



FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC) MEETING

Martin County Administrative Center
4th Floor Workshop Room
2401 SE Monterey Road, Stuart, FL 34996
www.martinmpo.com
(772) 221-1498

Friday, June 7, 2024 @ 1:00 PM

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER	
2. ROLL CALL	
3. APPROVE AGENDA	APPROVE
4. MEETING SUMMARY <ul style="list-style-type: none">• FTAC Meeting – December 1, 2023	INFORMATION
5. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
6. AGENDA ITEMS	
A. FLORIDA'S TURNPIKE AND I-95 DIRECT CONNECT INTERCHANGE PD&E STUDY PRESENTATION (pg. 6)	INFORMATION
B. COVE ROAD WIDENING PD&E PRESENTATION (pg. 22)	INFORMATION
C. FINAL DRAFT FY25-FY29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – FREIGHT RELATED PROJECTS (pg. 48)	APPROVE
D. FY26-FY30 LIST OF PROJECT PRIORITIES (LOPP)(pg. 246)	APPROVE
E. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT FOUR FREIGHT UPDATE (pg. 249)	INFORMATION

7. COMMENTS FROM COMMITTEE MEMBERS

8. NOTES

9. NEXT MEETING

FTAC – December 6, 2024

10. 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 Americans with Disabilities Act or persons who require language translation services (free of charge) should contact Ricardo Vazquez, Principal Planner (Title VI/Non-discrimination Contact) at (772) 223-7983 or rvazquez@martin.fl.us in advance of the meeting. Hearing-impaired individuals are requested to telephone the Florida Relay System at #711.

**MARTIN METROPOLITAN PLANNING ORGANIZATION
FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC) MEETING**

Martin County Administrative Building
4th Floor Workshop Room
2401 SE Monterey Road
Stuart, FL 34996

www.martinmpo.com

(772) 221-1498

Friday, December 1, 2023 @ 1:00 PM

MEETING SUMMARY

ROLL CALL

FTAC Members in Attendance:

Jim Gorton
Samantha Lovelady
Peter Kunen
Jessica Cortor Seymour for Thomas Lanahan
Justin Stroh
Robert Ledoux

Members Excused:

Joan Goodrich, Chair
Ryan Walpole, Vice Chair
Jeff Sabin
Brita Nowak
Desiree Wood

Members Absent:

Andrew McBean
Donna Carman
Butch Olsen
Mark Crosley
Officer Dickson
Yvette Ager Goodiel
Jared Dusharm
Aubrey Brown

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Senior Planner
Lucine Martens, Planner
Anthony O'Neill-Butler, Administrative Assistant

Others in Attendance:

George Dzama, Deputy Public Works Director
James Brown Jr., FDOT-Florida's Turnpike Enterprise (FTE)
Nicholas Danu, FDOT-Florida's Turnpike Enterprise (FTE)
Robert Lopes, FDOT District Four
Carlos Carter, FDOT District Four
Tanya Kristoff, Lochner

MEETING SUMMARY

There was not a quorum present at the meeting.

Tanya Kristoff with Lochner Engineering presented the SW Monterey Road at FEC Railroad Grade Separation Project Development and Environment (PD&E) Study Presentation to the Committee. The study includes a total of nine different alternatives. A brief discussion took place regarding the nine different alternatives and the upcoming Public Meeting which will take place in May 2024.

James Brown Jr. with Florida's Turnpike Enterprise introduced Nicholas Danu, also with Florida's Turnpike Enterprise, who presented Florida's Turnpike and I-95 Direct Connect Interchange PD&E Study Presentation. Mr. Danu noted that the study is very preliminary and that a formal presentation is underway for the February cycle of meetings. FDOT is currently looking at concepts that should be ready to be made in January and once completed, will go to the public in mid-May 2024. Mr. Danu also noted that the Turnpike is using their own money instead of using Federal funds. Beth Beltran, MPO Administrator, asked if the MPO could be notified when the public meetings take place. Jessica Seymour asked how this would affect traffic, even though that is not the objective of this project. Mr. Danu advised that they are trying to get ahead of the growth in this area and it is anticipated right now that this project will help to alleviate some congestion.

Justin Stroh, FDOT District Four Freight Coordinator, introduced himself to the Committee as the new Freight Coordinator and asked them to inform him of any needs or additional freight activity within the District Four area. Mr. Stroh also sought a letter of support from the Martin MPO to submit SR-710 to the National Highway Freight Network. Ms. Beltran advised him that the letter of support would be going before the MPO Policy Board on December 11th, 2023.

COMMENTS FROM COMMITTEE MEMBERS

Samantha Lovelady expressed her hopes that we could get more members to attend the next meeting.

Robert Daniels asked if there was the capability for a virtual component. Beth Beltran and Ricardo Vazquez advised that, for quorum purposes, that is not permitted.

Jessica Seymour shared that the Treasure Coast Regional Planning Council had a recent meeting regarding recyclable materials and the opportunities that could bring for rail across the counties, especially considering Miami-Dade County's loss of their recycling facilities.

Jim Gorton mentioned a new Green Facility which will introduce trucks with biosolids down the SR-710 corridor and to prepare for an influx of freight traffic in that area.

Beth Beltran told the Committee about the MPO's Transit Development Plan (TDP) and asked all members to take the survey.

NEXT MEETING

- FTAC Meeting – June 7, 2024, at 1:00 PM

ADJOURNMENT 2:53 PM

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**MARTIN METROPOLITAN PLANNING ORGANIZATION
FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 7, 2024	DUE DATE: May 31, 2024	UPWP#: 6
WORDING: TURNPIKE AND I-95 DIRECT CONNECTION PD&E STUDY PRESENTATION		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

Florida’s Turnpike Enterprise (FTE) is developing a Project Development and Environment (PD&E) Study for the Turnpike and I-95 Direct Connection Interchange Project. The purpose of this study is to develop and evaluate alternatives to a potential interchange that will directly connect I-95 and the Florida Turnpike. This study will look at improvements to traffic operations, travel time reliability, safety, and enhanced emergency response and evacuation.

ISSUES

At the June 7, 2024, FTAC meeting, FTE staff will present the Turnpike and I-95 Direct Connection Interchange PD&E Study.

RECOMMENDED ACTION

Provide comments

ATTACHMENTS

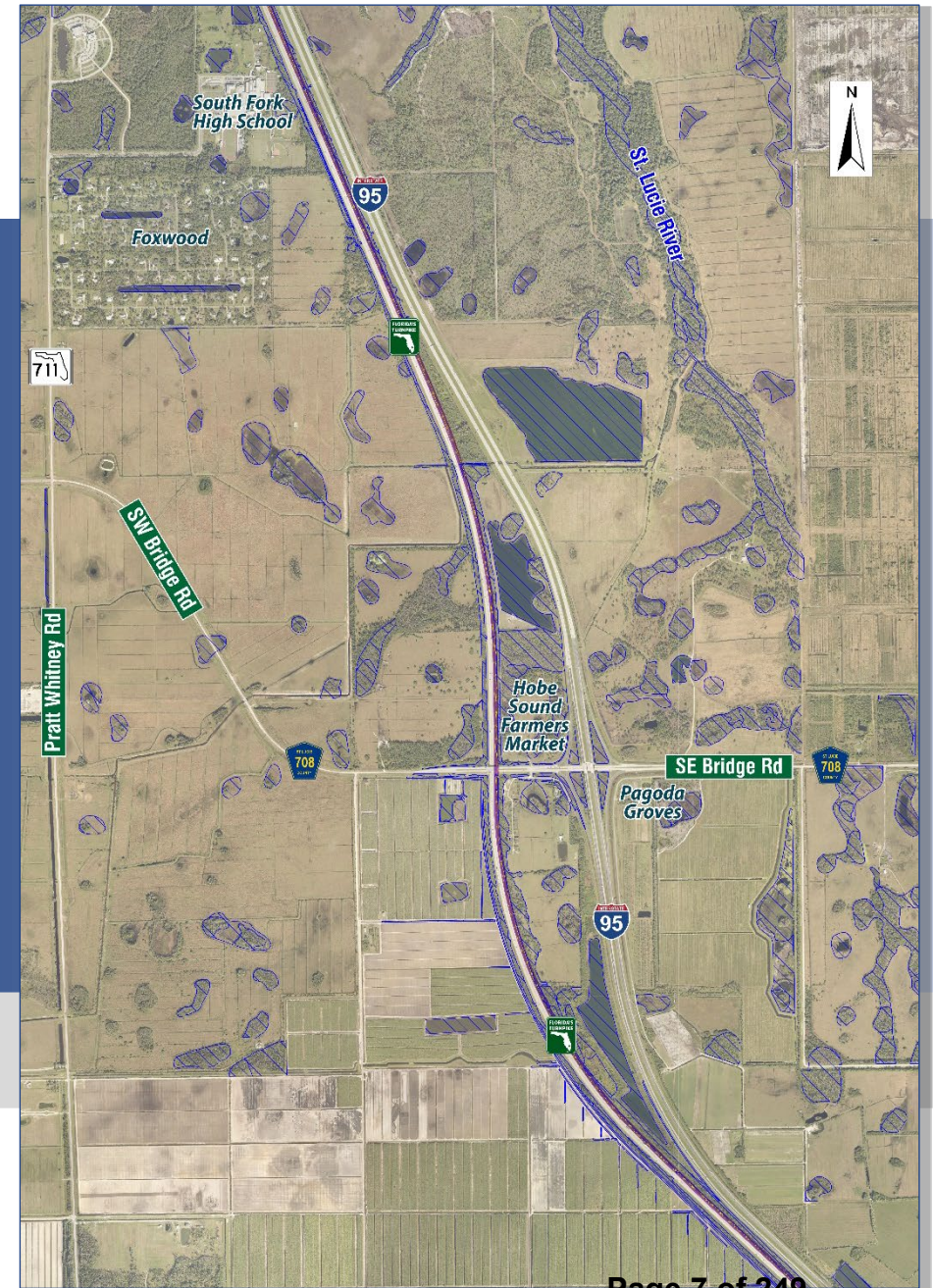
Turnpike and I-95 Direct Connection Interchange PD&E Study PowerPoint Presentation

Martin MPO FTAC Meeting June 7, 2024

Turnpike (SR 91) and I-95 (SR 9) Direct Connection Interchange PD&E Study in Martin County

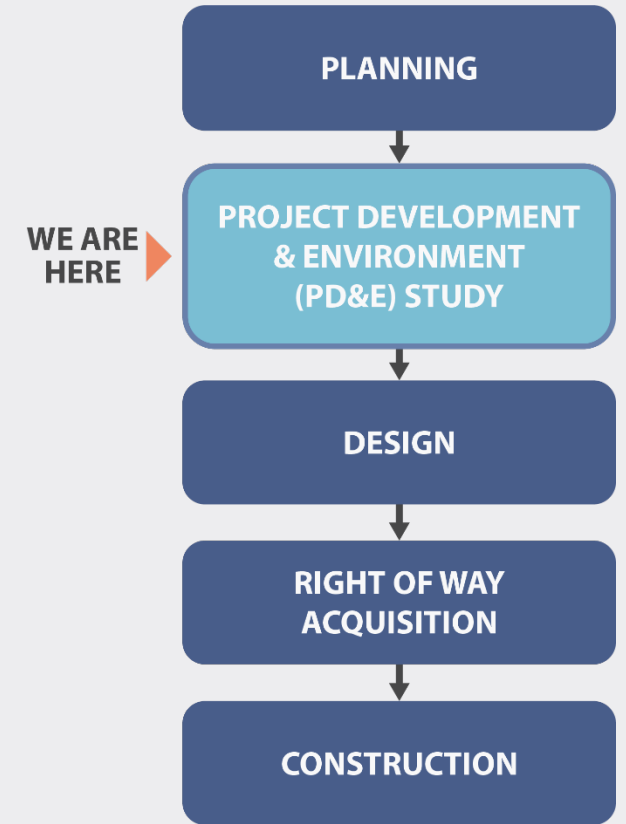
Financial Project ID #: 446975-1

Presenter: Jazlyn Heywood, P.E.



PRESENTATION OUTLINE

1. Purpose and Need
2. Project Alternatives
3. Schedule



LOCATION AND PURPOSE & NEED



Project Purpose & Need



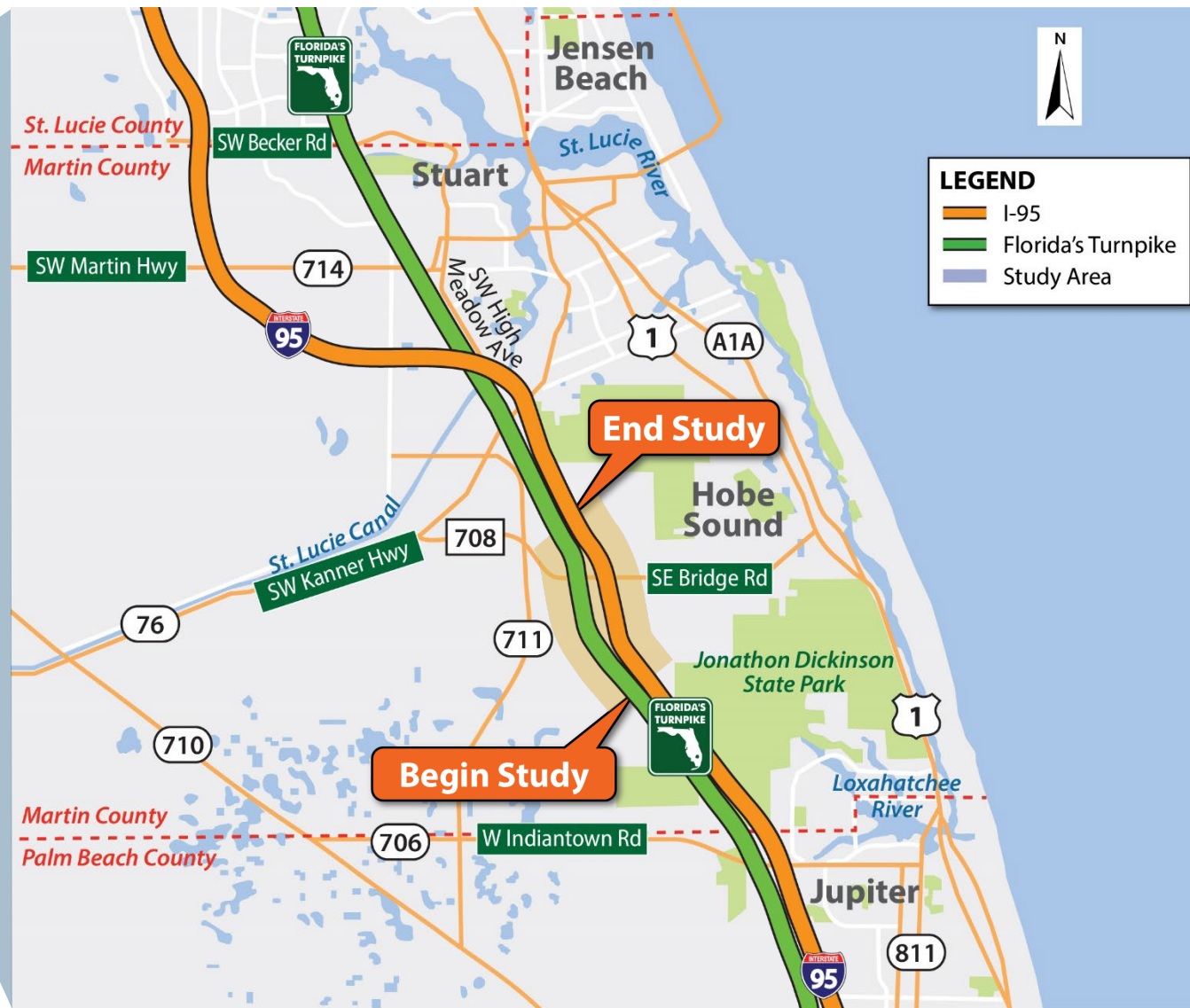
Improve System Linkage



Enhance Emergency Response & Evacuation

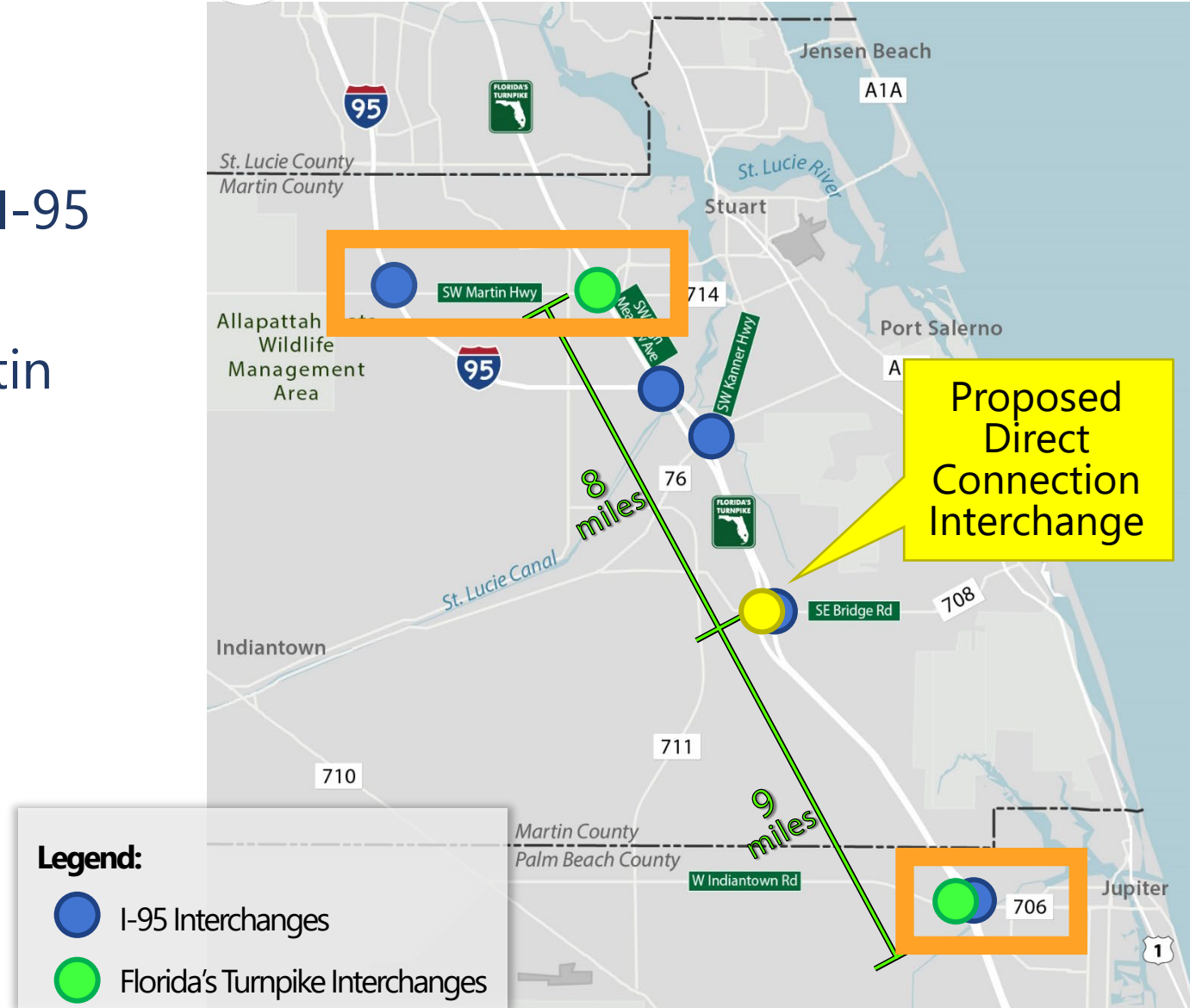


Enhance Safety



PROJECT PURPOSE AND NEED – IMPROVE SYSTEM LINKAGE

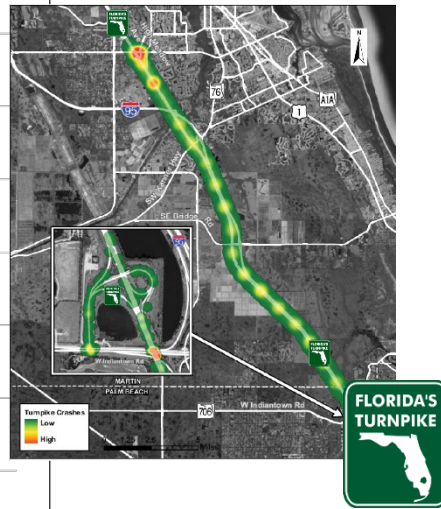
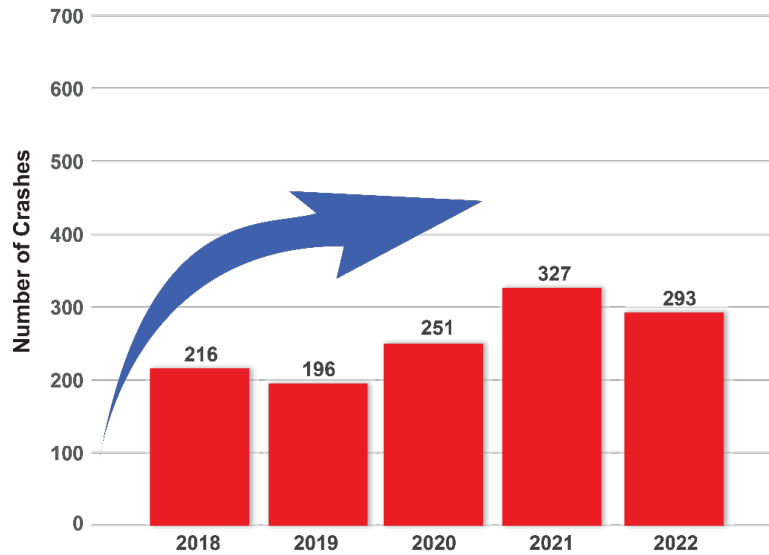
- No existing direct connections between Florida's Turnpike and I-95
- Local roadway network used to switch between facilities at Martin Highway or Indiantown Road
- System-to-system connection needed to improve linkage



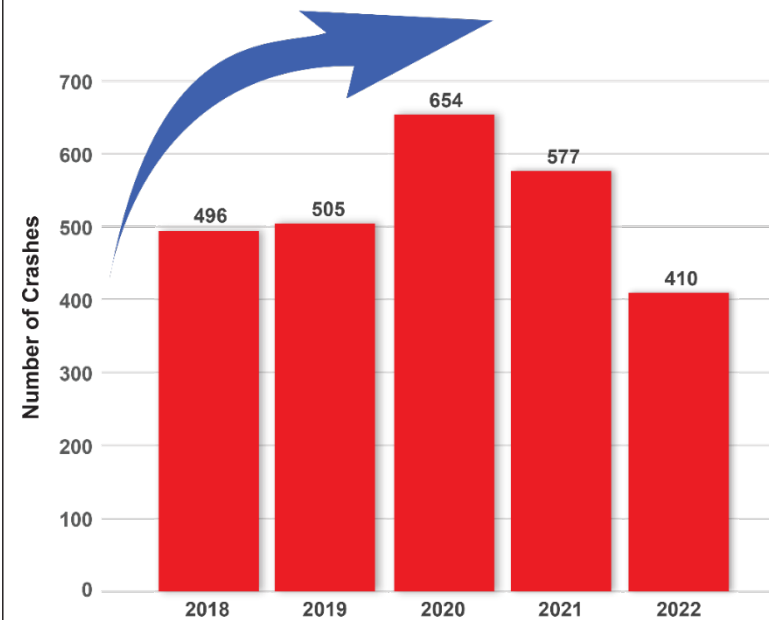
PROJECT PURPOSE & NEED - ENHANCE SAFETY



Florida's Turnpike from SW Martin Downs Boulevard (SR 714) to W Indiantown Road (SR 706)



I-95 from SW High Meadow Avenue (CR 713) to W Indiantown Road (SR 706)



Florida's Turnpike Mainline and Ramps
 Crash Economic Cost Over 5 Years: **\$107 Million**
 4 Fatalities, 283 Injuries

Florida's Turnpike at W Indiantown Road (SR 706) Ramp Terminal
 Crash Economic Cost Over 5 Years: **\$2 Million**
 0 Fatalities, 11 Injuries

I-95 Mainline and Ramps
 Crash Economic Cost Over 5 Years: **\$354 Million**
 17 Fatalities, 717 Injuries

I-95 at W Indiantown Road (SR 706) Ramp Terminals
 Crash Economic Cost Over 5 Years: **\$19 Million**
 1 Fatalities, 42 Injuries

