice Supporting Documentation Review Checklist (G1078-8)</i></p> <p>(Note: Only 23 Material Significant questions were applicable)</p>	23
MPO Supporting Documentation Review Checklist Total	
<p>Total Number of Materially Significant Finding Questions that were Correct</p>	23

*Note: There are 25 materially significant questions per MPO Supporting Documentation Review Checklist.

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

Were incurred costs billed appropriately at the end of the contract period?

Please Check: Yes No N/A

Risk Assessment Score

Please use the Risk Assessment worksheet to calculate the MPO's risk score. Use **Table 5** as a guide for the selecting the MPO's risk level.

Table 5. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

Risk Assessment Percentage: 100

Level of Risk: **Low**

Part 2 Section 2: Long-Range Transportation Plan (LRTP)

Did the MPO adopt a new LRTP in the year that this certification is addressing?

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft and final LRTP and the LRTP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

N/A

Part 2 Section 3: Transportation Improvement Program (TIP)

Did the MPO update their TIP in the year that this certification is addressing?

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft and final TIP and the TIP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

FINAL FY23-FY27 TIP; 9/14/2022 12:16 PM

Part 2 Section 4: Unified Planning Work Program (UPWP)

Did the MPO adopt a new UPWP in the year that this certification is addressing?

Please Check: Yes No

If yes, please ensure any correspondence or comments related to the draft and final UPWP and the UPWP checklist used by Central Office and the District are in the [MPO Document Portal](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the MPO Document Portal below.

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

_Martin MPO UPWP 22-23-24 FINAL with appendices; 2/23/2023 4:32 PM

Part 2 Section 5: Clean Air Act

The requirements of [Sections 174](#) and [176 \(c\) and \(d\)](#) of the Clean Air Act.

The Clean Air Act requirements affecting transportation only applies to areas designated nonattainment and maintenance for the National Ambient Air Quality Standards (NAAQS). Florida currently is attaining all NAAQS. No certification questions are required at this time. In the event the Environmental Protection Agency issues revised NAAQS, this section may require revision.

Title(s) of Attachment(s)

N/A

Part 2 Section 6: Technical Memorandum 19-03REV: Documentation of FHWA PL and Non-PL Funding

Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

Please Check: Yes **No** **N/A**

Part 2 Section 7: MPO Procurement and Contract Review

To evaluate existing DBE reporting requirements, choose one professional services procurement package and contract between the MPO and a third party to answer the following questions. If the answer to any of the questions is no, there is no penalty to the MPO. FDOT is using this information to determine technical support and training for the MPOs. Any new procurements after July 1, 2022 must be compliant with the existing DBE reporting requirements.

1. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

Please Check: Yes **No** **N/A**

2. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

Please Check: Yes **No** **N/A**

3. Does the contract only permit the use of the approved FDOT race-neutral program?

Please Check: Yes **No** **N/A**

4. Does the contract specify the race neutral or 'aspirational' goal of 10.65%?

Please Check: Yes **No** **N/A**

5. Is the contract free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes **No** **N/A**

6. Does the contract contain required civil rights clauses, including:
- a. Nondiscrimination in contracting statement (49 CFR 26.13)
 - b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
 - c. FDOT DBE specifications

Please Check: Yes No N/A

Part 2 Section 8: District Questions

The District may ask up to five questions at their own discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question(s), and the response in the blanks below. This section is optional and may cover any topic area of which the District would like more information.

1. The Florida Transportation Plan (FTP) embraces a vision of how our transportation system meets the changing needs of our state. It also focuses on how we can work together to accomplish these seven goals: 1) safety for all modes of transportation; 2) maintaining infrastructure; 3) enhance mobility; 4) expand transportation choices; 5) invest in the economy; 6) support quality places and communities; all while 7) minimizing impacts on the environment. In CY 2022, explain how and where the following were addressed and incorporated:
 - Safety
 - Enhanced Mobility
 - Resilience and Sustainability
 - Autonomous, Connected, Electric, and Shared (ACES) mobility opportunities and impacts.