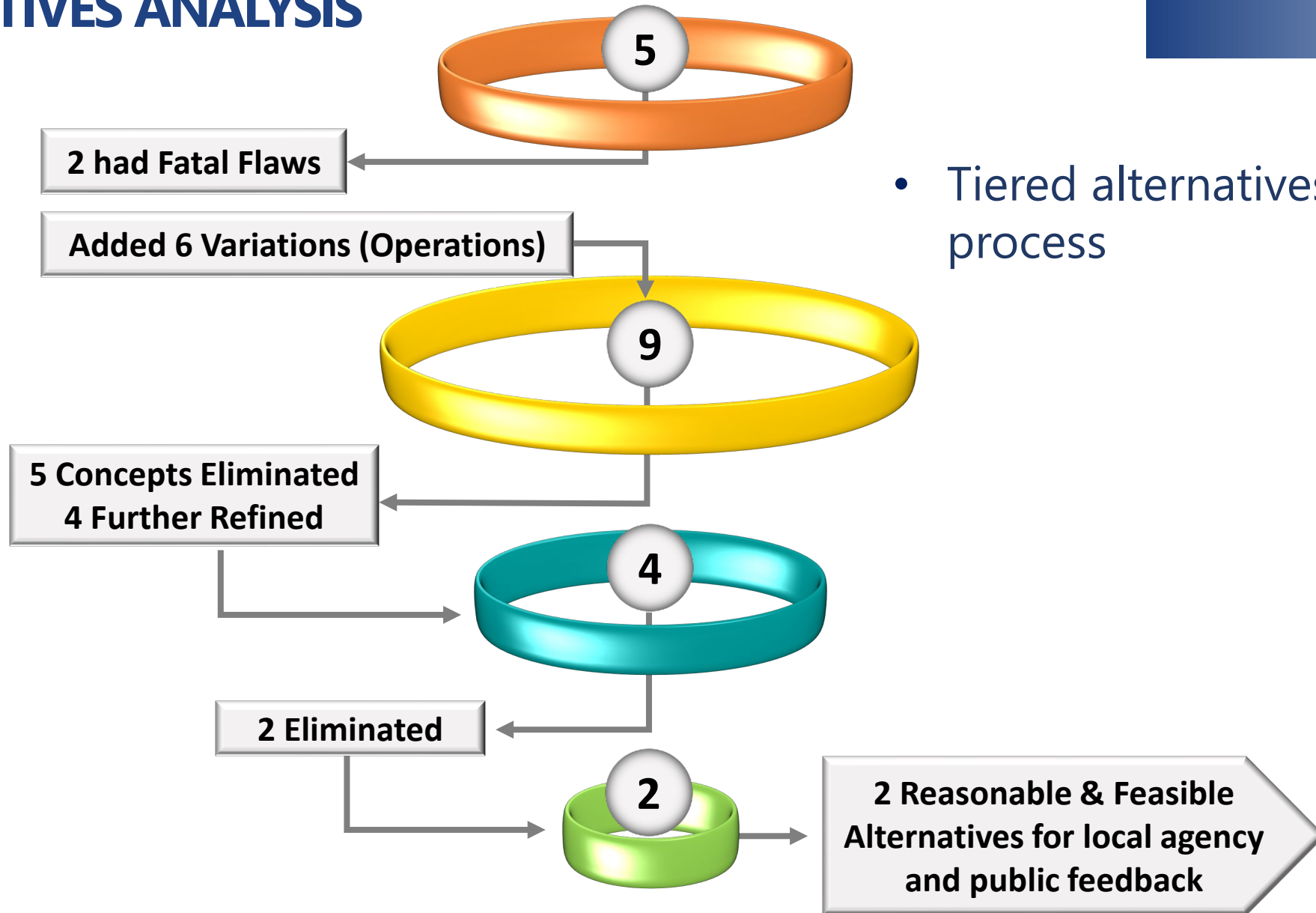


Enhance emergency response and evacuation

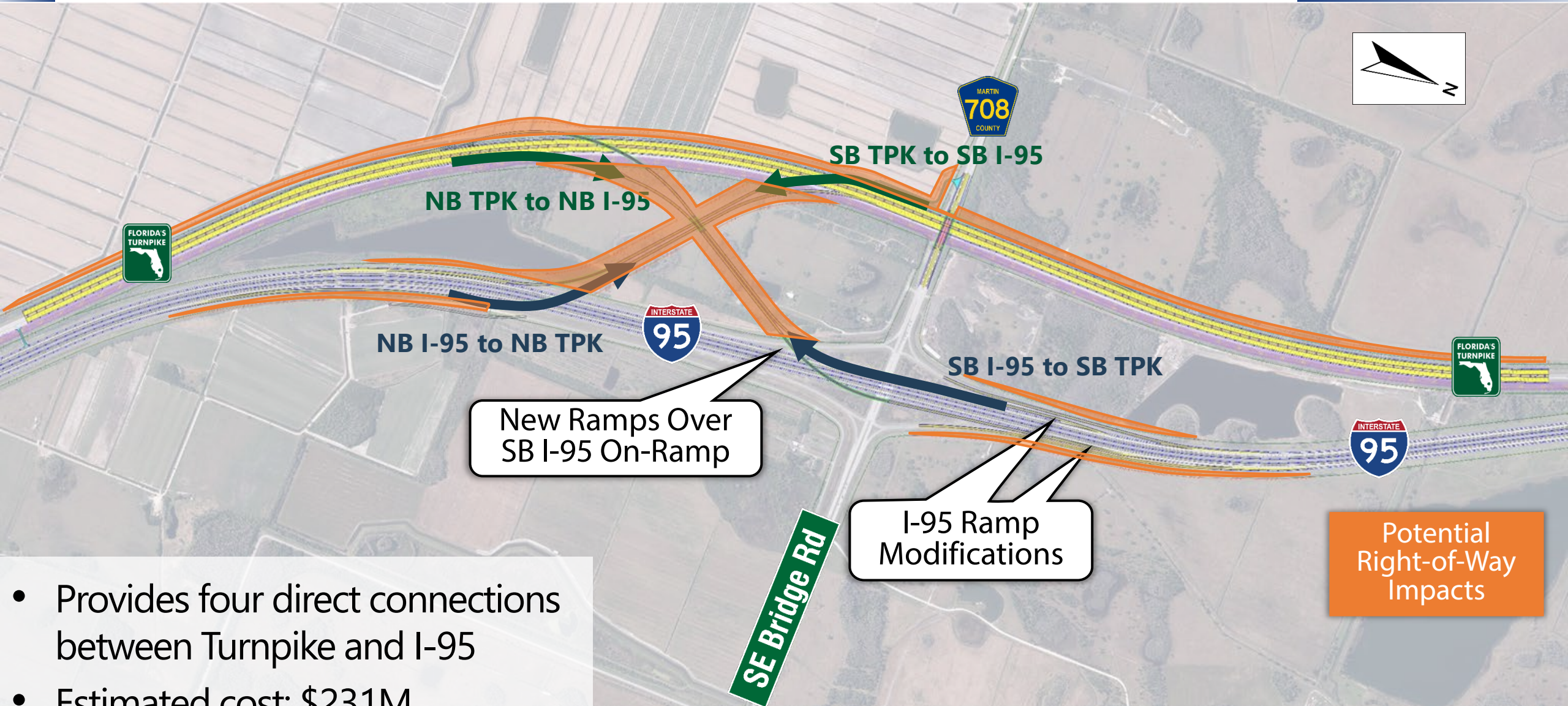
- Both Turnpike and I-95 are critical in facilitating traffic movement during emergency response and evacuation periods



ALTERNATIVES ANALYSIS

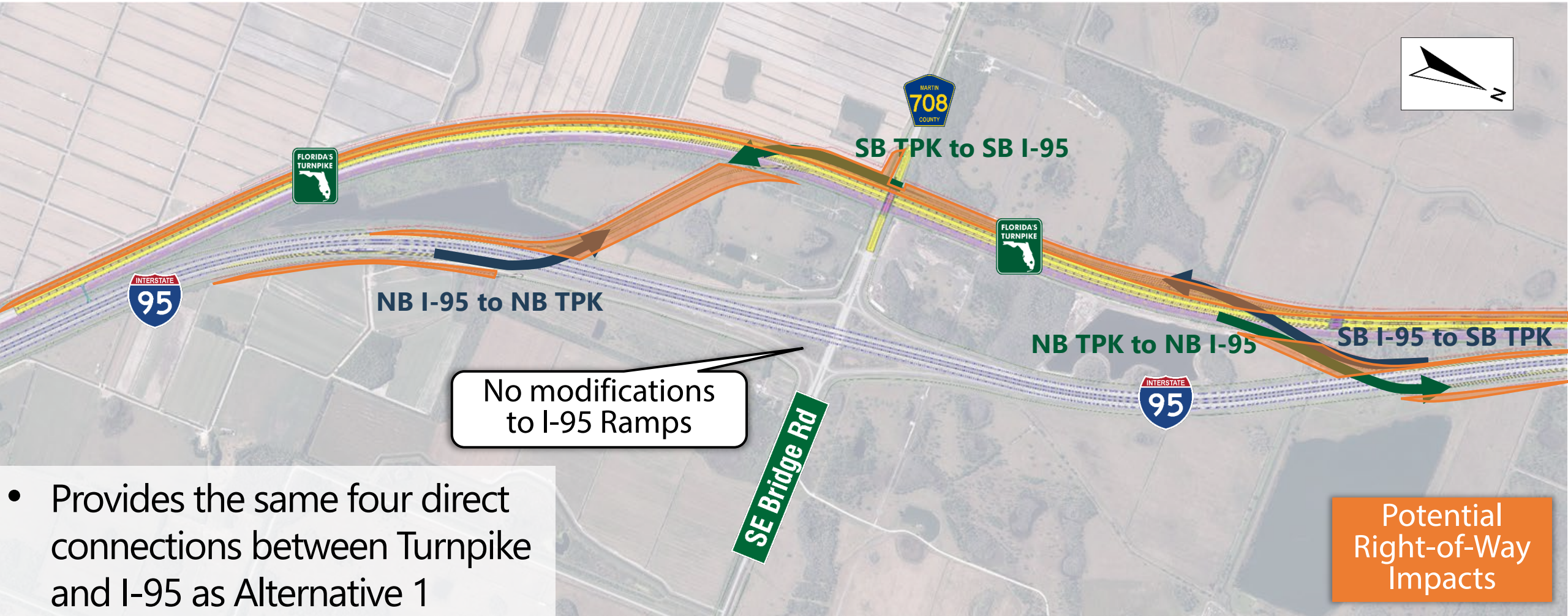


ALTERNATIVE 1



- Provides four direct connections between Turnpike and I-95
- Estimated cost: \$231M

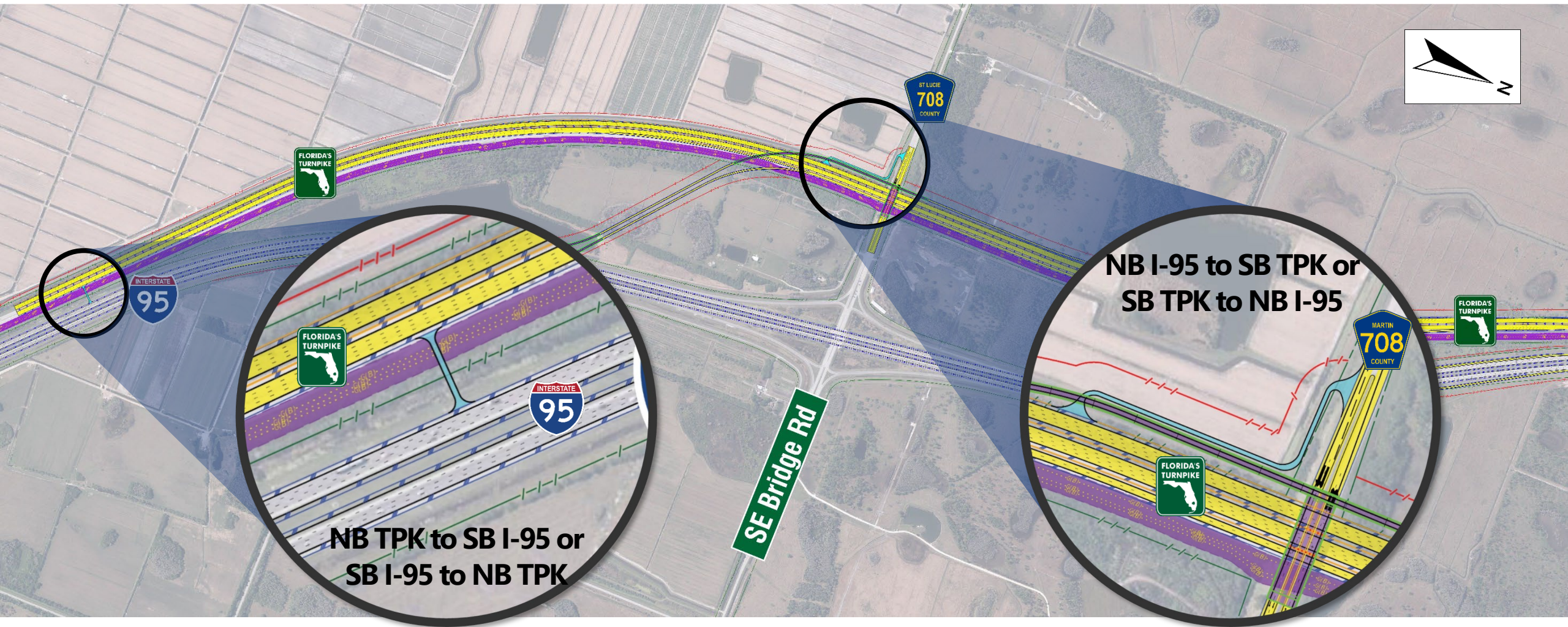
ALTERNATIVE 2



- Provides the same four direct connections between Turnpike and I-95 as Alternative 1
- Estimated cost: \$156M

Potential Right-of-Way Impacts

ALTERNATIVES 1 & 2 – EMERGENCY ACCESS ROADS



ALTERNATIVES 1 & 2 – 2050 TRAFFIC BENEFITS

New Direct Connection Interchange

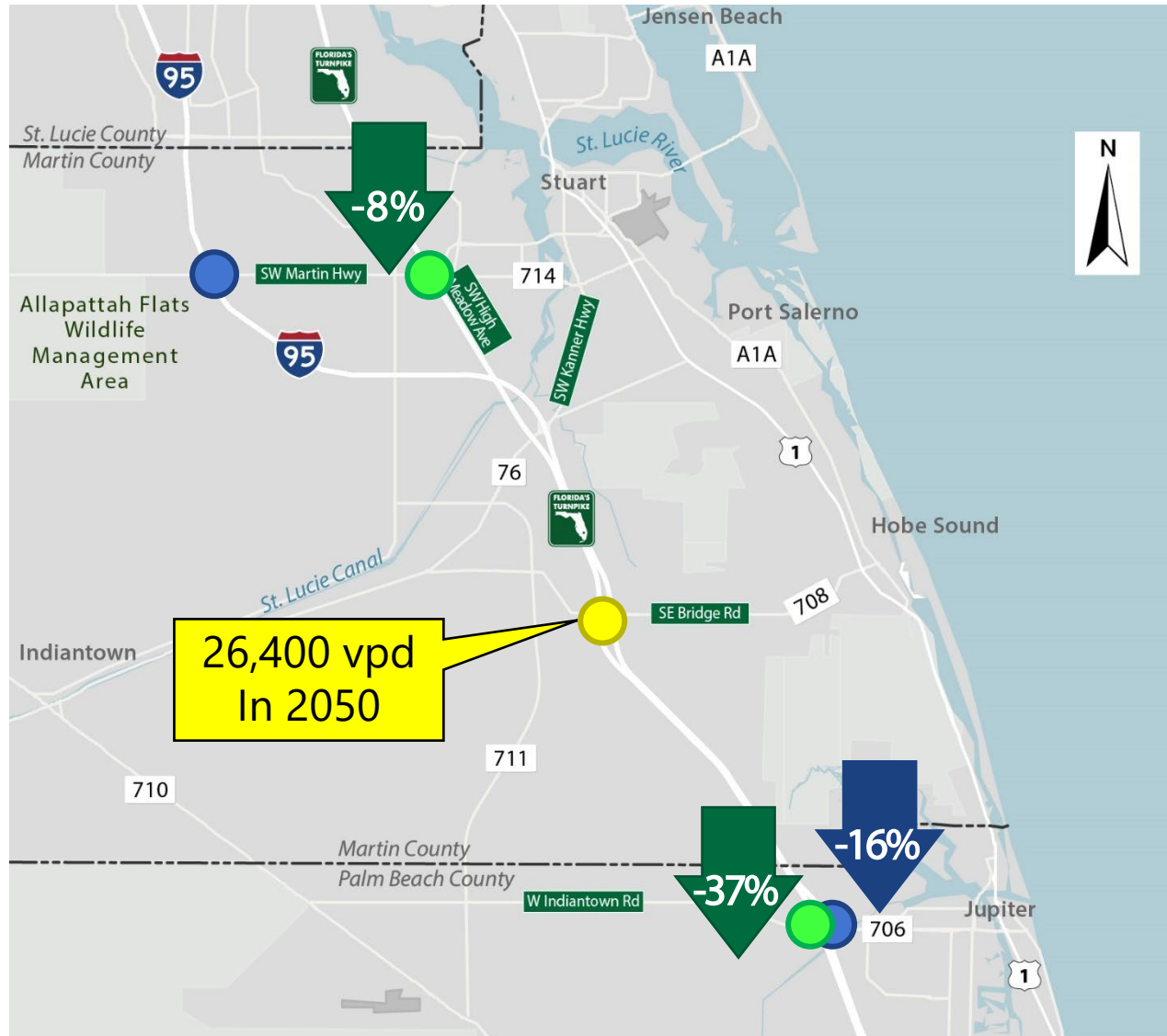
- 26,400 vehicles per day

West Indiantown Road Interchange

- Crossover traffic removed: 15,600 AADT
- 37% decrease at Turnpike interchange
- 16% decrease at I-95 interchange

Southwest Martin Highway Interchange

- Cross over traffic removed: 3,200 AADT
- 8% decrease at Turnpike interchange



ALTERNATIVES 1 & 2 – 2050 TRAFFIC BENEFITS

LOCAL ROAD BENEFITS

Martin Highway (SR 714)

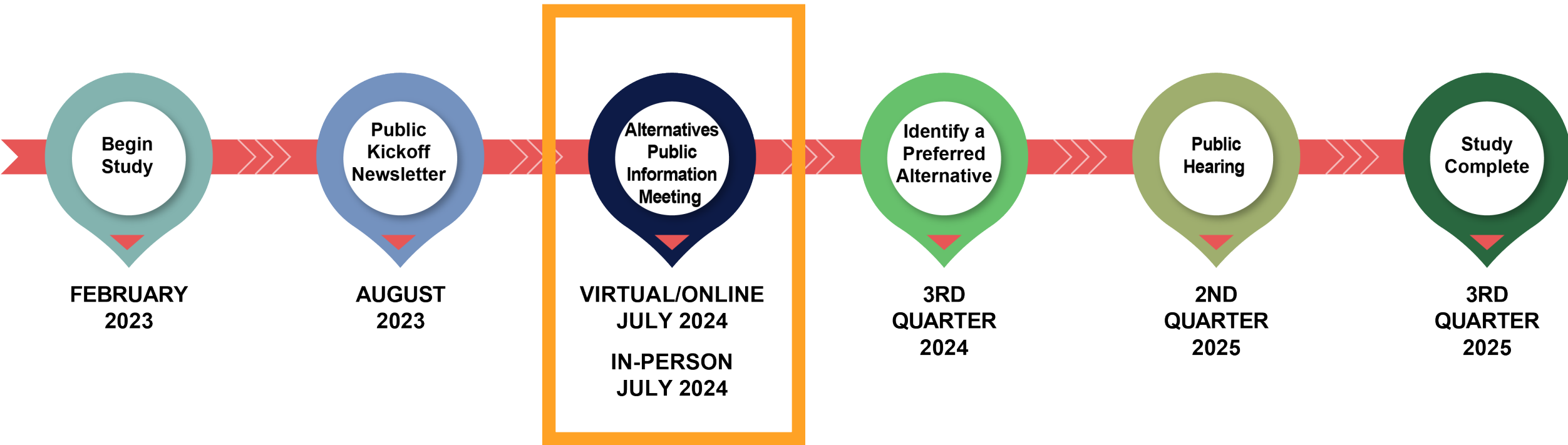
- Local road traffic removed: 3,200 AADT
- 5% decrease in traffic

High Meadows Avenue

- Local road traffic removed: 2,600 AADT
- 9% decrease in traffic



PROJECT SCHEDULE



Schedule is subject to change

Project Website:

www.TPK-I-95-Interchange-Study.com

Project Manager Contact Information:

Jazlyn Heywood, P.E.

Florida's Turnpike Enterprise

P.O. Box 613069

Ocoee, FL 34761-3069

Jazlyn.Heywood@dot.state.fl.us

407.264.3298

THANK YOU!



**FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 7, 2024	DUE DATE: May 31, 2024	UPWP#: 5
WORDING: COVE ROAD WIDENING PD&E PROJECT PRESENTATION		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The Florida Department of Transportation (FDOT) is conducting a Project Development & Environment (PD&E) Study for the widening of Cove Road (FM# 441700-1). The study limits are from Kanner Highway to US-1. The purpose of widening Cove Road from two lanes to four lanes is to add capacity for all modes of travel and to improve the local transportation network. The PD&E Study will evaluate existing conditions, impacts to traffic, evaluate environmental concerns, and develop design alternatives for consideration.

ISSUES

At the June 7, 2024, FTAC Meeting, FDOT staff and their consultant will present the Cove Road Widening PD&E Project.

RECOMMENDED ACTION

Provide comments

APPROVAL

MPO

ATTACHMENTS

Cove Road Widening PD&E Project PowerPoint Presentation



COVE ROAD

From State Road (SR) 76/Kanner Highway
to SR 5/US-1
Martin County, Florida

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

Financial Project Identification Number: 441700-1

Efficient Transportation Decision Making (ETDM) Number: 14479



Transportation Development Process



- ✓ Martin Metropolitan Planning Organization (MPO) requested FDOT to fund and lead the Cove Road Widening Project

- ✓ Alternatives Development
- ✓ Engineering & Environmental Analysis
- ✓ Public/Agency Outreach
- ✓ Preferred Alternative/ Documentation



COMMUNITY

Public Outreach continues throughout all phases of the Transportation Development Process.

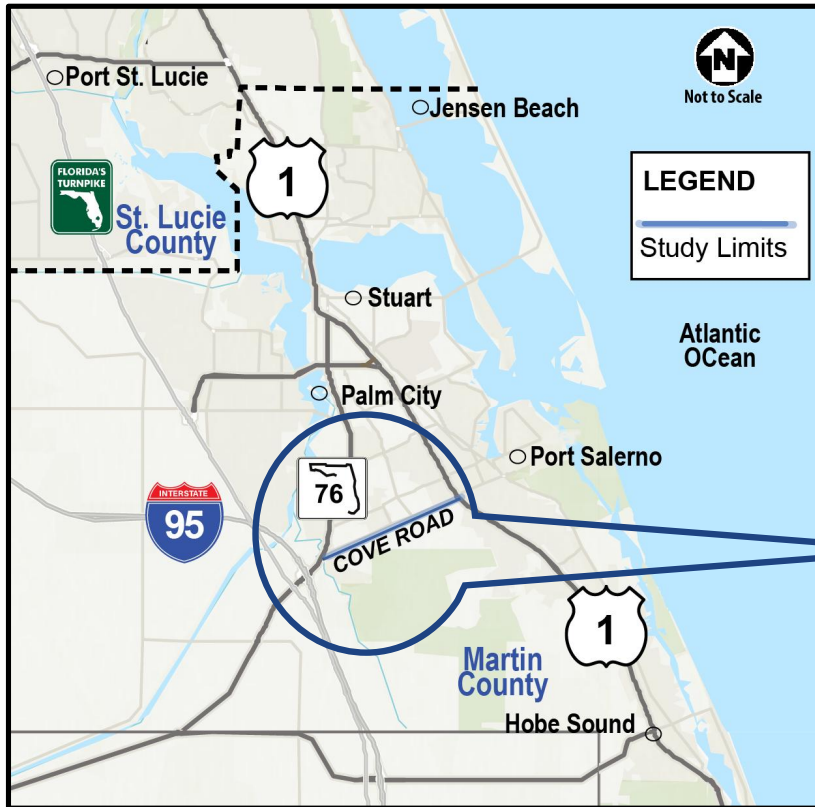
COVE ROAD

From State Road (SR) 76/Kanner Highway to SR 5/US-1
Martin County, Florida

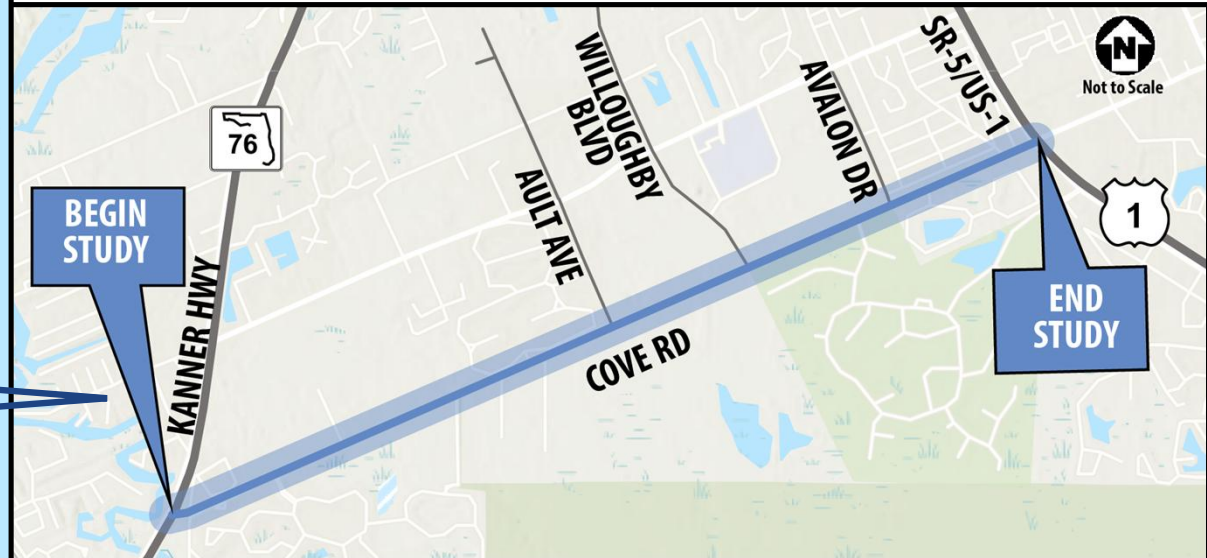
Project Development & Environment (PD&E) Study
FPID Number: 441700-1 ♦ ETDM Number: 14479



Project Location



- From Kanner Highway to US-1 
- Project extends approximately 3.2 miles 



Project Background

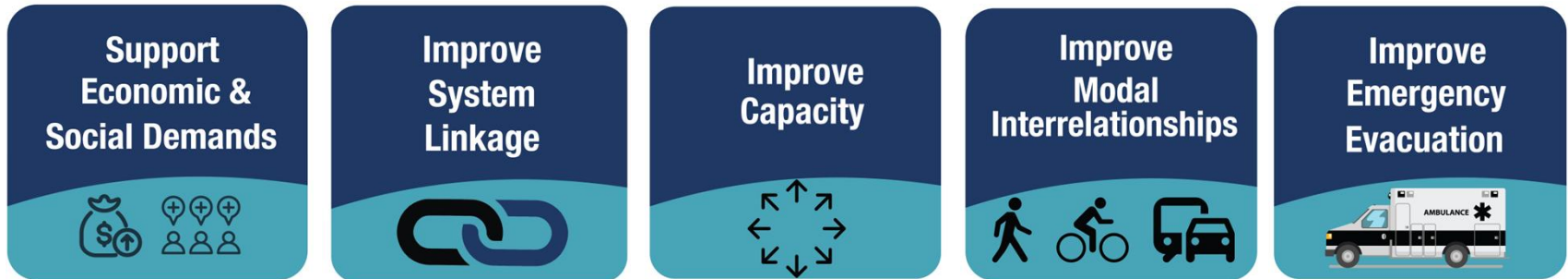
- Existing Roadway Characteristics
 - 2-lane undivided roadway
 - Major arterial
 - Unincorporated Martin County
 - Intermittent sidewalks
 - Posted speed varies from 35-45 miles per hour
- Project Kick-off Meeting held:
 - Virtual - March 29, 2023
 - In-Person - March 30, 2023

Project Purpose



The primary purpose of widening Cove Road from two lanes to four lanes is to add capacity for all modes of travel and improve the local transportation network.

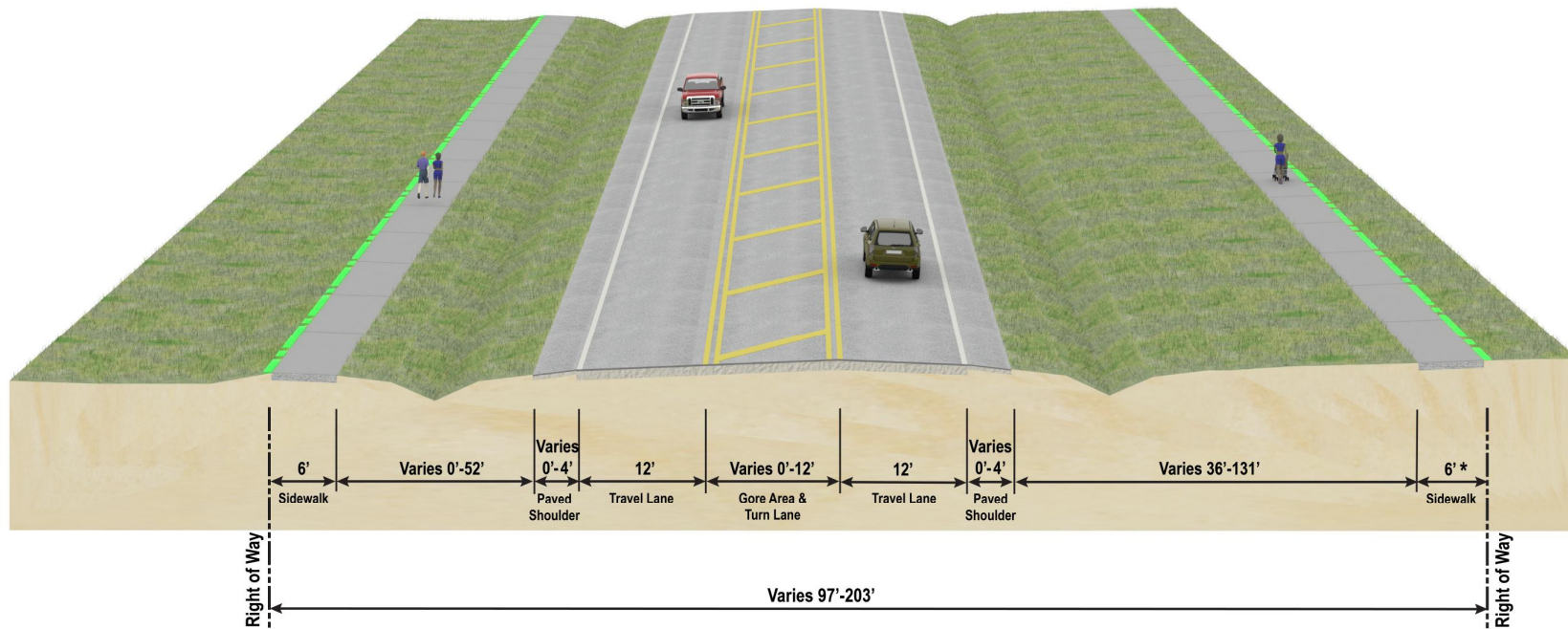
Project Needs



Concepts and Alternatives Under Consideration

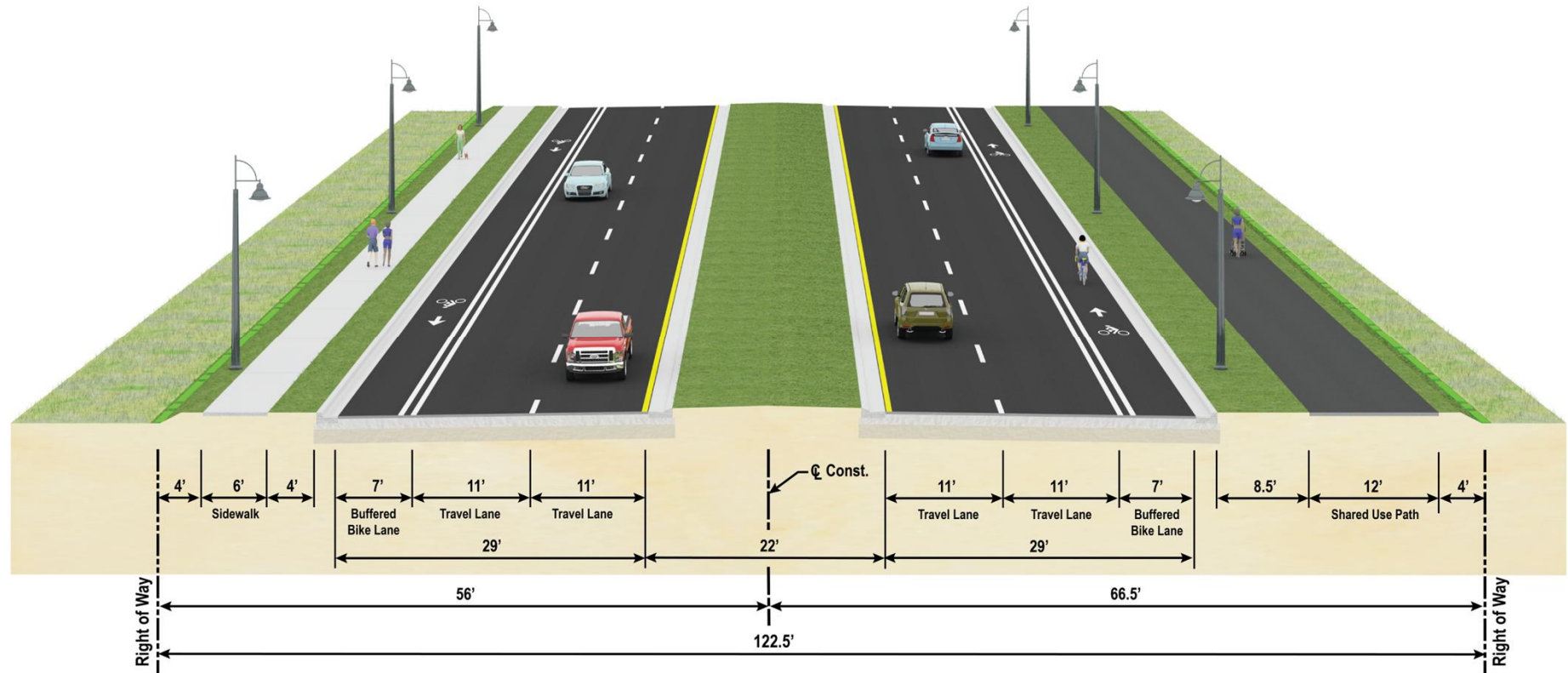
- Five alternatives are currently being evaluated for this project
 - An initial review considered additional alternatives, but it was determined that they did not meet the project's purpose and need and were eliminated from further consideration.
- The No-Build Alternative
 - No improvements to the roadway other than routine maintenance
- The project was divided into two evaluation segments
 - Segment 1 is from SR 76/Kanner Highway to west of Avalon Drive
 - Segment 2 is from west of Avalon Drive to SR 5/US 1

Existing Condition from SR 76 to W of Avalon Dr



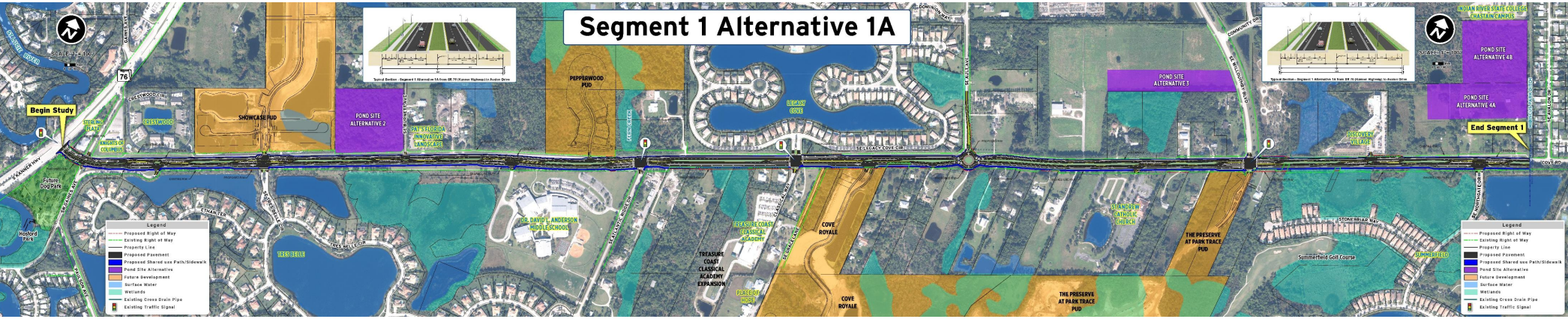
* - From SR 76 (Kanner Hwy.) to Atlantic Ridge Drive

Alternative 1A Typical Section

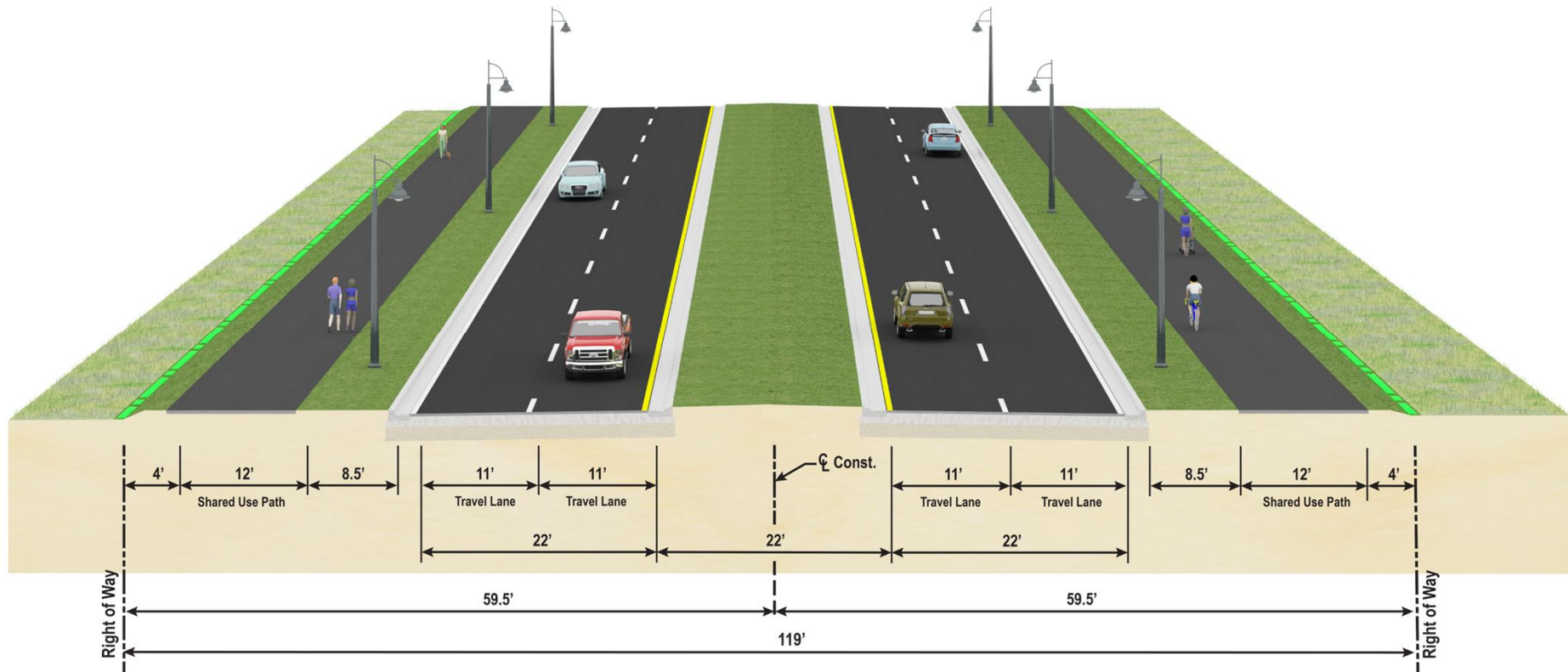




Segment 1 Alternative 1A

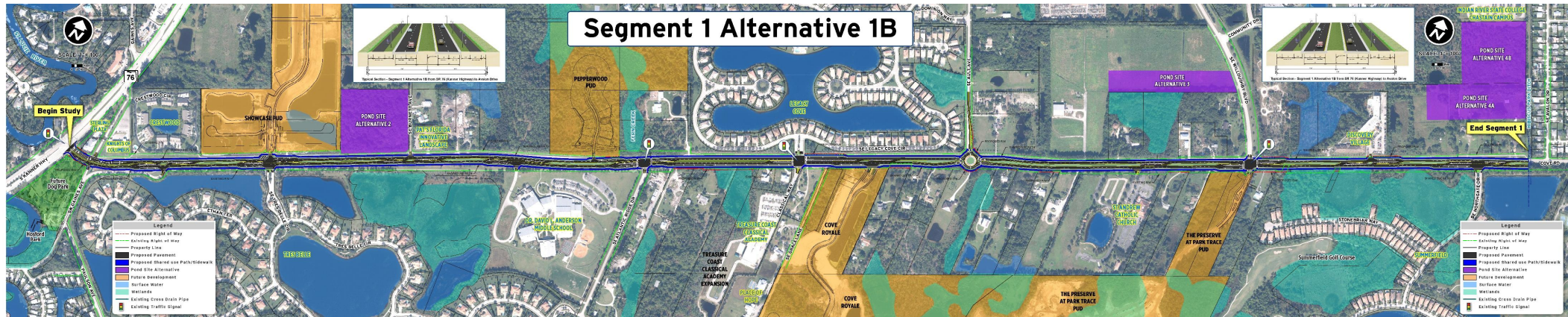


Alternative 1B Typical Section

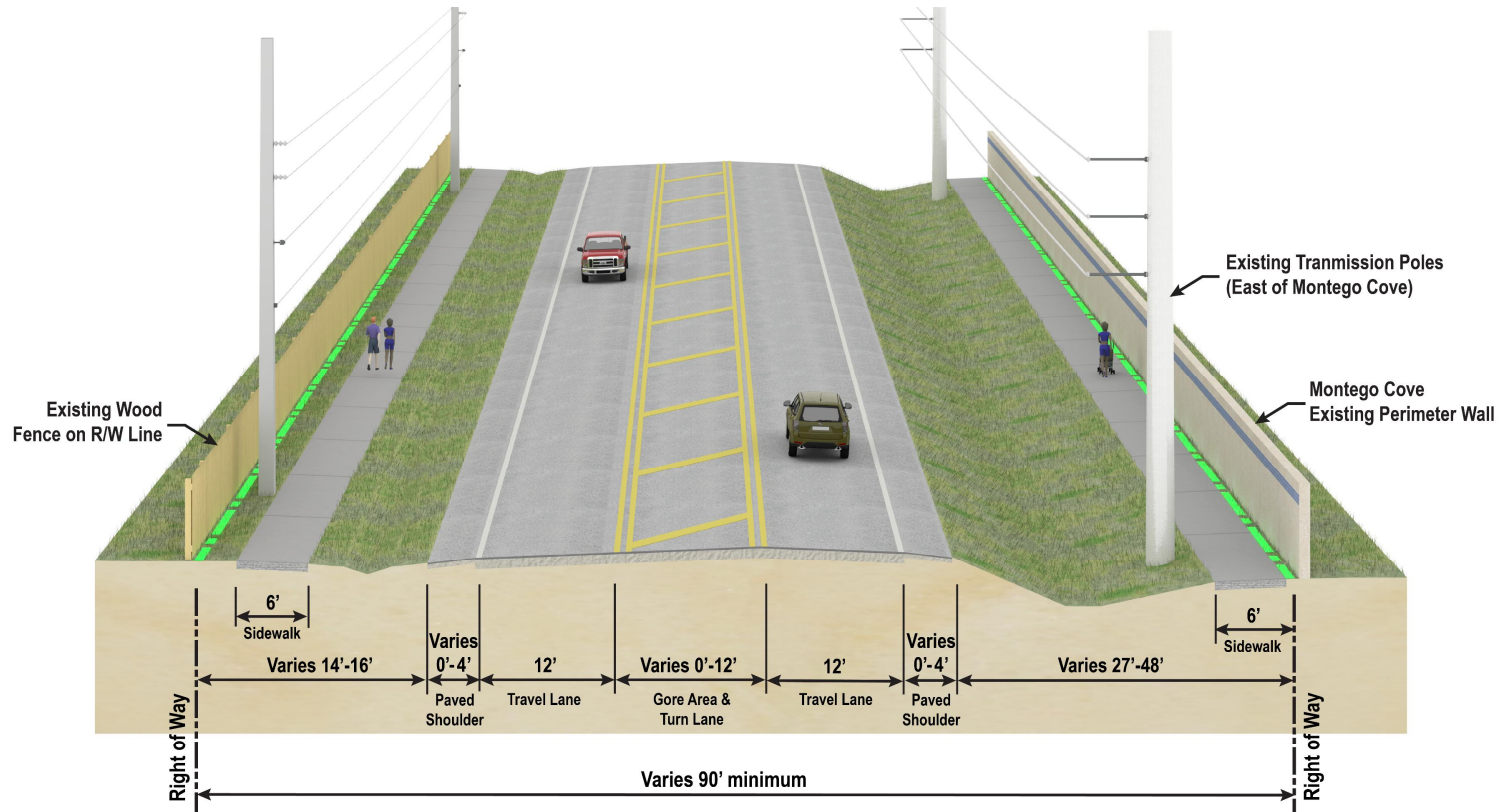




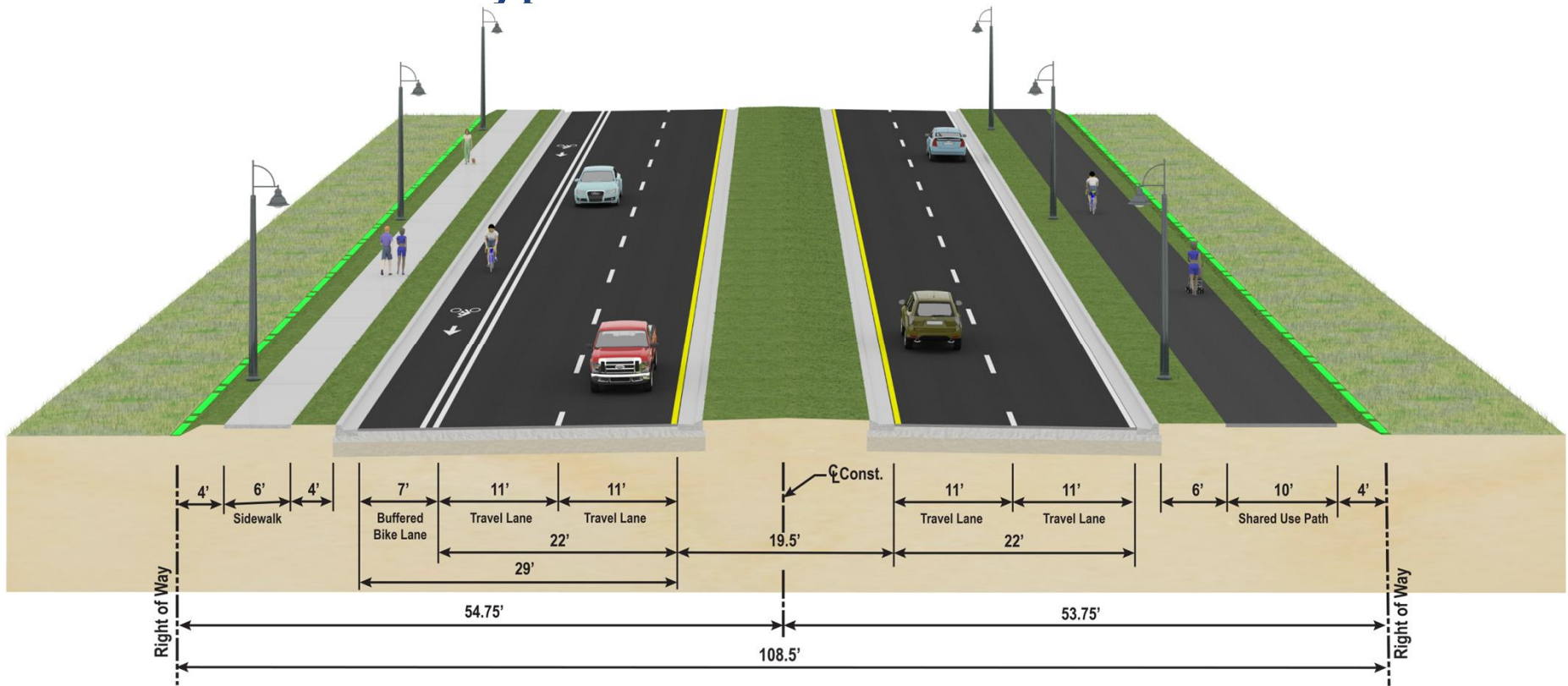
Segment 1 Alternative 1B



Existing Condition from Avalon Dr to US 1



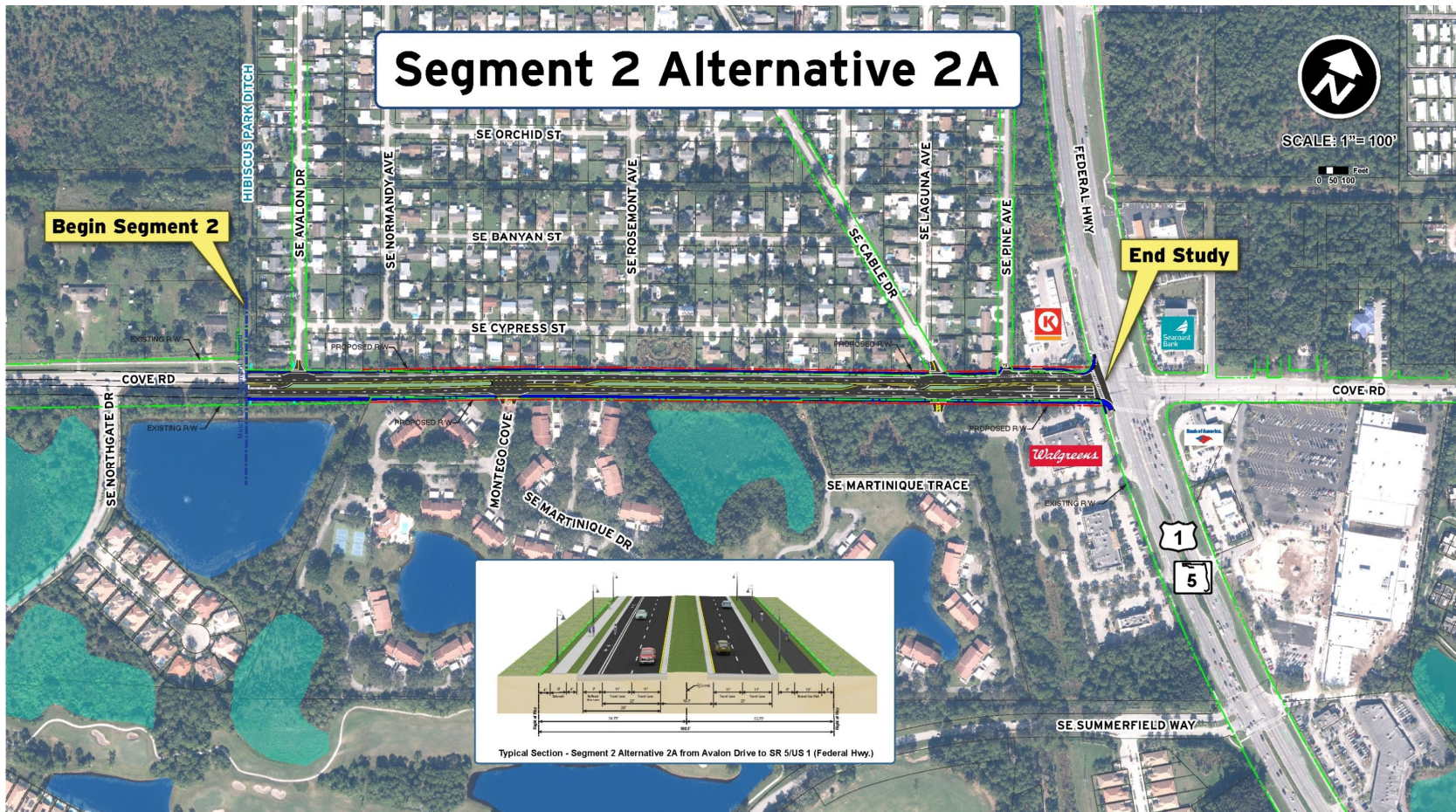
Alternative 2A Typical Section



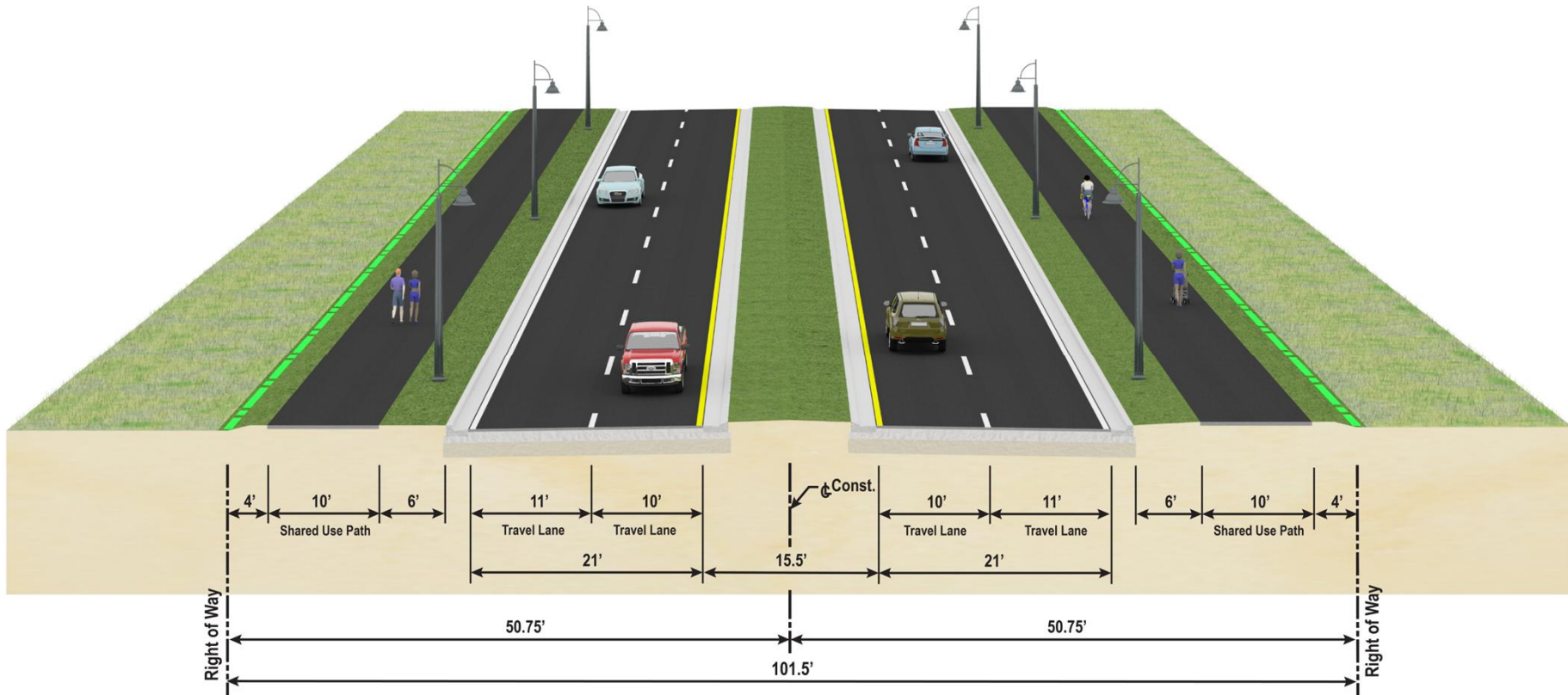
COVE ROAD

From State Road (SR) 76/Kanner Highway
to SR 5/US-1
Martin County, Florida

Project Development & Environment (PD&E) Study
FPID Number: 441700-1 ♦ ETDM Number: 14479