How did the MPO work with their partners to address/incorporate the four (4) above goals?

Safety – The Martin MPO addressed Safety through the development of the Martin MPO Vision Zero Plan adopted by the MPO Board in June 2022. This plan included partner coordination through a Vision Zero Stakeholder Committee formed with Engineering, Advocacy and Enforcement partner agencies, coordination on priority action items, developing policy and programs that support bicycle and pedestrian safety, and recommended safety countermeasures based on the identification of potential hot spots for bicycle and pedestrian crashes throughout the county. The Martin MPO reached out to all of the municipalities and encouraged them to adopt our Vision Zero Plan. The City of Stuart recently adopted a Vision Zero Plan and Martin County is in the process of initiating a study to develop and adopt a Vision Zero Plan.

Enhanced Mobility - As a Community Partner with FDOT's "Safe Mobility for Life" Program, the Martin MPO has taken the following actions:

- Distributed Safe Mobility for Life Transportation Planning Guides at public outreach events
- Distributed same materials to agency partners, such as the Martin County DMV

Martin MPO provides ERC comments to coordinate for appropriate pedestrian safety enhancements.

The Martin MPO has highlighted enhanced mobility as part of the Martin County Transit Efficiency Study currently underway and identified in the adopted UPWP. The Study seeks to identify strategies that will most effectively improve passenger experience, efficiently expand services through micro-transit to areas not currently served, as well as reduce operating and capital costs.

Martin MPO continues the SUN Trail Hobe Sound Corridor Feasibility Study and participates with FDOT on their Feasibility Study for a different section of the SUN Trail. Both projects are seeking ideal alignments for future connectivity of the SUN Trail. These work efforts assist in planning future enhanced trail access and connectivity to the Hobe Sound Community.

Resilience and Sustainability - The Martin MPO addressed Resiliency through the development of a Transportation Network Resiliency Study adopted by the MPO Board in December 2022. The Study addressed resiliency planning efforts that included vulnerability assessment methodologies that identified critical infrastructure in the MPO's transportation network. The study also identified the effects of the 2040 and 2070 Sea Level Rise (SLR) scenario; storm surge scenario; rainfall induced flooding; compound flooding; excessive heat and the impacts it has on the evacuation routes; major roadway networks fleet storage facilities; regional trails; the airport; railroads; and social vulnerabilities.

ACES mobility opportunities and impacts - Martin MPO recognizes the important influence of emerging mobility on the multi-modal transportation system and included related planning studies, collaboration efforts, research, and other activities in the MPO's adopted UPWP. The Martin MPO addressed emerging mobility by researching and participating on the topics to prepare for the Martin MPO's future Emerging Mobility Readiness Study. This study will include an assessment of the County's preparedness to adapt and adopt to new technologies, and recommendations on how the county and its local governments can better plan for the integration of emerging mobility options. In addition, MPO staff participated in an LYT, intelligent Transit Signal (TSP) and Emergency Vehicle Preemption (EVP) Webinar on September 8, 2022; and MPO staff reviewed and provided comments on FDOT's Electric Vehicle Infrastructure Deployment Plan.

2. How will the MPO plan and partner with FDOT in identifying state/on-system facility needs, to develop projects, and incorporate them into the variety of MPO planning documents (i.e.: LRTP, LOPP, TIP, etc.)?

The Martin MPO meets with local government and identifies the LOPP based on data driven statistics. To reduce serious injuries and fatalities the MPO partnered with FDOT to incorporate state/on-system facility projects from the LOPP and into the TIP and

L RTP. Projects include safety projects such as FM #419252 SR-710 Widening Project, FM #441636 Monterey Road @ Dixie Highway Grade Separation Project, FM #4483971 SR- 710 @ Tommy Clements and FM #446257 US-1 Highway @ Kanner Highway southbound right turn lane and northbound triple left turn lanes.

3. Describe the MPO's relationship between FDOT and other partner agencies, such as Martin County, local municipalities, the TCTC, TCRPC, etc. over the past year (2022). What collaboration efforts have taken place? What is working well? What areas have been improved from the previous year? What ideas/coordination could be identified to enhance the relationships?