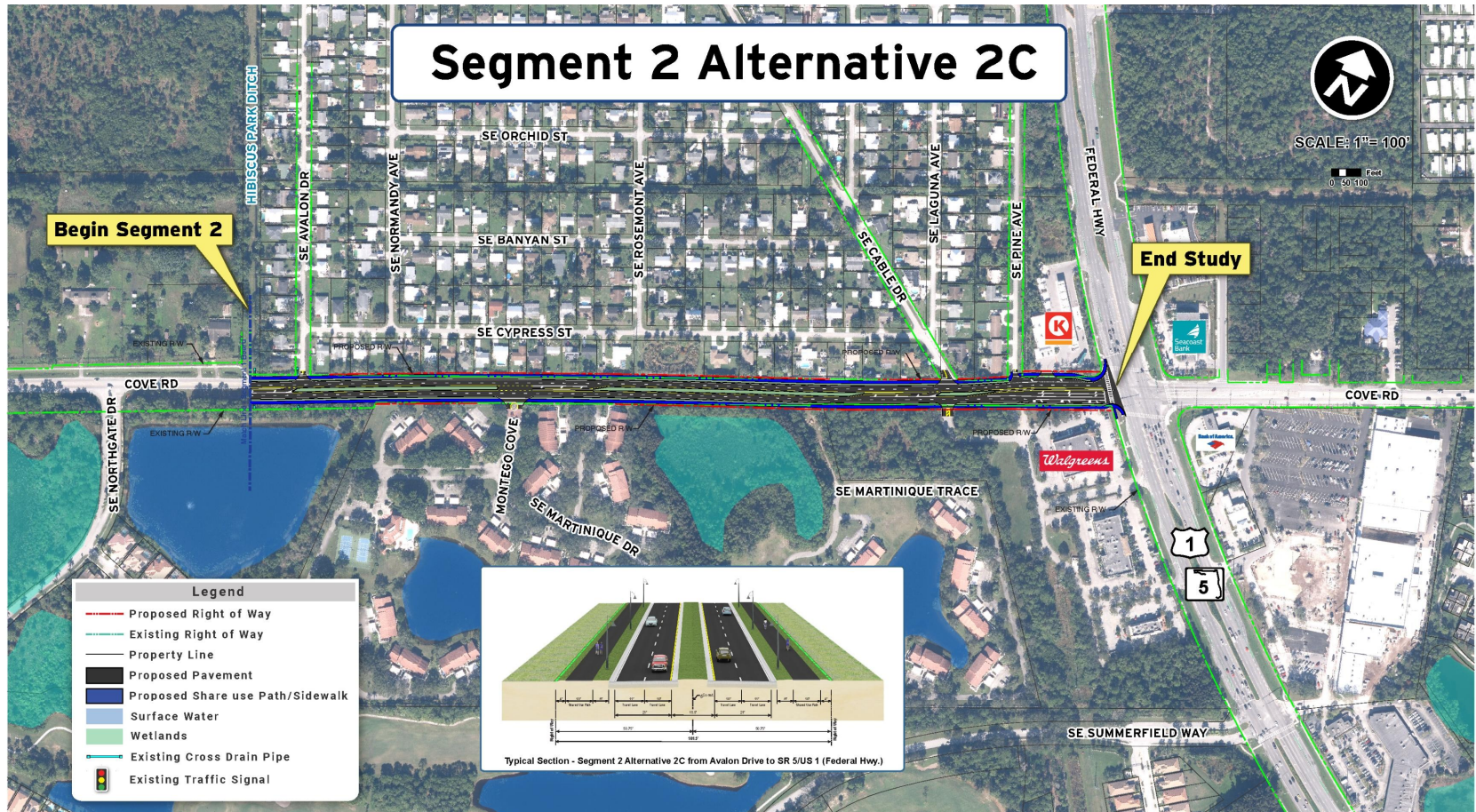
Alternative 2C



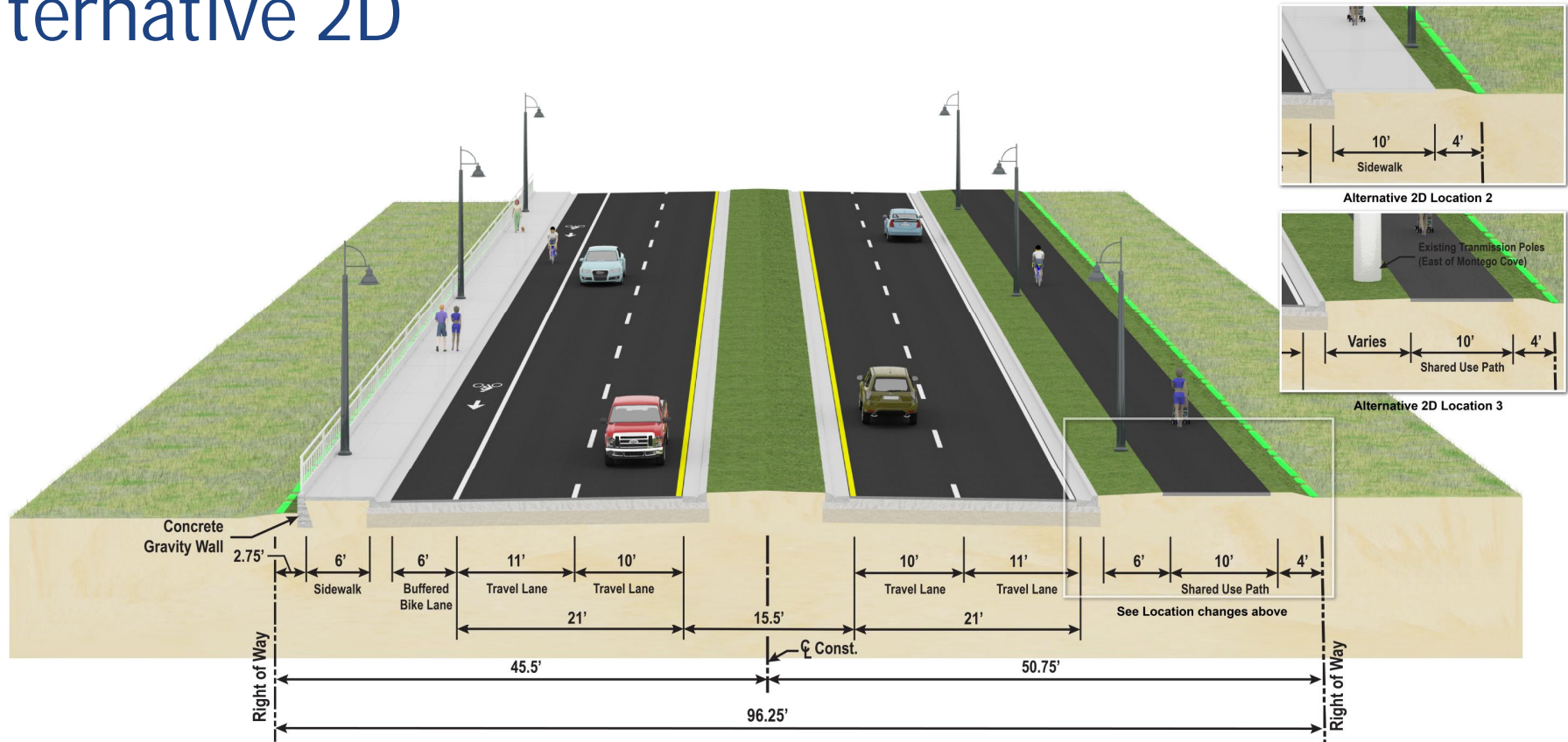
COVE ROAD

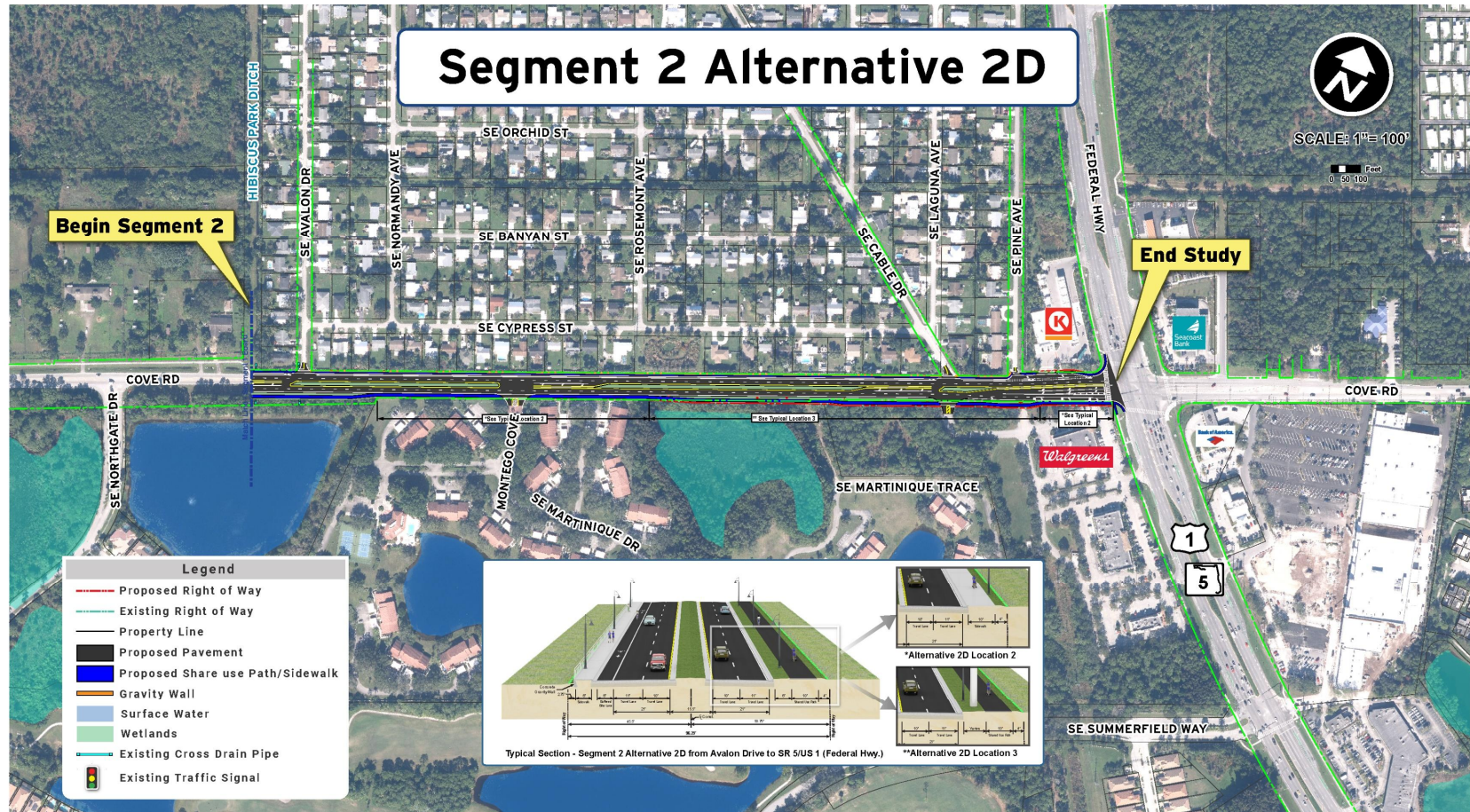
From State Road (SR) 76/Kanner Highway
to SR 5/US-1
Martin County, Florida

Project Development & Environment (PD&E) Study
FPID Number: 441700-1 ♦ ETDM Number: 14479



Alternative 2D





Environmental Analysis

- Protected species and habitat
- Wetland and floodplains
- Water quality and Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archeological and Historical Resources
- Noise
- Land use
- Construction effects
- Farmland
- Aesthetics

Evaluation Matrix*

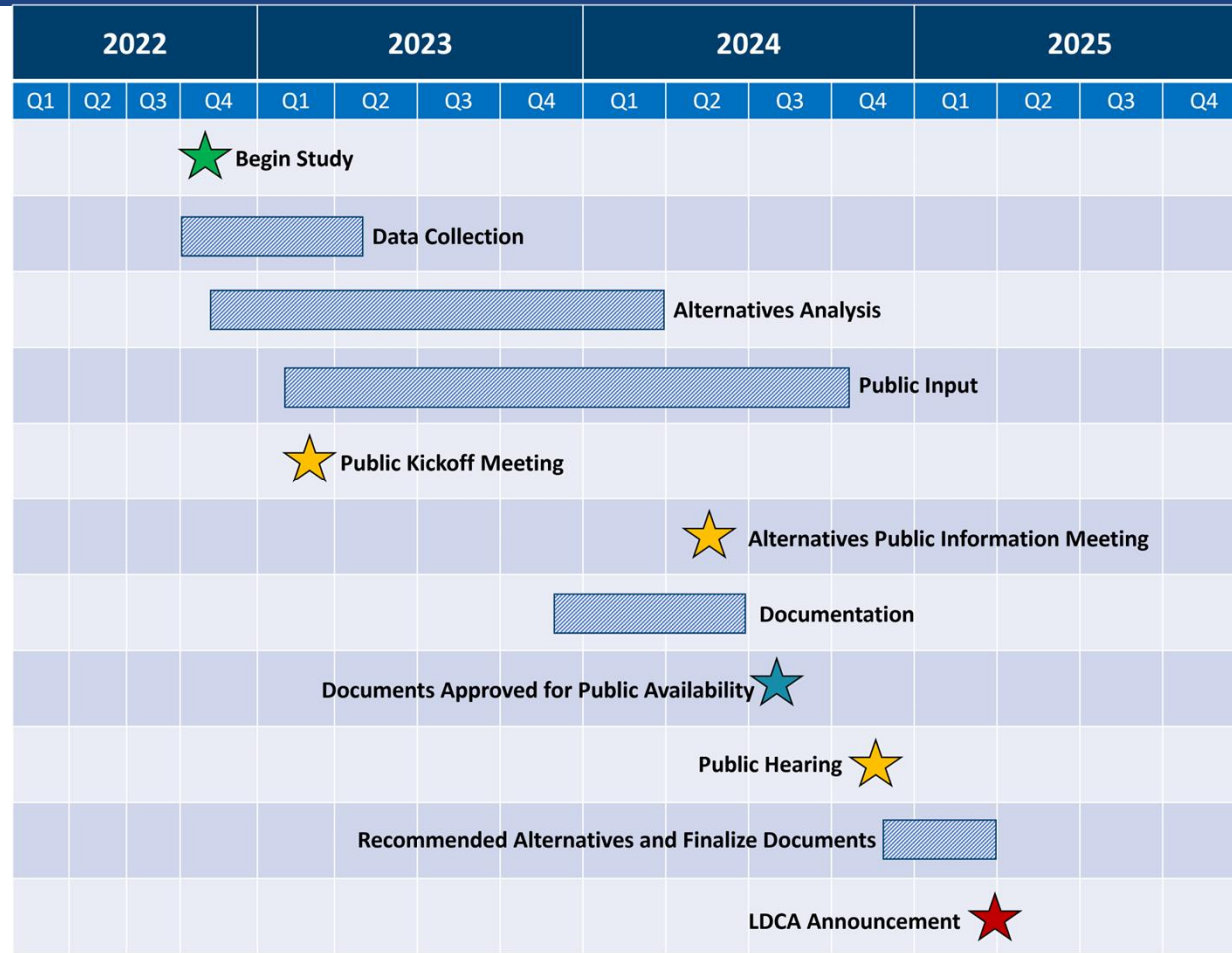
- Compares the Build and No Build Alternatives
- Evaluation Criteria includes:
 - Right-of-Way Impacts
 - Natural, Environmental, and Physical Impacts
 - Estimated Costs

Evaluation Criteria	No Build Alternative	Segment 1		Segment 2		
		SR 76 (Kanner Highway) to Avalon Drive		Avalon Drive to SR 5 (US 1)		
		Typical Section 1A	Typical Section 1B	Typical Section 2A (Best fit alignment)	Typical Section 2C (Best fit alignment)	Typical Section 2D
Right-of-Way Impacts						
Number of parcels impacted	0	23	21	30	31	3
Right of way impact area (acres)	0	1.07	1.02	1.38	0.94	0.48
Number of residential relocations	0	0	0	0	0	0
Number of business relocations	0	0	0	0	0	0
Natural, Environmental & Physical Impacts						
Threatened and endangered species impacts	None	Medium	Medium	Low	Low	Low
Archaeological/historic site impacts	None	Medium	Medium	Low	Low	Low
Potential contamination sites (high & medium risk ranking)	None	0	0	0	0	0
Wetland impacts (acres)	None	0.52	0.52	0.00	0.00	0.00
Floodplain impacts (acres)	None	0.04	0.01	0.00	0.00	0.00
Potential Section 4(f) impacts	None	0	0	0	0	0
Social & neighborhood impacts	None	Low	Low	High	Medium	Low
Estimated Costs (Present Day Costs)						
Design (15% of construction)	No cost	\$6,564,000	\$6,122,000	\$1,236,000	\$1,165,000	\$1,356,000
Road right-of-way	No cost	\$4,262,000	\$3,933,000	\$13,452,000	\$10,431,000	\$4,419,000
Pond right-of-way	No cost	TBD	TBD	TBD	TBD	TBD
Wetland mitigation	No cost	\$54,000	\$54,000	\$0	\$0	\$0
Roadway construction	No cost	\$43,758,400	\$40,810,300	\$8,239,500	\$7,764,200	\$9,036,700
CEI (15% of construction)	No cost	\$6,564,000	\$6,122,000	\$1,236,000	\$1,165,000	\$1,356,000
Total cost	No cost	\$61,202,000	\$57,041,000	\$24,164,000	\$20,525,000	\$16,168,000

*Preliminary – Subject to Change

Project Schedule

- Alternatives Public Meeting
 - Virtual – May 21, 2024
 - In-Person – May 22, 2024
 - Indian River State College
- Design funded in fiscal year 2025
- Right-of-way and construction are not currently funded



Alternatives Public Workshop feedback

- **Alternative 1B** and **Alternative 2C** most preferred
- Add **traffic signal/roundabout** (Tres Belle, Montego Cove, SE North Gate Dr, Ault Ave)
- Add area at **Montego Cove** entrance from the west to accommodate cars waiting at gated entrance
- Modify “unsafe” **Kanner/Cove/Gaines intersection**; improve Gaines Ave traffic heading westbound Cove
- **Kanner/Cove intersection** – cars not stopping to make right turn on to Cove
- **Access management** and left turns not allowed everywhere
- **Noise** and requests for walls
- **Traffic back up** on Cove Road by Tres Belle
- **Students’ safety** crossing Cove Rd
- **Drainage** issues from SE North Gate Drive to U.S. 1
- **Elevation changes** and driveway grades, potential drainage issues
- Add median **landscaping**, include large trees or hedges
- Include **streetlights**
- **Hosford Park** and dog safety
- **Wetland impacts** between Summerfield and widening



Contact Information

Vanita Saini, P.E.

Florida Department of Transportation (FDOT) Project Manager

FDOT District Four

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Email: vanita.saini@dot.state.fl.us

Telephone: (954) 777-4468

Toll-Free: (866) 336-8435, Ext. 4468

Safe Summer Travel Month



Questions?





**FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 7, 2024	DUE DATE: May 31, 2024	UPWP#: 5
WORDING: FINAL DRAFT FY25 – FY29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Final Draft FY25 - FY29 TIP

BACKGROUND

The Transportation Improvement Program (TIP) is the document that contains all Federal, State and locally funded, and regionally significant transportation projects to be funded in Martin County during the next five fiscal years. This document is updated annually and is based on the FDOT District Four Tentative Work Program that was approved by the MPO Board on October 23, 2023.

The Final Draft FY25 – FY29 TIP is scheduled to be adopted by the MPO Board at the June 17, 2024, meeting. On May 3rd, the Draft TIP was made available for public review 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.

ISSUES

At the June 2024 Advisory Committee meetings, MPO staff will present the Final Draft FY25 – FY29 TIP. The final draft TIP will be presented during a public hearing at the June 17, 2024, MPO Policy Board meeting.

Freight related projects in the TIP include:

- Cove Road widening from Kanner Hwy to US-1
- SR-710 widening from Martin/Okeechobee County Line to east of SW Allapattah Road
- CR-714 at SR-710 realignment
- Turnpike widening and bridge replacement
- I-95 Inspection Barn Upgrades
- Monterey Road at FEC Railroad Crossing Grade Separation
- High Meadow Ave widening from I-95 to Martin Hwy

RECOMMENDED ACTION

- a) Motion to approve the Final Draft FY25 – FY29 TIP as presented.
- b) Provide comments on the Final Draft FY25 – FY29 TIP.

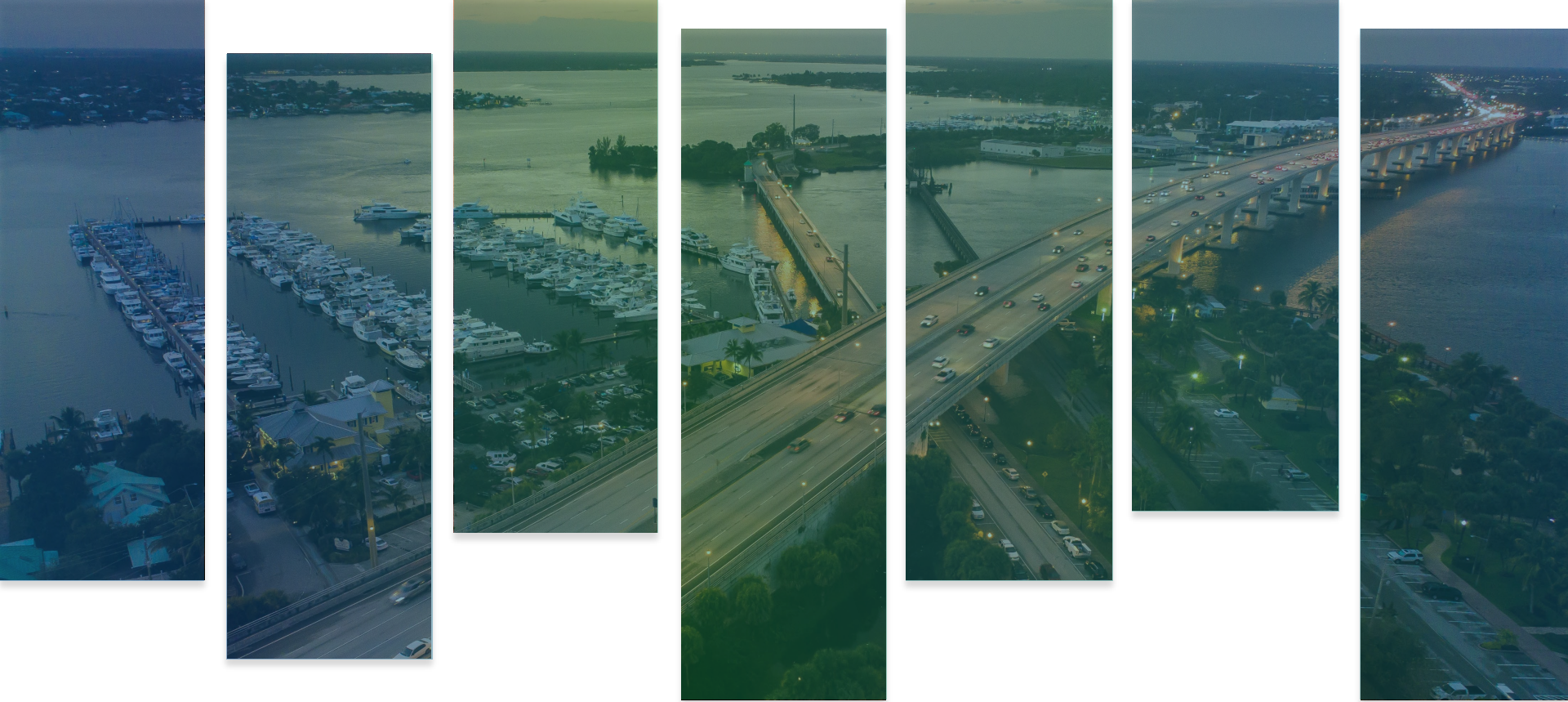
AGENDA ITEM 6C

FISCAL IMPACT

The Transportation Improvement Program is based upon the Draft Tentative Work Program approved at the October 23, 2023, 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 FY25 - FY29 Transportation Improvement Program (TIP)



Transportation Improvement Program FY25 – FY29

FTAC 6/7/24



FY25 – FY29

Transportation Improvement Program

Adopted by the Martin MPO Board on June 17, 2024

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 Kaija Mayfield

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Commissioner Troy McDonald, Chair
Commissioner Christopher Collins

Village of Indiantown

Council Member Susan Gibbs Thomas

REPORT DOCUMENTATION

TITLE

Martin MPO FY25 – FY29
Transportation Improvement Program

REPORT DATE

June 2024

AUTHORS

MPO Staff

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ACKNOWLEDGEMENTS

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

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

CERTIFICATION

FHWA/ FTA CERTIFICATION

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

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

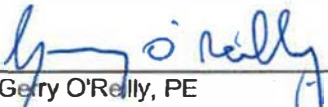
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POLICY PLANNING
02/18

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

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
FY25 – FY29 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 FY25-FY29 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 8, 2024. Depending on many factors, these lists of projects may potentially change before July 1, 2024. Once the MPO receives a final Work Program from FDOT District Four, this section may be modified.

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

1.4 FULL PROJECT COSTS

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

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

For costs beyond the ten-year window, access to the Long Range Transportation Plan (LRTP) is provided. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project costs are provided in the TIP. The link to the Martin LRTP is martinmpo.com/wp-content/uploads/Martin-MPO-2045-Long-Range-Transportation-Plan.pdf

1.5 TIP AMENDMENTS AND MODIFICATIONS

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

1.6 MAJOR PROJECT DESCRIPTIONS

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

- **FM# 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# 441636-2** – SR-714/Monterey @ FEC Railroad Crossing: Grade Separation
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** – US-1 @ Kanner Highway: Southbound Right Turn Lane onto Kanner Hwy, includes Triple Left Turn lanes onto US-1 Northbound. Phase: P.E., Right of Way, and Construction

1.7 IMPLEMENTED PROJECTS

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

FM# 438348-1: St. Lucie Blvd from Indian Street to SE Ocean Blvd - Resurfacing (7/13/2022)

FM# 436425-1: Murphy Road Bridge - Bridge Replacement (8/24/2022)

FM# 440811-1: CR-708/SW Bridge Rd from CR-711 to US-1 - Resurfacing and Bike Lanes (9/29/2022)

FM# 444345-1: Dixie Highway/Green River Parkway - Sidewalk (12/21/2022)

FM# 435139-2: CR-707 SE Beach Rd - Resurfacing (3/29/23)

FM# 438346-2: SE Ocean Blvd from SE Hospital to SE Palm Beach Rd - Sidewalk (9/15/23)

2.0 PROGRAM CONSIDERATIONS

2.1 FINANCIAL PLAN

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

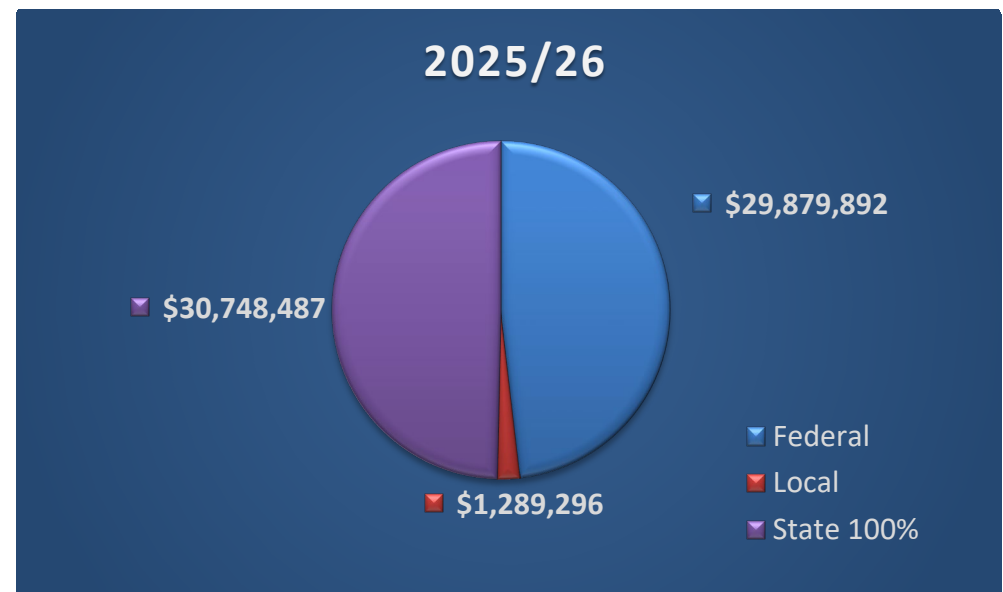
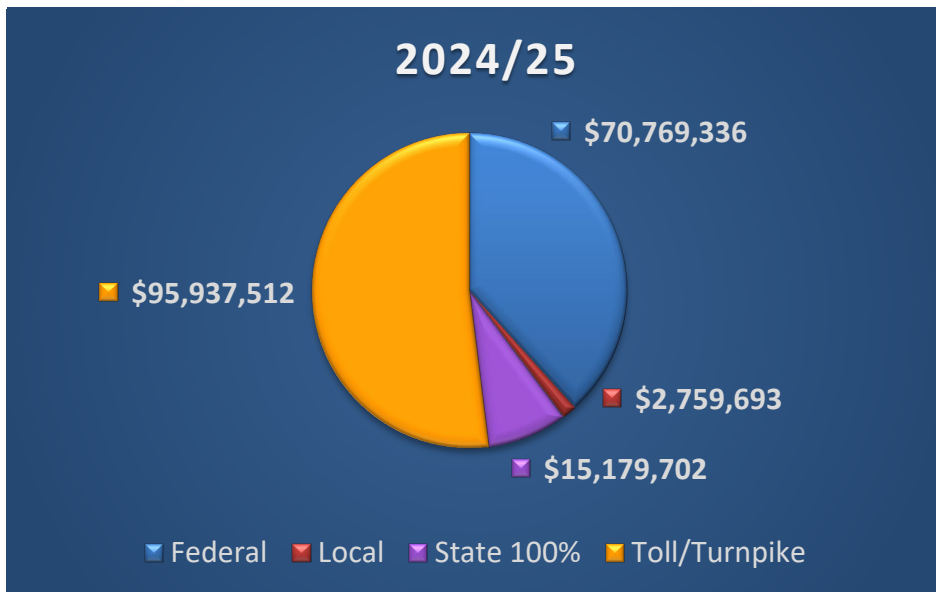
The TIP must include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.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

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

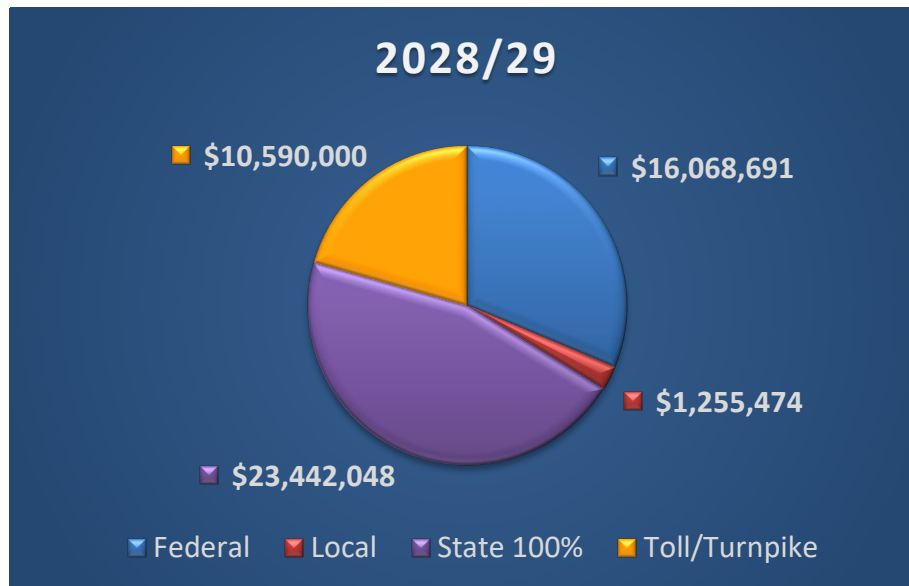
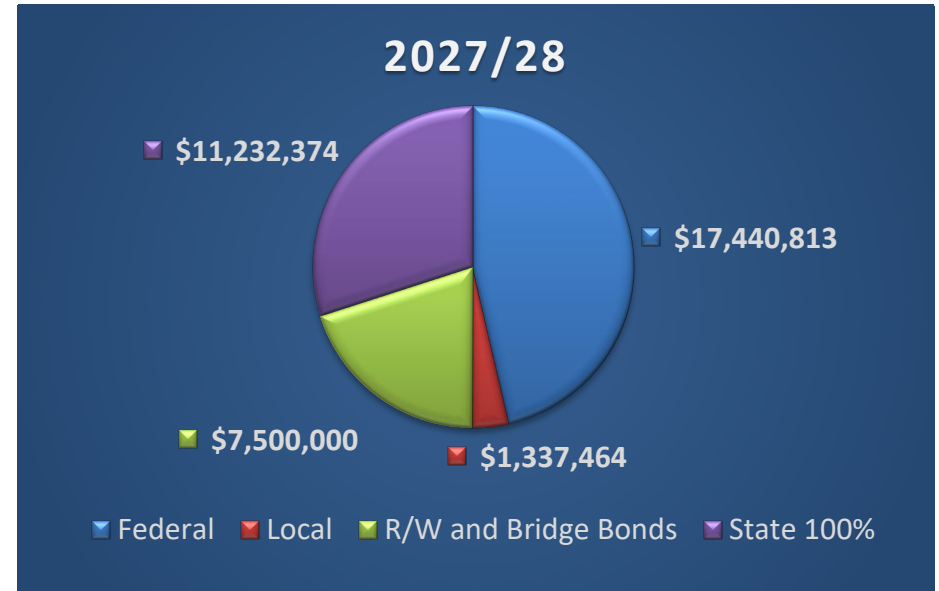
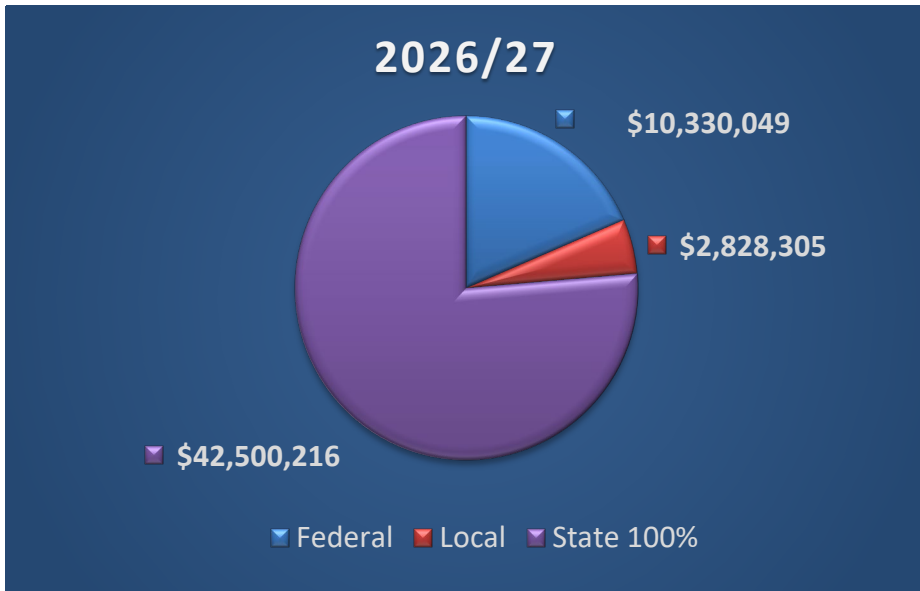
Table 1 – Allocation of Project Costs by Funding Sources and Year

Funding Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Federal	\$70,769,336	\$29,879,892	\$10,330,049	\$17,440,813	\$16,068,691	\$144,488,781
Local	\$2,759,693	\$1,289,296	\$2,828,305	\$1,337,464	\$1,255,474	\$9,470,232
R/W and Bridge Bonds	\$0	\$0	\$0	\$7,500,000	\$0	\$7,500,000
State 100%	\$15,179,702	\$30,748,487	\$42,500,216	\$11,232,374	\$23,442,048	\$123,102,827
Toll/Turnpike	\$95,937,512	\$0	\$0	\$0	\$10,590,000	\$106,527,512
Total	\$184,646,243	\$61,917,675	\$55,658,570	\$37,510,651	\$51,356,213	\$391,089,352

Summary by Funding Sources and Fiscal Year



Summary by Funding Sources and Fiscal Year



2.2 PROJECT SELECTION PROCESS

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

In addition, the 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 under the requirements outlined in Federal legislation.

2.3 PROJECT PRIORITY STATEMENT

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

- Approved 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 FY25 – FY29 LOPP has been updated to include the widening of SR-710 as the MPO's #1 priority due to the serious injury crashes and fatalities that have occurred along this corridor over the years. The SR-710 widening project limits were also updated, which extended the project to SW Allapattah Road from the Martin/Okeechobee County Line. The CR-708/SE Bridge Road Bridge Replacement project has been moved to Priority #5 (previously #17). The FY24-FY28 LOPP Priority #8 (FEC Crossings at NW Alice Street pedestrian facilities) has been updated in the FY25-FY29 LOPP to include NW Alice St. as the "facility", which includes the realignment of NW Alice St. with NW Wright Blvd.

Two new projects were added to the FY25-FY29 LOPP, which include the CR 609/SW Allapattah Road resurfacing project from 3 miles north of Minute Maid Road to the St. Lucie County Line (priority #14), and the SW Citrus Blvd. resurfacing project from SW Hemingway Ter to SR-710 (priority #15).

2.5 LIST OF PROJECT PRIORITIES

The projects in the following tables have been formally reviewed by the MPO Citizen’s Advisory Committee, Bicycle and Pedestrian Advisory Committee, and Technical Advisory Committee, and were approved by the MPO Policy Board at its meeting on June 19, 2023.

**Table 2
FY25 – FY29 - List of Project Priorities**

FY25 Rank	Facility	Segment Limits		Project Description	2045 LRTP Page	Prev. Rank
		From	To			
1	SR-710	SE of CR-609/ SW Allapattah Rd.	Martin/ Okeechobee County Line	Widen from 2-lanes to 4-lanes	76	2
2	SE Cove Rd.	SR-76/ Kanner Hwy.	US-1	Widen from 2-lanes to 4-lanes including bike lanes and shared use pathway	69	1
3	CR-714	Realignment		Flatten curve of CR-714 before intersection at SR-710	Appx. G, pg. 1	3
4	SE Monterey Rd.	At FEC Railroad		Railroad/roadway grade separation	Appx. H, pg. 5	4
5	CR-708/ SE Bridge Rd.	Bascule Bridge		Bridge Replacement	132	17
6	SR-76/ Kanner Hwy.	At SW South River Dr.		*New southbound right turn lane at South River Dr. & traffic signal	80	5
7	US-1	At SE Constitution Blvd.		Traffic signal	80	6
8	Monterey Rd. & East Ocean Blvd.	Kingswood Ter.	St. Lucie Blvd.	Mid-block pedestrian crosswalks	Appx. H, pg. 11	7

Table 2 – Continued

FY25 Rank	Facility	Segment Limits		Project Description	2045 LRTP Page	Prev. Rank
		From	To			
9	NW Alice St.	FEC Crossing		Pedestrian facilities/realign roadway with NW Wright Blvd.	Appx. H, pg. 11	8
10	Willoughby Blvd. Extension	Monterey Rd.	US-1	New 2-lane road with bike lanes and sidewalks/shared use pathways	69	9
11	CR-713/High Meadow Ave.	I-95	CR-714/ Martin Hwy.	Widen from 2 lanes to 4 lanes with shared-use pathway	69	10
12	SE Dixie Hwy.	Cove Rd.	Jefferson St.	Resurfacing/Complete Street improvements/CEI	84	15
13	CR-609/ SW Allapattah Rd.	SR-710	2,800 ft. north of Minute Maid Rd.	Resurfacing/southbound left turn lane/shoulder widening/CEI	128, 132	16
14	CR-609/ SW Allapattah Rd.	Approx. 3 miles north of Minute Maid Rd.	St. Lucie County Line	Resurfacing/shoulder widening/safety improvements	128, 132	
15	SW Citrus Blvd.	SW Hemingway Ter.	SR-710	Resurfacing/shoulder widening and bike lanes/safety improvements	128, 132	
16	N Sewall's Point Rd.	East Ocean Blvd.	NE Palmer St.	Mitigate for sea level rise impact	87	18
17	MacArthur Blvd.	Sailfish Point	1,500 ft. north	Mitigate for sea level rise impact	87	19

**Table 3
FY25 – FY29
List of Transportation Alternatives Program (TAP) Priorities**

Project Description	2025	2026	2027	2028	Comments
SE Avalon Drive Sidewalks	\$398,228				Funded
SE Washington St. Sidewalks		\$420,000			Funded
S Dixie Highway Improvements			\$462,220		Funded
SW Bulldog Way Sidewalks				\$876,310	Pending

**Table 4
FY25 – FY29
List of Public Transit Priorities**

Facility/ Equipment	Project Location/Description	Estimated Amount	Funding Source	2045 LRTP or TDP Page #	Project Status/Notes
Bus Replacement / Expansion	Rolling Stock	\$146,920	\$5339	LRTP -pg. 74	Amount of funds programmed is based on anticipated procurements and estimated costs and will change year to year.
Operating	Operating Assistance	\$812,370	\$5307	LRTP -pg. 74	
Security	1% Security	\$18,104	\$5307	LRTP -pg. 74	
Safety	.75% Safety	\$13,578	\$5307	LRTP -pg. 74	

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

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

Federal law requires FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which these agencies 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)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100M VMT
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, 2023, FDOT established statewide safety performance targets for calendar year 2024. Table 5 presents FDOT’s statewide targets.

Table 5 – Statewide Safety Performance Targets

Performance Measure	Calendar Year 2024 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

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

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

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

MPO Safety Targets

MPOs are required to establish safety targets annually within 180 days of when 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 unacceptable number of traffic fatalities, both statewide and nationally. As such, on December 11, 2023, the Martin MPO agreed to support FDOT's statewide safety performance targets for calendar year 2024, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

FDOT Safety Planning and Programming

Florida's Strategic Highway Safety Plan

[Florida's Strategic Highway Safety Plan \(SHSP\)](#), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs 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: safer road users, safer vehicles, safer speeds, safer roads, and post-crash care.

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

Florida's Highway Safety Improvement Program

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

As discussed above, in the 2023 HSIP Annual Report, FDOT reported calendar year 2024 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than the baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions, it will take to meet targets in the future.

On April 20, 2023, FHWA reported the results of its 2021 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2021 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than the baseline. Subsequently, FDOT developed an HSIP Implementation Plan

to highlight additional strategies it will undertake in support of the safety targets. The [HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2023.

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 2023 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.
- Implement key safety countermeasures.
- 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 \$156 million in HSIP funds for use during the 2023 state fiscal year from July 1, 2022 through June 30, 2023, 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 \$128.7 million in infrastructure investments on state-maintained roadways and \$27.5 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2023 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding is distributed among FDOT Districts based on a 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 Officials (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 safe for all users in Martin County and to meet the safety performance targets set on an annual basis. The TIP considers potential projects that fall into specific investment priorities

established by the MPO in the Long Range Transportation Plan (LRTP). The process used to develop the MPO's Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. This data is used to help identify regional safety issues and potential safety strategies for the LRTP and TIP. Consistent with the MPO's 2045 LRTP, the TIP includes funding that is used for programs that improve safety in areas with a high number of bicycle and pedestrian crashes. The TIP also includes planning funds that are used by the MPO to educate and reinforce the message of how to walk, bicycle, and drive safely. For the Martin MPO, this includes programs 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.
- Implementing congestion mitigation projects, such as FM# 441700-1 – Cove Road widening may include sidewalks or 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.
- SW Warfield Blvd/SR-710 widening project.

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 77 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 FY25 - FY29 TIP includes improving safety conditions County-wide. These projects fall into the categories below. The Martin MPO continues monitoring investments in the TIP and demonstrating progress toward goals and objectives.

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

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

Pavement and Bridge Condition Measures (PM2)

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

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

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

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and 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.

Pavement and Bridge Condition Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for bridge and pavement condition measures. On 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 conditions at the end of calendar year 2023, while the four-year targets represent conditions at the end of 2025. Table 6 presents the statewide targets.

Table 6 – Pavement and Bridge Condition Performance Targets

Performance Measure	2022 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	58.2%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	.6%	≤10.0%	≤10.0%
Percent of Interstate pavements in good condition	73.4%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	48.8%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.6%	≤5.0%	≤5.0%

Source: 2022 Statewide Conditions fdotsourcebook.com.

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

In addition, FDOT developed a [Transportation Asset Management Plan \(TAMP\)](#) for the state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward the achievement of the State’s targets for asset condition and performance of the NHS. FDOT’s current TAMP was submitted on December 30, 2022, and recertified by FHWA on February 23, 2023.

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

FDOT collects and reports bridge and pavement data to FHWA 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 2022 exceeded the established targets. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025.

FHWA determined that FDOT made significant progress toward its 2021 PM2 targets; FHWA's assessment of progress toward the 2023 targets is anticipated to be provided in 2024.

Pavement and Bridge Condition Targets for Martin MPO

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

On April 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 some example projects funded in this TIP that address system preservation/maintenance of pavement and bridge conditions:

- 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
- 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
- US-1 from North of SE Fischer St. to North of SE Decker Ave – Resurfacing
- US-1 from 0.5 mile South of SE Dixie Highway to Osprey Street – Resurfacing
- I-95 North of Bridge Road to South of Kanner Highway – Resurfacing

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 identifying the PM2 performance measures and targets as metrics to monitor progress. Further, investments in pavement and bridge conditions include resurfacing and bridge replacement/rehabilitation projects in the TIP. The TIP includes over \$196,275,674 million in resurfacing and bridge projects.

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

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

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following 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 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. The 2-year and 4-year targets set for this performance period are identical to the 2-year and 4-year targets set for the previous performance period. 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 7 presents the statewide targets.

Table 7 – System Performance and Freight Targets

Performance Measure	2022 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles on the Interstate system that are reliable	85.7%	≥75.0%	≥70.0%
Percent of person-miles on the non-Interstate NHS that are reliable	92.1%	≥50.0%	≥50.0%
Truck travel time reliability (Interstate)	1.46	1.75	2.00

Source: 2022 Statewide Conditions fdotsourcebook.com.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Actual performance in 2021 was better than the 2021 targets. FHWA’s assessment of progress toward the 2023 targets is anticipated to be released in March 2024.

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 investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT’s Strategic Investment Tool (SIT).
- In addition, [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 May 2020, FHWA approved the FMTP as FDOT's State Freight Plan. An update to the FMTP will be adopted in the spring of 2024.

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 some of the following example projects detailed in this TIP:

- Willoughby Blvd from Monterey Road to US 1 – New two-lane road
- Cove Road from Kanner Highway to US-1 – Widening
- Monterey Road at FEC Railroad Crossing - Grade Separation
- I-95 Martin Weigh Station – Inspection Barn Upgrades
- CR 713/High Meadow Ave from I-95 to Martin Hwy – Widening
- SR 710/Warfield Boulevard Widening projects

The TIP devotes a significant number of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. The Martin MPO TIP reflects priorities in the Martin MPO 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 managing traffic congestion, supporting improvements to major freight corridors, implementing strategies to reduce per capita vehicle miles of travel, and prioritizing funding to support smaller-scale congestion management projects and programs. Further, several performance measures including PM3 are identified to evaluate and prioritize projects. As part of the 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 \$71,963,977 million in intersection/congestion management and freight projects.

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

Transit Asset Management Measures

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term "state of good repair," 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
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		Performance Target				
				2023	2024	2025	2026	2027
Revenue Vehicles	Age - percent of revenue vehicles within a particular asset class that have met or exceeded their Useful Life	BU	Bus	0%	0%	0%	0%	0%
		CU	Cutaway	0%	0%	0%	100%	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 Vehicles 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 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 May 6, 2024, the Martin MPO agreed to support the Martin County Public Transit's TAM targets, thus agreeing to plan and program projects in the TIP that 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 include over \$6 million for capital purchases.

The Martin MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM performance targets. The Martin MPO will continue to coordinate with 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](#). 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

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

Each public transportation provider 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 are not required to establish transit safety 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 current transit provider targets in their TIPs).

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 [insert MPO name] 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 January 23, 2024:

Table 10 – MCPT Safety Performance Targets

Mode of Transit	Fatalities (Total)	Fatalities (Rate per Total VRM)	Injuries (Total)	Injuries (Rate per Total VRM)	Safety Events (Total)	Safety Events (Rate per Total VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	0	0	0	0	54,950
Commuter Bus	0	0	0	0	0	0	28,661
ADA Paratransit	0	0	0	0	0	0	0

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 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 to *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. To read the PTASP, please see Appendix B.

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

2.9 CONGESTION MANAGEMENT PROCESS

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

Candidate road sections are selected in a three-phase selection. The first phase identifies road segments that have a potential for congestion. The second phase is the development of a preliminary list of congested segments. The third phase is to determine and verify potential congested segments. 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 INVOLVEMENT PLAN

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

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

3.2 TIMELINE OF EFFORTS

See Table 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 the Joint Advisory Committee Agenda Packet	22-Apr-24
Begin 45 Days Public Review Period	26-Apr-24
Post Draft TIP on the MPO Website	26-Apr-24
Draft TIP on Martin County Government/Library System website	26-Apr-24
Send Draft TIP to Federal and State agencies for preliminary review	26-Apr-24
Publish Notice of Public Hearing for MPO Board	26-Apr-24
Review Draft TIP @ Joint Advisory Committee Meeting	29-Apr-24
Distribute Draft TIP in the MPO Policy Board Agenda Packet	29-Apr-24
Review Draft TIP @ MPO Board Meeting	6-May-24
Distribute Final Draft TIP in the TAC Agenda Packet	24-May-24
Distribute Final Draft TIP in the CAC Agenda Packet	29-May-24
Distribute Final Draft TIP in the FTAC Agenda Packet	31-May-24
Review Final Draft TIP @ TAC Meeting	3-Jun-24
Distribute Final Draft TIP in the BPAC Agenda Packet	3-Jun-24
Review Final Draft TIP @ CAC Meeting	5-Jun-24
Review Final Draft TIP @ FTAC Meeting	7-Jun-24
Review Final Draft TIP @ BPAC Meeting	10-Jun-24
Distribute Final Draft TIP in the MPO Board Agenda Packet	10-Jun-24
Review and Approve Final TIP @ MPO Board Meeting / Public Hearing	17-Jun-24

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 17, 2024, 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ACCM - ADVANCE CONSTRUCTION (CM)							
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO	1,035,129	0	0	0	0	1,035,129
Total		1,035,129	0	0	0	0	1,035,129
ACNP - ADVANCE CONSTRUCTION NHPP							
4132532	SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY	1,600,000	0	0	0	0	1,600,000
4132542	SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH	1,600,000	0	0	0	0	1,600,000
4226815	SR-9/I-95 FROM HIGH MEADOWS AVE TO	2,200,000	0	0	0	0	2,200,000
4491591	SR-9/ I-95 N OF BRIDGE RD TO S OF KANNER HWY	11,043,698	0	0	0	0	11,043,698
4491601	SR-9/ I-95 FROM S OF KANNER HWY TO MARTIN/	43,044,863	65,000	0	0	0	43,109,863
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD	975,000	1,600,000	2,500,000	1,945,860	5,022,445	12,043,305
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO	1,660,000	6,499,019	1,178,213	6,827,060	6,073,186	22,237,478
Total		62,123,561	8,164,019	3,678,213	8,772,920	11,095,631	93,834,344
ACNR - AC NAT HWY PERFORM RESURFACING							
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY	0	14,234,584	0	0	0	14,234,584
Total		0	14,234,584	0	0	0	14,234,584
ACPR - AC - PROTECT GRANT PGM							
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO	0	198,643	0	0	0	198,643
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO	0	125,760	0	0	0	125,760
4476501	A1A FROM NE SHORE VILLAGE TER TO	0	930,001	0	0	0	930,001
Total		0	1,254,404	0	0	0	1,254,404
ACSS - ADVANCE CONSTRUCTION (SS,HSP)							
4470021	INTERSECTION LIGHTING RETROFIT	10,290	0	0	0	0	10,290
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN	113,859	176,187	150,330	0	0	440,376
Total		124,149	176,187	150,330	0	0	450,666
ACSU - ADVANCE CONSTRUCTION (SU)							
4444052	SR-714 SE Monterey Road and CR-A1A Multimodal	143,898	0	0	0	0	143,898

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ACSU - ADVANCE CONSTRUCTION (SU)							
4444151	SR-5/US-1 AT BAKER RD	25,000	0	0	0	0	25,000
Total		168,898	0	0	0	0	168,898
BNIR - INTRASTATE R/W & BRIDGE BONDS							
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD	0	0	0	3,000,000	0	3,000,000
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO	0	0	0	4,500,000	0	4,500,000
Total		0	0	0	7,500,000	0	7,500,000
BRRP - STATE BRIDGE REPAIR & REHAB							
4505872	SR-707/DIXIE HWY. BRIDGE # 890003	789,915	0	9,395,125	0	0	10,185,040
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE	0	50,000	660,438	0	4,174,281	4,884,719
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS"	0	50,000	609,073	0	4,521,166	5,180,239
Total		789,915	100,000	10,664,636	0	8,695,447	20,249,998
CARB - CARBON REDUCTION GRANT PGM							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1	0	0	0	600,000	0	600,000
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	0	1,376,378	0	1,376,378
Total		0	0	0	1,976,378	0	1,976,378
CARU - CARB FOR URB. AREA > THAN 200K							
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	0	277,236	0	277,236
Total		0	0	0	277,236	0	277,236
CM - CONGESTION MITIGATION - AQ							
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO	0	0	0	0	124,160	124,160
4444052	SR-714 SE Monterey Road and CR-A1A Multimodal	28,780	0	0	0	0	28,780
4444151	SR-5/US-1 AT BAKER RD	55,000	264,397	0	0	0	319,397
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	0	1,488,223	0	1,488,223
Total		83,780	264,397	0	1,488,223	124,160	1,960,560

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
D - UNRESTRICTED STATE PRIMARY							
2337031	MARTIN CO STATE HWY SYS ROADWAY	300,000	300,000	300,000	300,000	300,000	1,500,000
2337032	MARTIN CO STATE HWY SYS BRIDGES	35,000	35,000	35,000	35,000	0	140,000
2342651	MARTIN COUNTY INTERSTATE-ROADWAY	10,000	10,000	10,000	10,000	0	40,000
2342652	MARTIN COUNTY INTERSTATE-BRIDGES	12,000	12,000	12,000	12,000	12,000	60,000
4505591	MARTIN COUNTY ASSET MAINTENANCE	2,092,790	3,092,790	2,592,790	2,592,790	2,667,905	13,039,065
4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE &	0	0	0	655,652	864,322	1,519,974
Total		2,449,790	3,449,790	2,949,790	3,605,442	3,844,227	16,299,039
DDR - DISTRICT DEDICATED REVENUE							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING	313,604	404,165	417,575	430,102	430,102	1,995,548
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE &	0	0	256,694	0	0	256,694
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1	0	1,045,391	3,000	430,050	0	1,478,441
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE	0	72,850	0	0	0	72,850
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	148,000	34,830	200,000	0	0	382,830
4444171	SR-5/US-1 AT NW SUNSET BLVD	200,000	427,638	4,661	0	0	632,299
4462561	SR-76/KANNER HWY @ SW SOUTH RIVER DRIVE	0	780,074	29,053	0	0	809,127
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	849,680	1,190,134	127,676	0	2,167,490
4476491	SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO	5,856,272	0	0	0	0	5,856,272
4484461	SR-714/SW MARTIN HWY FROM E OF SW STUART	0	726,759	0	0	0	726,759
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY	0	2,087,166	0	0	0	2,087,166
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY	338,908	0	5,346,570	0	0	5,685,478
Total		6,856,784	6,428,553	7,447,687	987,828	430,102	22,150,954
DI - ST. - S/W INTER/INTRASTATE HWY							
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO	0	0	8,568,306	0	0	8,568,306
Total		0	0	8,568,306	0	0	8,568,306

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1	27,398	54,000	0	74,218	0	155,616
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE	0	116,559	0	0	0	116,559
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	18,000	0	33,982	0	0	51,982
4462561	SR-76/KANNER HWY @ SW SOUTH RIVER DRIVE	0	34,369	0	0	0	34,369
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	12,000	24,000	99,264	0	135,264
4476491	SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO	75,430	0	0	0	0	75,430
4476501	A1A FROM NE SHORE VILLAGE TER TO	0	95,795	0	0	0	95,795
4484461	SR-714/SW MARTIN HWY FROM E OF SW STUART	0	84,507	0	0	0	84,507
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY	0	50,490	52,062	0	0	102,552
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY	0	0	127,991	0	0	127,991
4505872	SR-707/DIXIE HWY. BRIDGE # 890003	0	0	106,879	0	0	106,879
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE	0	5,000	0	0	5,825	10,825
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS"	0	5,000	0	0	5,825	10,825
Total		120,828	457,720	344,914	173,482	11,650	1,108,594
DITS - STATEWIDE ITS - STATE 100%.							
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE &	536,831	569,040	346,489	0	0	1,452,360
Total		536,831	569,040	346,489	0	0	1,452,360
DPTO - STATE - PTO							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING	78,789	0	0	0	0	78,789
4459781	WITHAM FIELD AIRPORT PDC AND MIRL	0	0	3,180,000	0	0	3,180,000
4481171	WITHAM FIELD MILL & RESURFACE, MITL	0	0	0	0	1,368,000	1,368,000
4496091	WITHAM FIELD PUBLIC SAFETY AVIATION HANGAR	0	1,200,000	0	0	0	1,200,000
4496401	WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED	0	10,000	0	0	0	10,000
4533591	WITHAM FIELD AIRPORT - HOLD BAY	42,500	0	0	0	0	42,500