The MPO's relationship with FDOT has been positive over the last year with the development of the Work Program. Christine Fasiska with FDOT District IV has participated in the work program process which has resulted in FDOT having a better understanding of local priority needs and getting priorities recognized. Ms. Fasiska was also instrumental in explaining TRIP funding to the St. Lucie TPO addressing their concerns about the TRIP process. This was very beneficial to the regional TCTC. The MPO's relationship with Martin County and the local municipalities has been positive with the collaboration efforts to obtain safety projects within their jurisdictions to reach the LOPP, such as the intersection improvements on US-1 at Kanner Highway. The new monthly coordination meetings between the MPO and FDOT have been very beneficial this year.

To enhance the coordination of regional transit planning, restart the Treasure Coast Transit Meeting (TCTM) made up of FDOT staff, as well as the MPO's, transit agencies and CTC's of Martin, St. Lucie and Indian River Counties (The TCTM was originally initiated approximately 15 years ago as a result of a regional Service Development Grant).

There is currently a Rapid Bus Planned between St. Lucie County and Palm Beach County funded by FDOT and will be operated by Palm Tran in the near future. The Martin MPO would like to be invited to attend the monthly coordination meetings in order to promote the regional service to Martin County.

Part 2 Section 9: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the problem must be corrected by the MPO.

Status of Recommendations and/or Corrective Actions from Prior Certifications

N/A

Recommendations

1. The Department appreciates Martin MPO's eagerness to meet regularly and their participation in the monthly coordination meetings with the District, which commenced in calendar year 2022. Overall, these meetings have enhanced the collaborative relationship between the MPO and the District. We look forward to the continuation of this monthly opportunity to answer questions, coordinate needs, and share information.
2. The Department thanks the Martin MPO for submitting invoices in a timely manner for the District's review and processing. We appreciate the MPO's flexibility and coordination with the District in providing an additional rounding spreadsheet for the supporting backup documentation during the invoicing process.
3. The Department continues to emphasize the importance of developing consistent and cohesive regional projects that benefit all of the traveling public, moving through and between counties throughout the State. We continue to encourage regular meeting opportunities for technical discussions on regional needs and projects. The Department appreciates Martin MPO's involvement in collectively planning for and meeting the goals for safe and efficient mobility of Floridians on a regional level.

Corrective Actions

N/A

Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification related documents here or through the [MPO Document Portal](#). Please also sign and attached the [MPO Joint Certification Statement](#).

Title(s) and Date(s) of Attachment(s) in the MPO Document Portal

N/A

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

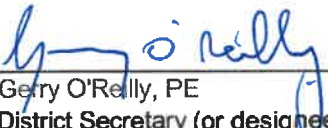
525-010-05c
POLICY PLANNING
02/18

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:

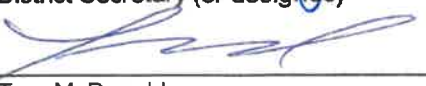
1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) 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 2/13/2023.

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: Gerry O'Reilly, PE
Title: District Secretary (or designee)

6-1-23
Date


Name: Troy McDonald
Title: MPO Chairman (or designee)

4/17/23
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES**

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Martin MPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Martin MPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.



Name: Troy McDonald
Title: MPO Chairman (or designee)



Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

525-010-08
POLICY PLANNING
05/18


LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Martin MPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Martin MPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Martin MPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.



Name: Troy McDonald
Title: MPO Chairman (or designee)



Date

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

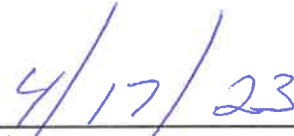
It is the policy of the Martin MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Martin MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Martin MPO, in a non-discriminatory environment.

The Martin MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code



Name: Troy McDonald
Title: MPO Chairman (or designee)



Date

TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Martin MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Martin MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.



Name: Troy McDonald
Title: MPO Chairman (or designee)



Date

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
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APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. Cancellation, termination or suspension of the contract, in whole or in part.

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- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)