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
DPTO - STATE - PTO							
4533601	WITHAM FIELD AIRPORT - AIRFIELD SIGNAGE	320,000	0	0	0	0	320,000
4533611	WITHAM FIELD AIRPORT - REHABILITATION OF	75,000	0	0	0	0	75,000
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL	0	0	80,000	0	0	80,000
Total		516,289	1,210,000	3,260,000	0	1,368,000	6,354,289
DS - STATE PRIMARY HIGHWAYS & PTO							
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	0	229,674	0	229,674
4476491	SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO	64,115	0	0	0	0	64,115
4476501	A1A FROM NE SHORE VILLAGE TER TO	0	4,933,602	0	0	0	4,933,602
4484461	SR-714/SW MARTIN HWY FROM E OF SW STUART	0	6,421,922	0	0	0	6,421,922
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY	0	0	5,100,000	0	0	5,100,000
Total		64,115	11,355,524	5,100,000	229,674	0	16,749,313
DU - STATE PRIMARY/FEDERAL REIMB							
4259774	MARTIN COUNTY SECTION 5311, OPERATING	164,176	171,915	180,027	188,168	188,168	892,454
Total		164,176	171,915	180,027	188,168	188,168	892,454
DWS - WEIGH STATIONS - STATE 100%							
4419951	MARTIN MAINLINE WEIGH IN MOTION (WIM)	0	0	0	4,585,948	0	4,585,948
4478681	I-95 MARTIN WEIGH STATION - INSPECTION BARN	0	0	549,613	0	0	549,613
Total		0	0	549,613	4,585,948	0	5,135,561
FAA - FEDERAL AVIATION ADMIN							
4496401	WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED	0	180,000	0	0	0	180,000
4533591	WITHAM FIELD AIRPORT - HOLD BAY	765,000	0	0	0	0	765,000
4533611	WITHAM FIELD AIRPORT - REHABILITATION OF	75,000	0	0	0	0	75,000
Total		840,000	180,000	0	0	0	1,020,000
FTA - FEDERAL TRANSIT ADMINISTRATION							
4134931	PSL UZA - MARTIN COUNTY SECTION 5307	1,160,000	1,160,000	1,160,000	1,160,000	1,160,000	5,800,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
FTA - FEDERAL TRANSIT ADMINISTRATION							
4346611	PSL UZA - MARTIN COUNTY SECTION 5339	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							
4459531	FOX BROWN RD. FROM SR-710/SW WARFIELD	975,089	0	0	0	0	975,089
4480891	CR-708/SE BRIDGE ROAD BASCULE BRIDGE	0	285,938	0	0	0	285,938
4495081	SW CITRUS BLVD FROM CR 714/MARTIN HWY TO	0	0	1,733,659	0	0	1,733,659
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	137,805	0	137,805
Total		975,089	285,938	1,733,659	137,805	0	3,132,491
LF - LOCAL FUNDS							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING	393,393	405,165	417,575	430,102	430,102	2,076,337
4259774	MARTIN COUNTY SECTION 5311, OPERATING	164,176	171,915	180,027	188,168	188,168	892,454
4459531	FOX BROWN RD. FROM SR-710/SW WARFIELD	637,744	0	0	0	0	637,744
4459781	WITHAM FIELD AIRPORT PDC AND MIRL	0	0	795,000	0	0	795,000
4480891	CR-708/SE BRIDGE ROAD BASCULE BRIDGE	0	251,411	0	0	0	251,411
4481171	WITHAM FIELD MILL & RESURFACE, MITL	0	0	0	0	342,000	342,000
4489971	SE AVALON DRIVE FROM SE COVE ROAD TO SE	91,880	0	0	0	0	91,880
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE	0	0	371,440	0	0	371,440
4495081	SW CITRUS BLVD FROM CR 714/MARTIN HWY TO	0	0	736,076	0	0	736,076
4496091	WITHAM FIELD PUBLIC SAFETY AVIATION HANGAR	0	300,000	0	0	0	300,000
4496401	WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED	0	10,000	0	0	0	10,000
4508231	SE WASHINGTON STREET FR US-1/SE FEDERAL	0	150,805	0	0	0	150,805
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	719,194	0	719,194
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO	0	0	308,187	0	0	308,187
4533591	WITHAM FIELD AIRPORT - HOLD BAY	42,500	0	0	0	0	42,500

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
LF - LOCAL FUNDS							
4533601	WITHAM FIELD AIRPORT - AIRFIELD SIGNAGE	80,000	0	0	0	0	80,000
4533611	WITHAM FIELD AIRPORT - REHABILITATION OF	1,350,000	0	0	0	0	1,350,000
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL	0	0	20,000	0	0	20,000
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP	0	0	0	0	295,204	295,204
Total		2,759,693	1,289,296	2,828,305	1,337,464	1,255,474	9,470,232
PKYI - TURNPIKE IMPROVEMENT							
4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714	5,750,000	0	0	0	10,590,000	16,340,000
4462191	WIDEN TPK(SR91), PALM BEACH C/L TO I-95	14,551,766	0	0	0	0	14,551,766
4463321	WIDEN TPK(SR91), I-95 CONNECTOR TO	10,758,960	0	0	0	0	10,758,960
4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE	5,900,000	0	0	0	0	5,900,000
4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB	3,407,505	0	0	0	0	3,407,505
Total		40,368,231	0	0	0	10,590,000	50,958,231
PKYR - TURNPIKE RENEWAL & REPLACEMENT							
4485241	BRIDGE REPLACEMENT - 890083 (SR 91) (MP 138)	55,569,281	0	0	0	0	55,569,281
Total		55,569,281	0	0	0	0	55,569,281
PL - METRO PLAN (85% FA; 15% OTHER)							
4393285	MARTIN COUNTY FY 2024/2025-2025/2026 UPWP	567,164	571,463	0	0	0	1,138,627
4393286	MARTIN COUNTY FY 2026/2027-2027/2028 UPWP	0	0	571,463	571,463	0	1,142,926
4393287	MARTIN COUNTY UPWP FY 2028/2029-2029/2030	0	0	0	0	571,463	571,463
Total		567,164	571,463	571,463	571,463	571,463	2,853,016
SA - STP, ANY AREA							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1	0	0	0	425,000	0	425,000
4444151	SR-5/US-1 AT BAKER RD	0	0	730,706	0	0	730,706
4444171	SR-5/US-1 AT NW SUNSET BLVD	0	0	38,039	0	0	38,039

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
SA - STP, ANY AREA							
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	605,866	0	0	605,866
4476491	SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO	2,506,739	0	0	0	0	2,506,739
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY	0	163,361	0	0	0	163,361
Total		2,506,739	163,361	1,374,611	425,000	0	4,469,711
SCED - 2012 SB1998-SMALL CO OUTREACH							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE	0	0	487,805	0	0	487,805
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	487,805	457,058	944,863
Total		0	0	487,805	487,805	457,058	1,432,668
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4459531	FOX BROWN RD. FROM SR-710/SW WARFIELD	16,327	0	0	0	0	16,327
4480891	CR-708/SE BRIDGE ROAD BASCULE BRIDGE	0	468,293	0	0	0	468,293
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE	0	0	55,053	0	0	55,053
4495081	SW CITRUS BLVD FROM CR 714/MARTIN HWY TO	0	0	423,971	0	0	423,971
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	454,146	0	454,146
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP	0	0	0	0	442,805	442,805
Total		16,327	468,293	479,024	454,146	442,805	1,860,595
SCWR - 2015 SB2514A-SMALL CO OUTREACH							
4459531	FOX BROWN RD. FROM SR-710/SW WARFIELD	554,865	0	0	0	0	554,865
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE	0	0	568,293	0	0	568,293
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE	0	0	0	570,244	0	570,244
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP	0	0	0	0	442,806	442,806
Total		554,865	0	568,293	570,244	442,806	2,136,208
SL - STP, AREAS <= 200K							
4444171	SR-5/US-1 AT NW SUNSET BLVD	0	0	1,127,939	0	0	1,127,939

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
SL - STP, AREAS <= 200K							
Total		0	0	1,127,939	0	0	1,127,939
SM - STBG AREA POP. W/ 5K TO 49,999							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1	0	0	0	538,823	0	538,823
Total		0	0	0	538,823	0	538,823
SU - STP, URBAN AREAS > 200K							
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD	0	380,000	0	0	0	380,000
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1	0	0	0	1,008,222	0	1,008,222
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO	0	978,352	0	0	1,394,888	2,373,240
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO	498,193	1,465,991	0	0	0	1,964,184
4444052	SR-714 SE Monterey Road and CR-A1A Multimodal	964,319	0	0	0	0	964,319
4444151	SR-5/US-1 AT BAKER RD	0	0	757,106	0	0	757,106
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	0	0	738,140	0	0	738,140
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	0	904,380	1,404,381	2,308,761
4507921	CR-609/ALLAPATAH RD FR SR-710 TO 2,800 FEET	0	5,000	0	0	0	5,000
Total		1,462,512	2,829,343	1,495,246	1,912,602	2,799,269	10,498,972
TALM - TAP AREA POP. 5K TO 50,000							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO	0	0	78,426	0	0	78,426
Total		0	0	78,426	0	0	78,426
TALT - TRANSPORTATION ALTS- ANY AREA							
4489971	SE AVALON DRIVE FROM SE COVE ROAD TO SE	214,397	0	0	0	0	214,397
4508231	SE WASHINGTON STREET FR US-1/SE FEDERAL	0	214,508	0	0	0	214,508
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO	5,000	0	206,657	0	0	211,657
Total		219,397	214,508	206,657	0	0	640,562
TALU - TRANSPORTATION ALTS- >200K							
4489971	SE AVALON DRIVE FROM SE COVE ROAD TO SE	183,831	0	0	0	0	183,831

5-Year Summary of Projects by Funding Category

Project #	Project Name	2024/25	2025/26	2026/27	2027/28	2028/29	Total
TALU - TRANSPORTATION ALTS- >200K							
4508231	SE WASHINGTON STREET FR US-1/SE FEDERAL	0	365,711	0	0	0	365,711
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO	0	0	177,137	0	0	177,137
Total		183,831	365,711	177,137	0	0	726,679
TLWR - 2015 SB2514A-TRAIL NETWORK							
4435001	SE GOMEZ AVENUE FROM SE OSPREY STREET TO	486,892	0	0	0	7,749,953	8,236,845
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE	0	4,823,629	0	0	0	4,823,629
4473981	SAILFISH CAPITAL TRAIL/MARTIN TRAIL	0	1,600,000	0	0	0	1,600,000
Total		486,892	6,423,629	0	0	7,749,953	14,660,474
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO	1,811,977	0	0	0	0	1,811,977
Total		1,811,977	0	0	0	0	1,811,977

5-Year Summary of Funding Source

Funding Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Federal	70,769,336	29,879,892	10,330,049	17,440,813	16,068,691	144,488,781
Local	2,759,693	1,289,296	2,828,305	1,337,464	1,255,474	9,470,232
R/W and Bridge Bonds	0	0	0	7,500,000	0	7,500,000
State 100%	15,179,702	30,748,487	42,500,216	11,232,374	23,442,048	123,102,827
Toll/Turnpike	95,937,512	0	0	0	10,590,000	106,527,512
Total	184,646,243	61,917,675	55,658,570	37,510,651	51,356,213	391,089,352

5-Year Summary of Funding Source by Codes

Project #	Fund Code						Total
Federal							
ACCM	ADVANCE CONSTRUCTION (CM)	1,035,129	0	0	0	0	1,035,129
ACNP	ADVANCE CONSTRUCTION NHPP	62,123,561	8,164,019	3,678,213	8,772,920	11,095,631	93,834,344
ACNR	AC NAT HWY PERFORM RESURFACING	0	14,234,584	0	0	0	14,234,584
ACPR	AC - PROTECT GRANT PGM	0	1,254,404	0	0	0	1,254,404
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	124,149	176,187	150,330	0	0	450,666
ACSU	ADVANCE CONSTRUCTION (SU)	168,898	0	0	0	0	168,898
CARB	CARBON REDUCTION GRANT PGM	0	0	0	1,976,378	0	1,976,378
CARU	CARB FOR URB. AREA > THAN 200K	0	0	0	277,236	0	277,236
CM	CONGESTION MITIGATION - AQ	83,780	264,397	0	1,488,223	124,160	1,960,560
DU	STATE PRIMARY/FEDERAL REIMB	164,176	171,915	180,027	188,168	188,168	892,454
FAA	FEDERAL AVIATION ADMIN	840,000	180,000	0	0	0	1,020,000
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)	567,164	571,463	571,463	571,463	571,463	2,853,016
SA	STP, ANY AREA	2,506,739	163,361	1,374,611	425,000	0	4,469,711
SL	STP, AREAS <= 200K	0	0	1,127,939	0	0	1,127,939
SM	STBG AREA POP. W/ 5K TO 49,999	0	0	0	538,823	0	538,823
SU	STP, URBAN AREAS > 200K	1,462,512	2,829,343	1,495,246	1,912,602	2,799,269	10,498,972
TALM	TAP AREA POP. 5K TO 50,000	0	0	78,426	0	0	78,426
TALT	TRANSPORTATION ALTS- ANY AREA	219,397	214,508	206,657	0	0	640,562
TALU	TRANSPORTATION ALTS- >200K	183,831	365,711	177,137	0	0	726,679
Total		70,769,336	29,879,892	10,330,049	17,440,813	16,068,691	144,488,781
Local							
LF	LOCAL FUNDS	2,759,693	1,289,296	2,828,305	1,337,464	1,255,474	9,470,232
Total		2,759,693	1,289,296	2,828,305	1,337,464	1,255,474	9,470,232

5-Year Summary of Funding Source by Codes

Project #	Fund Code						Total
R/W and Bridge Bonds							
BNIR	INTRASTATE R/W & BRIDGE BONDS	0	0	0	7,500,000	0	7,500,000
Total		0	0	0	7,500,000	0	7,500,000
State 100%							
BRRP	STATE BRIDGE REPAIR & REHAB	789,915	100,000	10,664,636	0	8,695,447	20,249,998
D	UNRESTRICTED STATE PRIMARY	2,449,790	3,449,790	2,949,790	3,605,442	3,844,227	16,299,039
DDR	DISTRICT DEDICATED REVENUE	6,856,784	6,428,553	7,447,687	987,828	430,102	22,150,954
DI	ST. - S/W INTER/INTRASTATE HWY	0	0	8,568,306	0	0	8,568,306
DIH	STATE IN-HOUSE PRODUCT SUPPORT	120,828	457,720	344,914	173,482	11,650	1,108,594
DITS	STATEWIDE ITS - STATE 100%.	536,831	569,040	346,489	0	0	1,452,360
DPTO	STATE - PTO	516,289	1,210,000	3,260,000	0	1,368,000	6,354,289
DS	STATE PRIMARY HIGHWAYS & PTO	64,115	11,355,524	5,100,000	229,674	0	16,749,313
DWS	WEIGH STATIONS - STATE 100%	0	0	549,613	4,585,948	0	5,135,561
GRSC	GROWTH MANAGEMENT FOR SCOP	975,089	285,938	1,733,659	137,805	0	3,132,491
SCED	2012 SB1998-SMALL CO OUTREACH	0	0	487,805	487,805	457,058	1,432,668
SCOP	SMALL COUNTY OUTREACH PROGRAM	16,327	468,293	479,024	454,146	442,805	1,860,595
SCWR	2015 SB2514A-SMALL CO OUTREACH	554,865	0	568,293	570,244	442,806	2,136,208
TLWR	2015 SB2514A-TRAIL NETWORK	486,892	6,423,629	0	0	7,749,953	14,660,474
TRIP	TRANS REGIONAL INCENTIVE PROGM	1,811,977	0	0	0	0	1,811,977
Total		15,179,702	30,748,487	42,500,216	11,232,374	23,442,048	123,102,827
Toll/Turnpike							
PKYI	TURNPIKE IMPROVEMENT	40,368,231	0	0	0	10,590,000	50,958,231
PKYR	TURNPIKE RENEWAL & REPLACEMENT	55,569,281	0	0	0	0	55,569,281
Total		95,937,512	0	0	0	10,590,000	106,527,512

Martin County
FY24 Capital Improvement Plan (CIP)

FY 2024
MARTIN COUNTY CAPITAL IMPROVEMENT PLAN (CIP)
ROADS EXPENDITURE SUMMARY

Project	Project #	C or N	Total	To Date	Unfunded	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029 - FY2033
SIDEWALKS / PATHWAYS											
Multimodal Pathways	1011	N	800,000	0	0	80,000	80,000	80,000	80,000	80,000	400,000
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	766,872	0	0	0	0	0
SE Avalon Drive Sidewalk	101112	N	533,228	0	0	0	533,228	0	0	0	0
SE Washington Street Sidewalk	101113	N	585,000	0	0	0	65,000	520,000	0	0	0
INTERSECTIONS											
Intersection Improvements	1016	C	5,763,400	0	0	408,400	595,000	595,000	595,000	595,000	2,975,000
Traffic Signals and Streetlight Rehabilitations	101601	N	10,000,000	0	0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
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	510,491	0	0	16,949	0	463,692	29,850	0	0
US-1 (NW Federal Highway) Turn Lane at NW Baker Road	101608	C	1,265,481	0	0	219,962	319,397	0	726,122	0	0
US-1 (SW Federal Highway) Turn Lane at SR-76 (S Kanner Highway)	101609	C	4,279,005	0	0	0	0	142,000	1,628,000	2,509,005	0
SR-714 SE Monterey Road and CR-A1A Multimodal Pathway	101611	C	1,216,997	80,000	0	0	1,136,997	0	0	0	0
SE Bridge Road Turn Lane at SE Powerline Avenue	101612	C	530,000	30,000	500,000	0	0	0	0	0	500,000
SE Salerno Road at S Kanner Highway	101613	C	812,100	20,000	0	792,100	0	0	0	0	0
SW 96th Street Pedestrian Lighting	101614	N	100,000	0	0	100,000	0	0	0	0	0
ROADWAY / DRAINAGE / SEWER											
Resurfacing and Drainage Maintenance	1017	N	49,072,314	0	0	1,140,483	400,483	245,483	202,967	530,483	46,552,415
Pavement Marking Maintenance	1017PM	N	1,000,000	0	0	100,000	100,000	100,000	100,000	100,000	500,000
Jensen Beach Neighborhood Restoration	101719	N	1,831,000	571,000	0	0	0	0	710,000	550,000	0
Old Palm City (South) Neighborhood Restoration	101738	N	5,141,500	2,541,500	0	0	0	0	2,600,000	0	0
Port Salerno/New Monrovia Neighborhood Restoration	101739	N	3,635,500	1,835,500	0	0	0	1,800,000	0	0	0
Coral Gardens Neighborhood Restoration	101742	N	2,465,000	1,225,000	0	0	0	0	1,240,000	0	0
Dixie Park Neighborhood Restoration	101745	N	1,170,000	120,000	0	1,050,000	0	0	0	0	0
Rocky Point Neighborhood Restoration	101747	N	5,538,000	288,000	0	2,200,000	1,000,000	0	2,050,000	0	0
Tropic Vista Neighborhood Restoration	101760	N	1,910,000	0	0	0	0	110,000	1,800,000	0	0
SPS/Manatee Business Park Restoration	101762	N	1,930,000	130,000	0	450,000	1,350,000	0	0	0	0
Beau Rivage Neighborhood Restoration	101763	N	1,922,000	1,422,000	0	500,000	0	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	2,350,000	100,000	0	0	0	0	6,000,000
South County Neighborhood Restoration	101767	N	1,800,000	0	0	0	150,000	0	1,650,000	0	0
SE Shell Avenue Realignment	101773	N	980,000	0	825,000	155,000	0	0	0	0	825,000
Rio Neighborhood Restoration	101776	N	5,685,000	0	0	0	185,000	1,850,000	1,550,000	2,100,000	0
South Fork Neighborhood Restoration	101777	N	2,650,000	0	0	0	0	0	250,000	2,400,000	0
Dirt Road Paving (Urban Service District)	101778	N	3,500,000	0	0	350,000	350,000	350,000	350,000	350,000	1,750,000
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	0	2,523,540	0	0	0	0	0
NE Jensen Beach Boulevard Resurfacing	101781	N	990,287	80,000	0	910,287	0	0	0	0	0
Port Salerno Peninsula Neighborhood Restoration	101783	N	1,989,000	1,339,000	0	650,000	0	0	0	0	0
SW Fox Brown Road Resurfacing	101784	N	2,805,914	0	0	250,000	2,555,914	0	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	3,024,304	0	0	0	0	80,000	2,944,304	0	0
SW Kansas Avenue Resurfacing	101787	N	850,000	0	0	0	0	0	0	850,000	0
SE Countyline Road Resurfacing (US-1 to Wooden Bridge Lane)	101788	N	3,025,000	0	875,000	0	0	0	0	3,025,000	0
CR-609 Resurfacing (SR-710 to North of Minute Maid Road)	101789	N	100,000	0	0	0	0	0	0	100,000	0
ANNUAL COMMITMENTS											
Annual Commitments	1019	N	5,000,000	0	0	500,000	500,000	500,000	500,000	500,000	2,500,000
BRIDGES											
Bridge Replacements/Renovations	1053	N	3,000,000	0	0	300,000	300,000	300,000	300,000	300,000	1,500,000
NW Pine Lake Drive Bridge Replacement	105307	N	2,275,000	0	0	0	0	250,000	50,000	1,975,000	0
SE County Line Road Bridge Replacement	105311	N	6,500,000	350,000	0	6,150,000	0	0	0	0	0
SE Island Way West End Bridge Replacement	105313	N	2,600,000	0	0	0	0	300,000	0	0	0

CR 708 Bridge Scour Protection	105314	N	1,554,231	0	0	30,000	70,000	0	1,454,231	0	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	5,000,000	0	0	500,000	500,000	500,000	500,000	500,000	2,500,000
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	20,388,739	0	3,427,990	0	0	0	0	0
SE Willoughby Boulevard Extension	1124	C	4,515,000	0	0	4,515,000	0	0	0	0	0
CR-713 (SW High Meadow Avenue) Widening	1125	C	5,662,431	2,005,000	0	0	0	1,176,995	0	2,480,436	0
SE Cove Road Widening	1126	C	5,210,803	0	0	25,000	3,311,290	1,874,513	0	0	0
LANDSCAPE/BEAUTIFICATION											
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	8,245,000	0	0	1,000,000	805,000	805,000	805,000	805,000	4,025,000
Expenditure Totals			223,952,697	34,044,049	12,638,500	30,691,583	15,307,309	13,142,683	23,915,474	23,735,684	83,115,915

ROADS REVENUE SUMMARY

Revenue	Total	To Date	Carryover	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029- FY2033
Road MSTU	31,825,086	2,303,000	1,247,256	2,712,483	2,812,483	2,812,483	2,812,483	2,812,483	14,312,415
Ad Valorem	20,527,000	2,582,000	445,000	1,640,000	1,640,000	1,640,000	1,640,000	1,640,000	9,300,000
Gas Tax	16,434,500	211,500	143,000	1,608,000	1,608,000	1,608,000	1,608,000	1,608,000	8,040,000
Private Contribution	584,564	0	424,820	159,744	0	0	0	0	0
Grant	11,415,303	0	0	2,649,382	1,949,142	1,204,231	3,322,548	2,290,000	0
FPL Franchise Fee	79,900,500	5,120,500	4,780,000	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	35,000,000
State Funds	47,730,247	23,727,049	0	8,204,901	4,767,684	3,657,200	2,383,972	4,989,441	0
Impact Fees	1,180,680	100,000	280,680	80,000	80,000	80,000	80,000	80,000	400,000
City Funds	316,317	0	0	316,317	0	0	0	0	0
Fire MSTU	300,000	0	0	30,000	30,000	30,000	30,000	30,000	150,000
Stormwater MSTU	1,100,000	0	200,000	0	100,000	100,000	100,000	100,000	500,000
Revenue Total	211,314,197	34,044,049	7,320,756	24,400,827	19,887,309	18,031,914	18,877,003	20,449,924	67,202,415

Town of Sewall's Point

DRAFT

FY24 Capital Improvement Plan (CIP)

Draft 5 Year Capital Improvement Plan

**TOWN OF SEWALL'S POINT
CAPITAL IMPROVEMENT PLAN 2024 - 2028**



PROJECT COSTS

CAPITAL PROJECTS

	FY25	FY26	FY27	FY28	FY29	5-YR TOTAL
South Sewall's Point Road Phase 1 Part 4	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000
South Sewall's Point Road Phase 2	\$ 6,170,000	\$ 4,226,000	\$ 150,000	\$ -	\$ -	\$ 10,546,000
South Sewall's Point Road Phase 3	\$ 10,538,046	\$ 150,780	\$ 1,798,988	\$ -	\$ -	\$ 12,487,814
South Sewall's Point Road Phase 4	\$ -	\$ -	\$ 7,500,000	\$ 6,900,000	\$ -	\$ 14,400,000
North Sewall's Point Road	\$ 387,000	\$ 26,948,000	\$ -	\$ -	\$ -	\$ 27,335,000
Stormwater/Vulnerability Master Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
South Sewall's Point Septic to Sewer	\$ 5,062,000	\$ -	\$ -	\$ -	\$ -	\$ 5,062,000
Police Department Remodel	\$ 109,500	\$ -	\$ -	\$ -	\$ -	\$ 109,500
Police Patrol Cars	\$ 55,000	\$ 55,000	\$ 58,000	\$ 58,000	\$ 60,000	\$ 286,000
Computer Replacements	\$ 20,000	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ 40,000
Town Hall Resiliency Project	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 5,000,000
TOTAL	\$ 22,341,546	\$ 31,389,780	\$ 12,016,988	\$ 9,458,000	\$ 2,560,000	\$ 77,766,314

CAPITAL MAINTENANCE

Engineering	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 375,000
Streetlights & Signs	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 75,000
Streets & Bridges/Seawalls	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
Storm Water System Maintenance	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 625,000
Parks & Landscaping						
Streetscaping	\$ 25,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 165,000
Tree Maintenance	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
Town Hall	\$ 20,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 120,000
TOTAL	\$ 380,000	\$ 395,000	\$ 395,000	\$ 395,000	\$ 395,000	\$ 1,960,000

COST GRAND TOTAL	\$ 22,721,546	\$ 31,784,780	\$ 12,411,988	\$ 9,853,000	\$ 2,955,000	\$ 79,726,314
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Village of Indiantown

DRAFT

FY24 Capital Improvement Plan (CIP)

Capital Improvements – 5 Year CIP



Project Name	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Total Projected Cost
Tyler Technologies ERP System	570,000					570,000
CDGB Seminole Avenue	400,000	300,000				700,000
CDBG-MIT Civic Center	225,000	225,000				450,000
Lincoln Street	500,000	300,000				800,000
Uptown Drainage Design	350,000	350,000				700,000
Uptown Drainage Construction		1,000,000	3,000,000	3,000,000		7,000,000
12-Inch Fire Loop (ARPA / MC)	2,000,000	1,300,000				3,300,000
SRF Water Plant Construction	3,000,000	5,000,000	4,100,000			12,100,000
FDEP Sewer Improvements	10,000,000	14,000,000	14,000,000			38,000,000
Wastewater Plant Construction	5,000,000	5,000,000				10,000,000
New ROWTP	5,000,000	15,000,000	20,000,000	20,000,000		60,000,000
Railroad Avenue Water Main	500,000	4,000,000	150,000			6,000,000
151st Street Water Main	500,000	2,500,000				3,000,000
Water/Sewer R&R	300,000	309,000	318,300	427,800	440,600	1,795,700
Total	28,345,000	49,284,000	41,568,300	23,427,800	440,600	144,415,700

**Town of Jupiter Island
FY24 Capital Improvement Plan (CIP)**

Town of Jupiter Island

Road Microsurfacing and Asphalt Overlay Rotation

Last Update **5/28/2024**

Unit Pricing	
Micro Surfacing	\$11.50
Asphalt Overlay	\$18.00
Full Depth Reclamation	\$50.31

Road	Group	Grading	Length	Width	Sq. Feet	Sq. Yards	Type	Last Paved	2014-2015	2015-2016	2016-2017	2017-2018	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	X														
Estrada Road	2	100	705	13	14,940	1,660	FDR	2015	X														
Greenville West	1	98	394	13	5,122	569	AO	2016	X														
Greenville East	3	100	394	13	5,122	569	AO	2016		X													
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											X
Grassy Trail	7	95	530	13	6,890	765	MS	2018				X											X
Palmetto Trail	7	95	530	13	6,890	765	MS	2018				X											X
Rabbit Run	7	95	530	13	9,903	741	MS	2018				X											X
Black Bear Trail	7	95	530	13	6,916	768	MS	2018				X											X
South Trail	7	85	530	8	4,240	471	AO	2018				X											X
Palm Trail	11	95	303	13	3,939	438	MS	2018				X											X
Angas Trail	11	95	300	13	3,900	433	MS	2018				X											X
Allen Trail	11	95	347	13	4,511	501	MS	2018				X											X
Links Road fka Delespine	9	95	576	15	37,592	960	AO	2018				X											X
Links Road	9	90	2000	15	37,592	3,333	AO	2018				X											X
Pitou Trail	12	90	384	17	6,528	725	MS	2018				X											X
Public Safety Parking	5	95			17,163	1,907	AO	2018				X											X
North Beach Road Drainag	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				
Edge Repairs	-	-	varies	-	-	-	Edge	-	\$3,500		\$3,500		\$3,500		\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500
Mobilization	-	-	-	-	-	-	-	-		\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500
Total	-	-	40,246	-	663,135	69,263	-	-	\$3,500	\$2,500	\$6,000	\$2,500	\$6,000	\$2,500	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000

Notes:
Micro-Surfacing: is a polymer modified, asphalt emulsion based, dense graded, cold mixed, quick setting, asphalt resurfacing material. It is designed to be applied in a semi-liquid condition with a specialized mixing and paving machine. By design it chemically changes from a semi-liquid
Asphalt Overlay: An "overlay" is the paving of a second layer of asphalt over existing asphalt. An overlay can be done when the existing asphalt is in overall good condition, but will require limited repairs prior to application. This method is recommended over micro-surfacing when greater than
(FDR) Full Depth Reclamation: This process rebuilds worn out asphalt pavements by recycling the existing roadway. The old asphalt and base materials are pulverized and compacted to produce a strong durable base for either an asphalt or concrete surface. Alternately, new base material
North Beach Road will need a combination of Roadway Milling, Asphalt overlay and micro surfacing, approximately 4500 sq yards will be Asphalt overlay roadway and 13,268 sq yards will be Micro Surface.
Root Pruning should be utilized periodically where ficus or other plants may impact the structural integrity of the roadway. Root pruning is shown in alternating years and would be utilized as needed throughout the Town.

City of Stuart
FY24 Capital Improvement Plan (CIP)

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HIGHWAYS
=====

ITEM NUMBER:419669 3 PROJECT DESCRIPTION:WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	5,000
SU	318,617
TOTAL 419669 3	323,617
TOTAL 419669 3	323,617

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	2023
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-501,915
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-9,073
TOTAL 434273 4	-510,988
TOTAL 434273 4	-510,988

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	2023
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-462
TOTAL 435139 2	-462
TOTAL 435139 2	-462

ITEM NUMBER:436425 1 PROJECT DESCRIPTION:MURPHY ROAD BRIDGE *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:89000002 PROJECT LENGTH: .020MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2023
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-87,407
TOTAL 436425 1	-87,407
TOTAL 436425 1	-87,407

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HIGHWAYS
=====

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	2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		-18,182
TOTAL 437838 1		-18,182
TOTAL 437838 1		-18,182

ITEM NUMBER:438343 1	PROJECT DESCRIPTION:CR-609 FROM NORTH OF MINUTE MAID ROAD TO THE S CURVE	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89000001	PROJECT LENGTH: 3.336MI	
		TYPE OF WORK:GUARDRAIL
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		70,181
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C		
GFSU		-85,109
SN		-109,812
SU		-388,642
TOTAL 438343 1		-513,382
TOTAL 438343 1		-513,382

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	
ROADWAY ID:89040000	PROJECT LENGTH: .440MI	
		TYPE OF WORK:BIKE LANE/SIDEWALK
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2023	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TALT		-1,619
TOTAL 438346 2		-1,619
TOTAL 438346 2		-1,619

ITEM NUMBER:438347 1	PROJECT DESCRIPTION:INDIAN STREET FROM DIXIE HIGHWAY TO ST. LUCIE BLVD.	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89000014	PROJECT LENGTH: .762MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2023	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-5,774
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C		
SU		-16,275
TOTAL 438347 1		-22,049
TOTAL 438347 1		-22,049

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

HIGHWAYS
=====

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	2023
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-14,715
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C SU	-31,359
TOTAL 438348 1	-46,074
TOTAL 438348 1	-46,074

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	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	3,617
TOTAL 440811 1	3,617
TOTAL 440811 1	3,617

ITEM NUMBER:441567 1 PROJECT DESCRIPTION:SE FLORIDA ST. FROM SE JOHNSON AVE. TO CR-707/DIXIE HWY *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
ROADWAY ID:89900038 PROJECT LENGTH: .503MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2023
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	-793
TOTAL 441567 1	-793
TOTAL 441567 1	-793

ITEM NUMBER:441699 1 PROJECT DESCRIPTION:CR-713/HIGH MEADOW AVE FROM SR-9/I-95 TO CR-714/MARTIN HWY *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:89000032 PROJECT LENGTH: 2.670MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT GFSA	1,419,684
SA	19,000
TOTAL 441699 1	1,438,684
TOTAL 441699 1	1,438,684

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ITEM NUMBER:441701 1 PROJECT DESCRIPTION:COVE ROAD FROM SR-5/US-1 TO DIXIE HIGHWAY *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:89000003 PROJECT LENGTH: 1.080MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-3,819
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	36,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C CARM	110,896
SA	981,189
TOTAL 441701 1	1,124,266
TOTAL 441701 1	1,124,266

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	2023
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHP	-17,029
TOTAL 442317 1	-17,029
TOTAL 442317 1	-17,029

ITEM NUMBER:442318 1 PROJECT DESCRIPTION:SOUTHWEST SILVER FOX LANE @ CSX CROSSING 915300T *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:89000010 PROJECT LENGTH: .029MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2023
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHP	-122,647
TOTAL 442318 1	-122,647
TOTAL 442318 1	-122,647

ITEM NUMBER:442319 1 PROJECT DESCRIPTION:SOUTHWEST TOMMY CLEMENTS STREET @ CSX CROSSING 628073Y *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:89900039 PROJECT LENGTH: .020MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2023
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHH	-284
TOTAL 442319 1	-284
TOTAL 442319 1	-284

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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	2023
<hr/>	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	30,546
TOTAL 443992 1	30,546
TOTAL 443992 1	30,546

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	2023
<hr/>	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALU	-3,807
TOTAL 444345 1	-3,807
TOTAL 444345 1	-3,807

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	2023
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SU	-8,984
TOTAL 444705 1	-8,984
TOTAL 444705 1	-8,984

ITEM NUMBER:446072 1 PROJECT DESCRIPTION:SALERNO ROAD FROM SOUTHEAST WILLOUGHBY TO SOUTHEAST CABLE DRIVE *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:BIKE LANE/SIDEWALK
 ROADWAY ID:89000004 PROJECT LENGTH: .911MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2023
<hr/>	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-3,576
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	19,053
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C	
SM	143,299
TALT	175,464
TALU	177,099
TOTAL 446072 1	511,339
TOTAL 446072 1	511,339

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ITEM NUMBER:447002 1 PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:LIGHTING
 ROADWAY ID:89091000 PROJECT LENGTH: .015MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2023	
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		74,114
TOTAL 447002 1		74,114
TOTAL 447002 1		74,114

ITEM NUMBER:447555 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BLVD FR FPL ACCESS RD. TO MARTIN/OKEECHOBEE CO LINE *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ROAD RECONSTRUCTION - 2 LANE
 ROADWAY ID:89070000 PROJECT LENGTH: 10.085MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2023	
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PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		1,000
TOTAL 447555 1		1,000
TOTAL 447555 1		1,000

ITEM NUMBER:448397 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BLVD TURN LANE AT TOMMY CLEMENTS STREET *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LEFT TURN LANE(S)
 ROADWAY ID:89070000 PROJECT LENGTH: .386MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2

FUND CODE	2023	
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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
GFS A		690,609
GFS U		1,113,647
PRO T		192,903
S U		3,196,053
TOTAL 448397 1		5,193,212
TOTAL 448397 1		5,193,212

ITEM NUMBER:448997 1 PROJECT DESCRIPTION:SE AVALON DRIVE FROM SE COVE ROAD TO SE SALERNO ROAD *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
 ROADWAY ID:89900061 PROJECT LENGTH: .501MI LANES EXIST/IMPROVED/ADDED: 2/ 1/ 0

FUND CODE	2023	
-----	-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
TAL U		5,000
TOTAL 448997 1		5,000
TOTAL 448997 1		5,000

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ITEM NUMBER:449159 1
 DISTRICT:04
 ROADWAY ID:89095000

PROJECT DESCRIPTION:SR-9/I-95 N OF BRIDGE RD TO S OF SR-76/KANNER HWY
 COUNTY:MARTIN
 PROJECT LENGTH: 3.675MI

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

FUND CODE	2023

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP	122,764
TOTAL 449159 1	122,764
TOTAL 449159 1	122,764
TOTAL DIST: 04	7,474,452
TOTAL HIGHWAYS	7,474,452

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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	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
PL	-232,384
TOTAL 439328 3	-232,384
TOTAL 439328 3	-232,384

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	2023
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C	
PL	871,168
TOTAL 439328 4	871,168
TOTAL 439328 4	871,168
TOTAL DIST: 04	638,784
TOTAL PLANNING	638,784

GRAND TOTAL 8,113,236

2023 Federally Obligated Transit Funds

FM#	PROJECT DESCRIPTION	FUND	WORK MIX	PHASE	2023 FUNDING
4134931	MARTIN COUNTY TRANSIT SECTION 5307	FTA	FIXED ROUTE	TRANSIT OPERATING	\$ 425,451.00
N/A	MARTIN COUNTY TRANSIT SECTION 5307-CARES ACT	FTA	FIXED ROUTE	TRANSIT OPERATING	\$ 599,157.00
425977-3-84-01	MARTIN COUNTY TRANSIT SECTION-5311 CARES ACT	FTA	FIXED ROUTE	TRANSIT OPERATING	\$ 104,699.00
425977-3-84-01	MARTIN COUNTY TRANSIT SECTION-5311	FTA	FIXED ROUTE	TRANSIT OPERATING	\$ 78,338.00

Table 12 - Transportation Disadvantaged (TD) Program - FY25

Trip & Equipment Grant Allocation			Planning Grant Allocation		
TD Trust Fund	Local Match	Total	TD Trust Fund	Local Match	Total
\$280,704	\$31,189	\$311,893	\$25,741	\$0	\$25,741

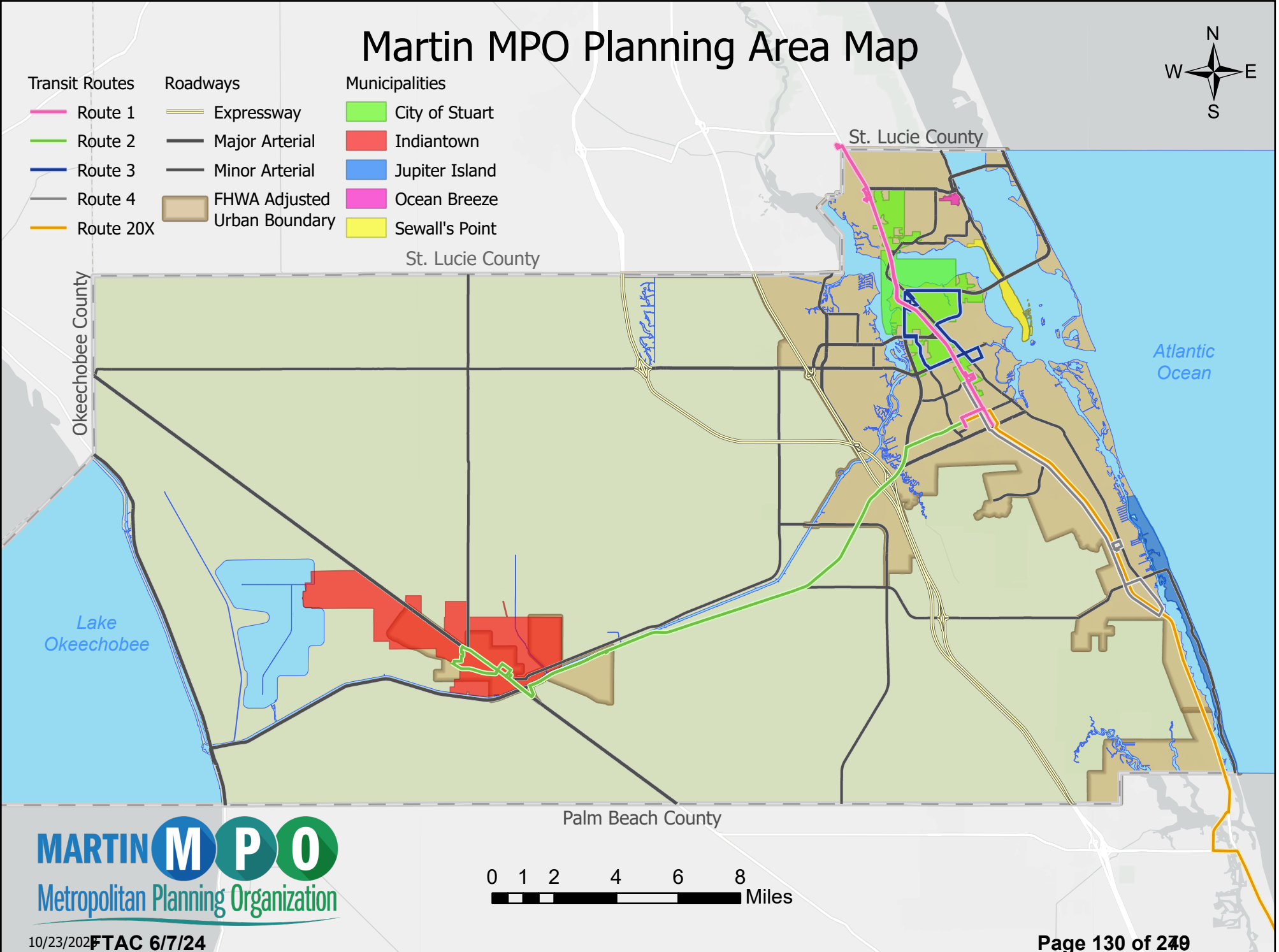
Transportation Disadvantaged (TD) services are provided pursuant to Florida Statute 427.015. In Martin County, the MPO is the Designated Official Planning Agency (DOPA) and the Senior Resource Association is the Community Transportation Coordinator (CTC). For FY 2024/25, the Commission for the Transportation 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 MPO Planning Area Map



- | | | |
|-----------------------|------------------------------|-----------------------|
| Transit Routes | Roadways | Municipalities |
| Route 1 | Expressway | City of Stuart |
| Route 2 | Major Arterial | Indiantown |
| Route 3 | Minor Arterial | Jupiter Island |
| Route 4 | FHWA Adjusted Urban Boundary | Ocean Breeze |
| Route 20X | | Sewall's Point |



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
	Fixed Route Bus: Commuter Bus: Paratransit This is a contracted service.		
Mode(s) of Service Provided by the Transit Agency (Directly operated or 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
	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		
	Date of Approval	11/15/2022	
Approval by the Joint Safety Committee	Signature of Accountable Executive	Date of Signature	
	 James Gorton, Public Works Director		
Signature by the Accountable Executive	 James Gorton, Public Works Director		 11/21/22
	Martin County Board of County Commissioners	Date of Approval	
Approval by the Board of Directors or an Equivalent Authority	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 Marin County Public Works Department.	

Version Number and Updates

Record the complete history of successive versions of this plan.

Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		New Document	06/02/2020
2	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

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).

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

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

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

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

4. Safety Management Policy

Safety Management Policy Statement

including safety objectives.

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

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

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

MARTY and its On-Road Contractor 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.

Safety Management Policy Communication

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.

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

Joint Safety Committee	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).
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Employee Safety Reporting Program

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:

- 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

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.

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

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

5. Safety Risk Management

Safety Risk Management Process

Describe the Safety Risk Management process, including:

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

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

Safety Hazard Identification

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

- ESRP.
- Review of vehicle camera footage.
- Review of monthly performance data and safety performance targets.
- Observations by Transit staff.
- Maintenance reports;
- Comments from passengers
- Daily Vehicle Inspection forms
- Annual Bus Safety Inspections report
- Investigations into safety events, incidents, and occurrences.
- Federal Transit Administration (FTA) and other oversight authorities.

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

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

Safety Risk Assessment

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

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

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

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

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

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

Safety Risk Mitigation

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

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

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

6. Safety Assurance

Through our Safety Assurance process, MARTY:

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

Safety Performance Monitoring and Measurement

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7. Safety Promotion

Competencies and Training

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

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

- Bus vehicle operators
- Dispatchers
- Maintenance technicians
- Manager and supervisors
- Agency Leadership and Executive Management
- Chief Safety Officer
- Accountable Executive

The scope of the safety training, including annual refresher training, is appropriate to each employee's individual safety-related job responsibilities and their role in the MARTY SMS.

Safety training is conducted by the Operations and Safety Manager, Training Coordinator, and Chief Safety Officer.

Basic training requirements, including frequencies and refresher training are documented in

- 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.

Operations safety-related skill training includes the following:

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

Vehicle maintenance safety-related skill training includes the following:

- 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.

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).

Safety Communication

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

The Chief Safety Officer and the Operations & Safety Manager coordinate MARTY's safety communication activities for the SMS.

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.

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

Additional Information

Supporting Documentation

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

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

Documents used to develop the ASP:

- Marty SSPP
- Contractor SMS Plan
- Marty SMS plan
- Marty Vehicle Maintenance Plan
- Non-Driver Safety Training and Procedures Manual

Definitions of Special Terms Used in the ASP




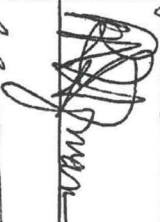




MARTY incorporates all of FTA's definitions that are in §673.5 of the Public Transportation Agency Safety Plan regulation.

- **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 Hanko			
Jaron Bauer			11/24/22
Samuel DePina			10/26/22
Phil Hermann			10/28/22
Arist Teemel			10/28/22
Harold Brown			10/29/22
Toya Rich			10/31/22
May Day ^{Mike} Riley			10/31/22

By signing above, I agree to the adoption and implementation of this plan /policy as a minimum requirement

Martin County Transit

Transit Asset Management Plan

FY24 Annual Update



Mission Statement

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

About MARTY

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

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

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

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

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

Acknowledgements

MARTY TAM Plan Administrative Staff

James Gorton, Public Works Director, FTA Authorized Representative

Ashman Beecher, Transit Administrator & TAM Program Coordinator

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Executive Summary

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

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

The consequences of an asset not being in SGR include:

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

Transit Asset Management Plan (TAM) Plan Policy:

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

Agency Overview

Martin County's public transit service, MARTY, provides approximately 90,000 unlinked passenger trips annually on its fixed route with ADA complementary service and Commuter bus program.

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

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

SECTION 1: INTRODUCTION & APPLICABILITY

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

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

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

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

The Accountable Executive:

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

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

TAM Plan Elements

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

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

Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

State of Good Repair (SGR) Standards Policy

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

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

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

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

(Table1.1):

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

Table 1.1
MARTY Annual TAM Goals

Criteria	Measure	FY23 Actual	FY24 Goal	FY24 Actual
Safety Risks	Number of accidents per 100,000 revenue miles by mode (MB)	2	1	TBD
Safety Risks	Number of accidents per 100,000 revenue miles by mode (DR)	3	1	TBD
Safety Risks	Number of accidents per 100,000 revenue miles by mode (CB)	1	1	TBD
Safety Risks	Number of facility-related incidents involving employees or customers	0	0	TBD
System Reliability	On-time performance (MB)	71%	92%	TBD
System Reliability	On-time performance (DR)	98%	92%	TBD
System Reliability	On-time performance (CB)	51%	92%	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (MB)	1	1	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (DR)	0	1	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (CB)	0	1	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (MB)	0	<6	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (DR)	0	<6	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (CB)	0	<6	TBD

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

Useful Life Benchmark

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

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

Table 1.2

Minimum Service-life categories for Buses and Vans

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

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

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



FEDERAL TRANSIT ADMINISTRATION

MARTY Asset Useful Life Benchmarks

Table 1.4

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

FY23 Fixed-route Rolling Stock Report

Bus #	Vehicle Year	Make/Model	Date in Revenue Service	Current Date	FTA ULB	Actual Service (years)	Remaining Years	Actual Mileage	Minimum Useful Life Mileage	Remaining Mileage
50	2015	Gilling 30'Bus	10/1/2015	9/30/2023	12	8.003	3.997	322,819	500,000	177,181
51	2016	Gilling 30'Bus	10/19/2016	9/30/2023	12	6.951	5.049	272,978	500,000	227,022
52	2016	Gilling 30'Bus	12/1/2016	9/30/2023	12	6.833	5.167	299,649	500,000	200,351
53	2017	Gilling 30'Bus	5/3/2017	9/30/2023	12	6.414	5.586	250,054	500,000	249,946
54	2017	Gilling 30'Bus	12/1/2017	9/30/2023	12	5.833	6.167	285,096	500,000	214,904
55	2017	Gilling 30'Bus	12/18/2017	9/30/2023	12	5.786	6.214	299,915	500,000	200,085
56	2017	Gilling 30'Bus	1/9/2018	9/30/2023	12	5.726	6.274	277,701	500,000	222,299
57	2018	Gilling 30'Bus	5/4/2018	9/30/2023	12	5.411	6.589	250,590	500,000	249,410
58	2018	Gilling 30'Bus	5/4/2018	9/30/2023	12	5.411	6.589	303,899	500,000	196,101
59	2018	Gilling 30'Bus	10/4/2018	9/30/2023	12	4.992	7.008	214,775	500,000	285,225
60	2018	Gilling 30'Bus	4/30/2019	9/30/2023	12	4.422	7.578	272,767	500,000	227,233
61	2019	Gilling 30'Bus	2/27/2020	9/30/2023	12	3.592	8.408	142,926	500,000	357,074
62	2019	Gilling 30'Bus	4/9/2020	9/30/2023	12	3.477	8.523	162,091	500,000	337,909
63	2020	Gilling 30'Bus	12/2/2020	9/30/2023	12	2.827	9.173	165,228	500,000	334,772

FY23 Paratransit Vehicle Mileage Report

Bus #	Acquisition Year	Asset Owner	Asset Class	Make	ID/Serial No.	Vehicle Mileage
7	2019	MCBOCC	CU - Cutaway Bus	TURTTLETOP	62850	25643
8	2019	MCBOCC	CU - Cutaway Bus	TURTTLETOP	62778	26435
9	2019	MCBOCC	CU - Cutaway Bus	TURTTLETOP	62779	26788
10	2019	MCBOCC	CU - Cutaway Bus	TURTTLETOP	62812	32946
11	2019	MCBOCC	CU - Cutaway Bus	TURTTLETOP	62780	29945

FY23 Non-Rev Service Vehicle Mileage Report

Vehicle #	Vehicle Year	Vehicle Make	Mileage	Value
60370	2017	Chevy Cruze	39386	\$39,386
60371	2017	Chevy Cruze	31099	\$31,099
61928	2018	Chevy Cruze	35932	\$35,932
61436	2017	Chevy P/U Truck	48435	\$48,435
64126	2022	Chevy Equinox	10167	\$10,167

Condition Assessment

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

SGR Performance Measures & Targets

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

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

SECTION 2: ASSET INVENTORY PORTFOLIO

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

MARTY TAM Asset Inventory Summary: FY2023, Authority owned with direct Capital Responsibility

Table 2.1

Asset Inventory Summary

Revenue Vehicles	Total Count	Avg Age (years)	Avg Mileage	Average Value
BU- Bus	14	5.4	251,463	\$405,026.0
CU- Cutaway Bus	5	5	28,351	\$89,229.0
Equipment	Total Count	Avg Age	Avg Mileage	Average Value
Non-Revenue/Service Automobile	4	5.8	29,703	\$16,548.0
Trucks and other Rubber Tire Vehicles	1	7.1	48,435	\$21,019.0
Facilities	Total Count	Avg Age	Avg Mileage	Average Value
Maintenance	1	39.0	N/A	N/A

Rolling Stock

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

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

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

Revenue Vehicle Inventory

Table 2.2

Fixed Route/Commuter

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Replacement Cost/Value
Revenue Vehicles	BU - Bus	30' Bus (50)	Gillig	Low Floor	1	59165	MCBOCC	2015	\$ 380,740.00
Revenue Vehicles	BU - Bus	30' Bus (51)	Gillig	Low Floor	1	60039	MCBOCC	2016	\$ 392,643.00
Revenue Vehicles	BU - Bus	30' Bus (52)	Gillig	Low Floor	1	60271	MCBOCC	2016	\$ 392,964.00
Revenue Vehicles	BU - Bus	30' Bus (53)	Gillig	Low Floor	1	61412	MCBOCC	2016	\$ 399,826.00
Revenue Vehicles	BU - Bus	30' Bus (54)	Gillig	Low Floor	1	61604	MCBOCC	2017	\$ 407,425.00
Revenue Vehicles	BU - Bus	30' Bus (55)	Gillig	Low Floor	1	61605	MCBOCC	2017	\$ 407,425.00
Revenue Vehicles	BU - Bus	30' Bus (56)	Gillig	Low Floor	1	61603	MCBOCC	2017	\$ 407,425.00
Revenue Vehicles	BU - Bus	30' Bus (57)	Gillig	Low Floor	1	61718	MCBOCC	2018	\$ 409,597.00
Revenue Vehicles	BU - Bus	30' Bus (58)	Gillig	Low Floor	1	61835	MCBOCC	2018	\$ 409,597.00
Revenue Vehicles	BU - Bus	30' Bus (59)	Gillig	Low Floor	1	62003	MCBOCC	2018	\$ 410,105.00
Revenue Vehicles	BU - Bus	30' Bus (60)	Gillig	Low Floor	1	62004	MCBOCC	2018	\$ 410,105.00
Revenue Vehicles	BU - Bus	30' Bus (61)	Gillig	Low Floor	1	62871	MCBOCC	2019	\$ 410,105.00
Revenue Vehicles	BU - Bus	30' Bus (62)	Gillig	Low Floor	1	62872	MCBOCC	2019	\$ 410,105.00
Revenue Vehicles	BU - Bus	30' Bus (63)	Gillig	Low Floor	1	63383	MCBOCC	2020	\$ 422,304.00
Paratransit									
Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Replacement Cost/Value
Revenue Vehicles	CU - Cutaway	23' Bus (7)	TURTLETOP		1	62850	MCBOCC	2019	\$ 89,229.00
Revenue Vehicles	CU - Cutaway	23' Bus (8)	TURTLETOP		1	62778	MCBOCC	2019	\$ 89,229.00
Revenue Vehicles	CU - Cutaway	23' Bus (9)	TURTLETOP		1	62779	MCBOCC	2019	\$ 89,229.00
Revenue Vehicles	CU - Cutaway	23' Bus (10)	TURTLETOP		1	62812	MCBOCC	2019	\$ 89,229.00
Revenue Vehicles	CU - Cutaway	23' Bus (11)	TURTLETOP		1	62780	MCBOCC	2019	\$ 89,229.00

Equipment:

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

Equipment: Non-Revenue Service Vehicles

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

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

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

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

Currently, MARTY has no equipment in this category

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

Facilities

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

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

MARTY Facility TAM Plan
Table 2.4

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

SECTION 3: ASSET CONDITION ASSESSMENT

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

Rolling Stock

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

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

Table 3.1

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

MARTY Vehicle Condition Rating Report FY23

Table 3.2

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Default Useful Life Benchmark (Yrs)	Past Useful Life Benchmark	Condition Assessment Score
RevenueVehicles	BU - Bus	30 ¹ Bus (50)	59165	7	\$ 380,740.00	14	No	4
RevenueVehicles	BU - Bus	30 ¹ Bus (51)	60039	6	\$ 392,643.00	14	No	4
RevenueVehicles	BU - Bus	30 ¹ Bus (52)	60271	6	\$ 392,964.00	14	No	4
RevenueVehicles	BU - Bus	30 ¹ Bus (53)	61412	6	\$ 399,826.00	14	No	4.5
RevenueVehicles	BU - Bus	30 ¹ Bus (54)	61604	5	\$ 407,425.00	14	No	4.5
RevenueVehicles	BU - Bus	30 ¹ Bus (55)	61605	5	\$ 407,425.00	14	No	4.5
RevenueVehicles	BU - Bus	30 ¹ Bus (56)	61603	5	\$ 407,425.00	14	No	4.5
RevenueVehicles	BU - Bus	30 ¹ Bus (57)	61718	4	\$ 409,597.00	14	No	4.5
RevenueVehicles	BU - Bus	30 ¹ Bus (58)	61835	4	\$ 409,597.00	14	No	4.5
RevenueVehicles	BU - Bus	30 ¹ Bus (59)	62003	4	\$ 410,105.00	14	No	4.5
RevenueVehicles	BU - Bus	30 ¹ Bus (60)	62004	4	\$ 410,105.00	14	No	4.5
RevenueVehicles	BU - Bus	30 ¹ Bus (61)	62871	3	\$ 422,978.00	14	No	4.8
RevenueVehicles	BU - Bus	30 ¹ Bus (62)	62872	3	\$ 422,978.00	14	No	4.8
RevenueVehicles	BU - Bus	30 ¹ Bus (63)	63383	2	\$ 422,304.00	14	No	4.8
RevenueVehicles	CU - Cutaway Bus	23 ¹ Bus (7)	62850	3	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23 ¹ Bus (8)	62778	3	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23 ¹ Bus (9)	62779	3	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23 ¹ Bus (10)	62812	3	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23 ¹ Bus (11)	62780	3	\$ 89,229.00	7	No	4.5

Equipment: Non-Revenue Service Vehicles

The TAM Plan Equipment condition assessment consists of assigning a physical condition rating to equipment that is either a non-revenue service vehicle or a non-vehicle equipment asset with an acquisition value of \$50,000 or more (individual line item or group). Furthermore, the equipment condition assessment contains only assets for which the County owns and has a direct capital responsibility.

A condition assessment ranking is not conducted in the TAM Plan for equipment assets which the County does not own, is owned by a 3rd party, the equipment has an acquisition cost below \$50,000 (individual line item or group), or where the County does not have direct capital responsibility.

However, for the purposes of NTD reporting (Inventory & Condition Submittal), all County owned equipment (with direct capital responsibility) that is a non-revenue service vehicle are reported (Table 3.3). Currently, the County does not own any non-revenue service vehicles or non-vehicle equipment assets with an acquisition cost at or above \$50,000.

MARTV Equipment Condition Report FY23

Table 3.3

Asset Category	Asset Class	Asset Name	Count	ID/Serial Number	Replacement Cost/Value	ULB	Post ULB
Equipment	Non Revenue/Service Automobile	Safety Vehicle	1	60370	\$ 16,936.00	8	No
Equipment	Non Revenue/Service Automobile	Safety Vehicle	1	60371	\$ 16,936.00	8	No
Equipment	Non Revenue/Service Automobile	Safety Vehicle	1	61928	\$ 15,772.00	8	No
Equipment	Non Revenue/Service Automobile	Safety Vehicle	1	61436	\$ 21,019.00	8	No
Equipment	Trucks and other Rubber Tire Vehicles	Pickup Truck	1	64126	\$ 21,566.00	8	No

Facilities

The TAM Plan Facilities condition assessment consists of assigning a physical condition rating, based on the FTA TERM Scale, to all facility assets for which MARTY owns and has a direct capital responsibility. A condition assessment ranking is not conducted in the TAM Plan for facility assets for which MARTY does not own the asset, the facility asset is owned by a 3rd party, and/or where MARTY does not have direct capital responsibility for the facility.

However, for the purposes of NTD reporting (Inventory & Condition), all MARTY owned, and 3rd party owned facility assets (regardless of direct capital responsibility) are included in the Facility Asset Inventory (Table 3.4). Only County owned facility assets with a direct capital responsibility are assigned a facility asset condition rating. Currently, MARTY does not have direct responsibility for exclusive use facilities.

Table 3.4

MARTY Facility Condition Rating Report

Asset Category	Asset Class	Asset Name	Count	ID/Serial No	Age (Years)	TERM	
						Scale	Replacement Cost/Value
Facilities	Maintenance	Slater Street, Maint Center	1	1	7	5	

SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

Sections 4 & 5 of this document are interrelated and detail the process and tools used to manage the lifecycle planning of capital public transit assets. MARTY staff within the planning and operations departments utilizes the following management practices, policies and technology throughout the lifecycle of an asset.

Decision Support Tools:

The following analytical process is in place to support investment decision-making, including project selection and prioritization (Table 4.1). Written policy manuals, bus replacement spreadsheets, and electronic software IPS are utilized for asset lifecycle management, and investment planning. An explanation of the decision tools can be found in (Table 4.2).

MARTY TAM Decision Support & Capital Asset Investment Planning Process

Table 4.1

- Semi-annual management meeting to assess performance and set goals. (Maintenance, ¹ Operations, IT, Finance/Grants, Procurement, Executive)
- ² Review needs based on safety deficiencies, asset ULB, agency capacity, customer demand, maintenance needs, IT security needs, and other data.
- ³ Prioritize projects based on funding availability
- ⁴ Development of Asset Investment priority list to report for Program of Projects.
- ⁵ Contract advertising RFP and award process
- ⁶ Board approval for approved RFP awards
- ⁷ Placement on TIP/STIP
- ⁸ Project/ Program Implementation and Monitoring

Project Year	Project Name	Asset Class	Cost	Priority
2024	N/A			
2025	Gasoline Bus Acquisition (3)	Revenue Vehicles	\$528,000.00	Low
2026	Gasoline Bus Acquisition (5)	Revenue Vehicles	\$800,000.00	High

MARTY TAM Decision Support Tools

Table 4.2

Documents	Description
Fleet Management and Maintenance Plan	MARTY's Maintenance Plan details all policies and procedures related to the Authority-owned vehicles. It includes: maintenance department responsibilities, PM schedules, work order process, vendor contracts and inspection needs.
Procurement Manual	The Procurement Procedure Manual lists all FTA purchasing policies, contract/bidding requirements and regulations, asset purchasing procedures, and asset disposal procedures.
TAM Plan	MARTY's Transit Asset Plan is a document containing a business model that uses the condition of assets (facility, rolling stock and equipment) used in the provision of providing public transportation to help guide the optimal prioritization of funding in order to keep the agencies transit system in a State of Good Repair (SGR). The TAM Plan also contains information related to data collection and reporting requirements for the following: Asset Inventory portfolio, Asset Condition assessment (PTMS), Decision Support Tools and Management approach, Investment prioritization list for Program of Projects reporting, and NTD annual reporting.
Capital Plan/List of Prioritization of Projects/Programs	The Capital plan lists projects in rank of order on the priority list of projects needed in order to maintain SGR of an asset.
Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)	The Metropolitan Planning Organization Improvement Program is a list of upcoming transportation projects covering a period of at least four years. The TIP is developed by MARTY's MPO. The TIP includes capital and non-capital surface transportation projects.
Management Approach to Asset Management:	
	The primary management approach utilized to maintain SGR is risk mitigation. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the assets life cycle, both from a maintenance perspective (breakdowns) and a safety & accessibility perspective (accidents/ADA requirements).
	Throughout each asset's life cycle, MARTY shall monitor all assets for unsafe and inaccessible conditions. However, identifying an opportunity to improve the safety of an asset does not necessarily indicate an unsafe condition. When MARTY encounters and identifies an unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable.

MARTY’s risk management philosophy is the proactive approach of identifying future projects and ranking preventative projects with better return on investment higher in the investment prioritization risk. Policies and procedures to mitigate risk are included in the documents presented in (Table 4.3 to 4.7).

Performing an analysis of the asset life cycle at the individual level is just one management approach MARTY uses to maintain the SGR. This analysis follows the asset from the time it is purchased, placed in operation, maintained, and ultimately disposed of. The analysis is a snapshot of each asset’s current status. The asset lifecycle stages consist of the following strategies:

- TAM Plan – Acquisition & Renewal Strategy (Design/Procurement)
- TAM Plan – Maintenance Strategy (Operate/Maintain/Monitor)
- TAM Plan – Overhaul Strategy (Rebuild)
- TAM Plan – Replacement Strategy (Disposal)
- TAM Plan – Risk Management Strategy (Mitigation)

MARTY Asset Management Approach: Acquisition and Renewal Strategy

Table 4.3

Acquisition and Renewal Strategy: Describe MARTY’s long-term replacement strategy, and how long-term renewal and improvement activities are assessed based on the asset’s lifestyle. As applicable, describe any planned changes or improvements to these processes, describing the strategies.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BU - Bus	Heavy-duty, Fixed Route vehicles are projected for replacement at 12 years/500,000 miles. Projection begins the day new vehicles are added as an asset.
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	Paratransit Cutaways are projected for replacement at 5 years 150,000 mile. Projection for replacement begins the day new vehicles are added as an asset.
Equipment - Non revenue vehicles	SUP - Support Vehicles	Replacement of support vehicles is based on ULB and funding availability.
Facility	Administration, Maintenance, Transit Stations, Fuel Stations	Facilities are maintained on an annual bases to extend ULB.

MARTY Asset Management Approach: Maintenance Strategy

Table 4.4

Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency
Rolling Stock	BU - Bus	Wash Vehicles and Wheels	Weekly
		Pre-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Transmission Inspection	Mileage
		Rear End Inspection	Mileage
		Air Dryer Inspection	Mileage
		Engine Breather Inspection	Mileage
		A/C Inspection	Mileage
		Camera System Inspection	Bi-Monthly
		Farebox Inspection	Monthly
		Tire Inspection	Daily
		ADA Systems Inspection	Daily/ Monthly
Rolling Stock	CU - Paratransit Cutaway VN - Van	Wash Vehicles and Wheels	Weekly
		Pre-trip inspection	Daily
		PM Service	Mileage
		SGR Inspection	Annually
		Transmission Inspection	Mileage
		Rear End Inspection	Mileage
		A/C Inspection	Monthly/Quarterly /Annually
		Camera System Inspection	Bi-Monthly
		Farebox inspection	Monthly
		Tire Inspection	Daily
		ADA Systems Inspection	Daily/ Monthly
		Clean, Wash & Vacuum	Weekly
		Pre-trip inspection	Daily
Post-trip inspection	Daily		
PM Service	Mileage		
SGR Inspection	Annually		
Equipment	SUP - Support Vehicles	Facility and Equipment Inspection:	Daily/ Monthly
		Mission Critical	
		Facility and Equipment Inspection:	Monthly
		Mission Critical	
		Facility and Equipment Inspection:	Annually
Facilities	Administrative, Maintenance, Transit Stations	Mission Critical	
		Facility and Equipment Inspection:	Annually
		Mission Critical	
		SGR Facility and Equipment	
		Inspection	Annual

MARTY Asset Management Approach: Overhaul Strategy

Table 4.5

Overhaul Strategy: Determine how and when assets get overhauled or replaced. Describe what activities take place during an overhaul. As applicable, describe any planned changes or improvements to these processes.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BUS - Bus	It is MARTY's policy to repair damaged or non-functioning assets and components on an "as needed" basis. MARTY does not overhaul or rehabilitate its assets. Assets are replaced once the following conditions are met: (1) the asset's ULB has been met, (2) the asset is considered a total loss by covering insurance, (3) Complete mechanical failure that is not cost effective to repair.
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	
Equipment - Non revenue vehicles	SUP - Support Vehicles	
Facilities	Administration, Maintenance, Transit Stations, Fuel Stations	

MARTV Asset Management Approach: Disposal Strategy
Table 4.6

Disposal Strategy: Describe strategy for disposing of assets to be replaced. Describe the approval process and detail, including procedures for physically removing the asset from the property. As applicable, describe any planned changes or improvements to these processes.

Asset Category	Asset Class	Acquisition and Renewal Strategy
Rolling Stock	BUS - Bus	<p>Buses, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and MARTY Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 7) If disposal is tied to an EPA grant, EPA disposal instructions are followed and submitted as grant requires.</p>
Rolling Stock	CU - Paratransit Cutaway Van VN - Van	<p>Paratransit vans and cutaway vans, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and MARTY Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 7) The buyer/scrap dealer receives title, and removes the vehicle from the property. 7) If disposal is tied to an EPA grant, EPA disposal instructions are followed and submitted as grant requires.</p>
Equipment	Non-Revenue SUP - Support Vehicles Cars/Trucks/Vans	<p>Non-revenue service vehicles, once ULB is met or exceeded, are disposed of using the following method: 1) Asset documents are reviewed for remaining book value. If Vehicle has 5,000 or more remaining value, FTA must be reimbursed; 2) Approval received from both FTA and MARTY Board to initiate disposal procedures; 3) Vehicles are placed out to bid, sold directly or scrapped. Advertisements are placed on the Authority website and in both local newspapers; 4) Auctioned Vehicles are sold to the highest bidder; 5) The Authority Maintenance Director creates the asset disposal form for documentation purposes and sent to Finance; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking.</p>
Facilities	Administration, Maintenance, Transit Stations, Fuel Stations	<p>Facilities and real-estate, once ULB is met or exceeded or conditions exist to permit a move, facility assets are disposed of using the following method: 1) Approval received from the Authority Board and the FTA to initiate disposal procedures; 2) The facility is inspected and appraised by the 3rd party; 3) Utilizing a real-estate company, the facility is placed up for sale and bid; 4) The facility is sold to the highest bidder, sale is approved by the Authority Board and FTA; 5) The Authority removes all property and vacates the location; 6) The asset is written off the books by the Authority finance department and removed from TAMP tracking; and 7) The highest bidder receives title, and takes ownership of the property.</p>

MARTY Asset Management Approach : Risk Management Strategy

Table 4.7

Risk Management: ID any risks faced to your assets or organization as a whole, and describe the mitigation strategies for each one.

Risk	Mitigation Strategy
<p>Loss of significant Federal/State funding</p>	<p>Increased dependence on Local funding for Capital improvements. Increase maintenance and service activities that are in balance with existing budget. Extend asset ULB, if possible.</p>
<p>Fuel supply chain disruption.</p>	<p>Fuel offsite in partnership with another transit agency, state DOT, municipality, and/or private sector organization.</p>
<p>Parts supply chain disruption.</p>	<p>Partner with regional transit agencies and OEMs to retain parts supply chain.</p>
<p>Catastrophic loss of asset(s) due to natural or man-made disasters and hazards.</p>	<p>Enact MARTY and Catastrophic Loss Plans. Use backup facilities, and reserve vehicles from partner transit agencies.</p>

SECTION 5: PRIORITIZATION LIST OF INVESTMENTS

MARTY shall perform an investment prioritization analysis on a semi-annual basis to determine what capital investments are needed and how to maintain SGR. These SGR projects will be ranked in order of implementation priority. The investment prioritization analysis aids MARTY in making more informed investment decisions to improve SGR of our capital assets and define when an asset needs overhaul or replacement. The investment prioritization list is a list containing the work plan(s) and schedule(s) of the proposed projects and programs that MARTY estimates would achieve its SGR goals, and a ranking of projects and programs based on implementation priority over the TAM Plan horizon period of four (4) years.

MARTY will rank selected projects and programs to improve or manage the SGR of capital assets for which MARTY has direct capital responsibility. The ranking criteria of projects and programs shall be consistent throughout the TAM Plan. Priority consideration will be given to local projects and programs that: (1) both improve SGR and correct an identified unacceptable safety risk; and (2) take into consideration ADA requirements (49 CFR Part 37) concerning maintenance of accessible features and alteration of transit facilities. Furthermore, when developing an investment prioritization list, MARTY shall take into consideration its estimation of funding levels from all sources that it reasonably expects will be available in each fiscal year during the TAM Plan horizon period.

The ranking of investment prioritization programs and projects will be expressed as: *High Priority*, *Medium Priority*, or *Low Priority*. Each investment prioritization program or project ranked shall contain a year and/or date in which the MARTY intends to carry out the program or project. This output process is a list of ranked projects and programs at the asset class level that identify assets from the asset inventory. MARTY's list of prioritized investments can be found on (Table 4.1).

SECTION 6: ANNUAL PERFORMANCE TARGETS & MEASURES

This section lists the process, data sources, and methodology used in the development of the FTA requirement for MARTY to set annual SGR performance targets. As introduced in Section 1, a State of Good Repair (SGR) is a threshold that identifies desired performance condition. Specifically, an asset is in an SGR when the asset can operate at a full level of performance. This means the asset:

1. Can perform its designed function.
2. Does not pose a known and/or unacceptable safety risk (Condition)
3. Lifecycle investments have been met or recovered FTA (ULB)

The FTA has enlisted the use of the following asset performance measure criteria for use in the development of MARTY's SGR performance targets (Table 5.1).

MARTY will establish one or more performance target(s) for each applicable asset class performance measure on an annual basis for the next fiscal year. The timeline for establishing SGR performance targets & measures are as follows:

Within three months before the effective date of October 1, 2023, MARTY shall set performance targets for the next fiscal year for each asset class included in this TAM Plan. These performance targets shall be established on or by no later than the date of the last Martin County Board of County Commissioners meeting of FY23. TAM Plan updates and adjusted targets shall be established with annual NTD reporting and approved by the Accountable Executive.

SGR performance targets are based on realistic expectations derived from both the most recent available data (ULB/condition), FTA performance measure criteria, and the financial resources from all sources MARTY reasonably expects will be available during the TAM Plan horizon period for capital planning purposes. SGR performance targets for the current fiscal year shall be monitored on a semi-annual basis. The Accountable Executive is required to approve each annual performance target submission to FTA/NTD.

Table 5.1
MARTY SGR Performance and Targets (2023-2027)

ASSET CATEGORY PERFORMANCE MEASURE	ASSET CLASS	TARGET 2023	TARGET 2024	TARGET 2025	TARGET 2026	TARGET 2027	
Age-% of vehicles that have met or exceeded their useful life Benchmark (ULB)	AB-Articulated Bus	N/A	N/A	N/A	N/A	N/A	
	AO-Automobile	N/A	N/A	N/A	N/A	N/A	
	BR-Over the Road Bus	N/A	N/A	N/A	N/A	N/A	
	BU-Bus	0%	0%	0%	0%	0%	
	CU-Cutaway Bus	0%	0%	0%	100%	0%	
	DB-Double Decked Bus	N/A	N/A	N/A	N/A	N/A	
	FB-Ferryboat	N/A	N/A	N/A	N/A	N/A	
	MB-Mini-Bus	N/A	N/A	N/A	N/A	N/A	
	MV-Mini-Van	N/A	N/A	N/A	N/A	N/A	
	RT-Rubber-tire Vintage Trolley	N/A	N/A	N/A	N/A	N/A	
	SB-School Bus	N/A	N/A	N/A	N/A	N/A	
	SV-Sport Utility Vehicle	N/A	N/A	N/A	N/A	N/A	
	TB-Trolleybus	N/A	N/A	N/A	N/A	N/A	
	VN-Van	N/A	N/A	N/A	N/A	N/A	
	Custom -1	N/A	N/A	N/A	N/A	N/A	
	Custom -2	N/A	N/A	N/A	N/A	N/A	
	Custom -3	N/A	N/A	N/A	N/A	N/A	
Age-% of revenue vehicles within a particular asset class that have met or exceeded their useful life Benchmark (ULB)	Non-Revenue / Service Automobile 2017	0%	0%	0%	0%	0%	
	Steel Wheel Vehicles	N/A	N/A	N/A	N/A	N/A	
	Trucks and other Rubber Tire Vehicles 2018	0%	0%	0%	0%	0%	
	Custom -1	N/A	N/A	N/A	N/A	N/A	
	Custom -2	N/A	N/A	N/A	N/A	N/A	
	Custom -3	N/A	N/A	N/A	N/A	N/A	
	Condition-% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	N/A	N/A	N/A	N/A
		Maintenance	N/A	N/A	N/A	N/A	N/A
		Trucks and other Rubber Tire Vehicles	N/A	N/A	N/A	N/A	N/A
		Parking Structures	N/A	N/A	N/A	N/A	N/A
Passenger Facilities		N/A	N/A	N/A	N/A	N/A	
Custom -1		N/A	N/A	N/A	N/A	N/A	
Custom -2		N/A	N/A	N/A	N/A	N/A	
Custom -3	N/A	N/A	N/A	N/A	N/A		

SECTION 7: RECORDKEEPING & NTD REPORTING

MARTY shall maintain all supporting TAM Plan records and documents. MARTY shall make TAM Plan records available to FEDERAL (FTA), STATE (FDOT, and MPO's entities that provide(s) funding to the MARTY, and to aid in the planning process. MARTY shall report, on an annual basis, to the FTA's National Transit Database (NTD):

- Inventory of assets.
- SGR performance targets for the next fiscal year.
- Condition inspection assessments and performance measures of capital assets.
- An annual narrative reported to NTD that provides a description of any change in the condition of the MARTY transit system or operations from the previous year, and the progress made during the reporting year to meet the performance targets set in the previous reporting year.

Pursuant to NTD requirements, because MARTY's fiscal year ends on September 30th, annual TAM data reporting to NTD shall be completed by MARTY staff by January 31 of each calendar year.

SECTION 8: UPDATES & CONTINUOUS IMPROVEMENT

The TAM Plan is a “living document” that shall be reviewed on a semi-annual basis, updated, and incorporated in to MARTY’s capital and budget planning, and reporting processes. Beginning in FY23, TAM Plan data shall serve as a “baseline” measure for asset performance management. As more data is collected, additional monitoring categories and goals will be included to support condition and reliability-based decision-making.

This TAM Plan shall be updated annually in conjunction with the annual NTD report. It will cover a “horizon period” starting 10/1/2023 to 9/30/2027. Projected Fleet Replacement will change annually as new data is entered into the TAM Plan Template.

PLAN & PERFORMANCE TARGETS APPROVAL

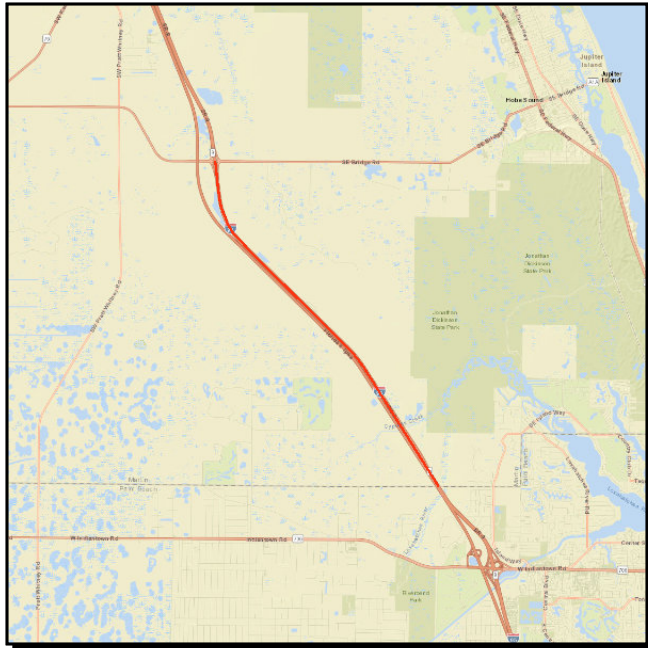
The TAM Rule requires that the transit provider's accountable executive approve its TAM plan, which includes the performance measure targets. Once approved, the Plan and targets will be transmitted to the Martin Metropolitan Planning Organization (MPO).

Name (Print)	Title	Approval (Sign)	Date
<u>James Gorton</u>	<u>Public Works Director</u>		<u>4/11/24</u>

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: 7.131

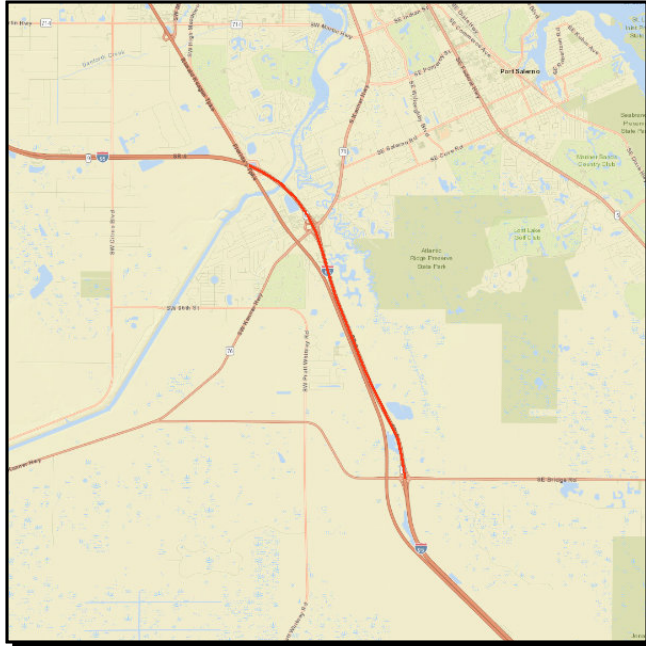
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PDE	ACNP	1,600,000	0	0	0	0	1,600,000
Total		1,600,000	0	0	0	0	1,600,000

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

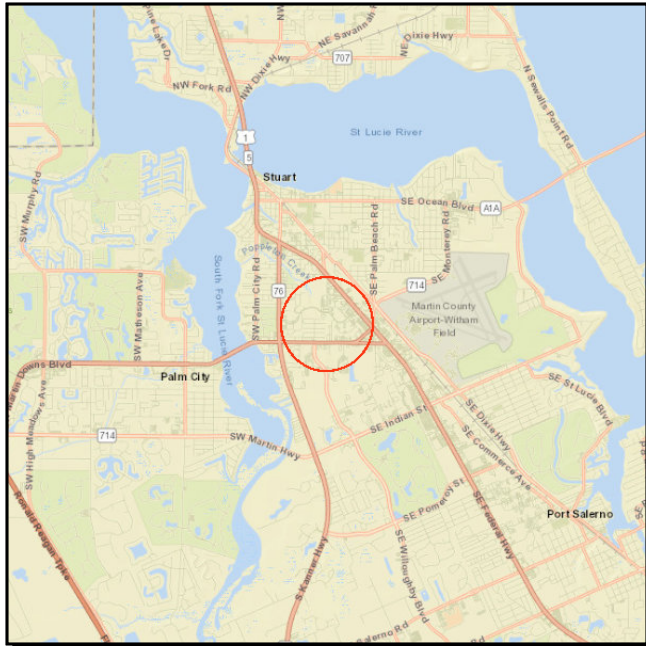
Work Summary: PD&E/EMO STUDY **From:** CR-708/BRIDGE RD
To: HIGH MEADOW AVE

Lead Agency: FDOT **Length:** 6.44

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PDE	ACNP	1,600,000	0	0	0	0	1,600,000
Total		1,600,000	0	0	0	0	1,600,000

Prior Year Cost: 550,000
Future Year Cost: 0
Total Project Cost: 2,150,000

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



Project Description: 2024 MPO PRIORITY #10 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

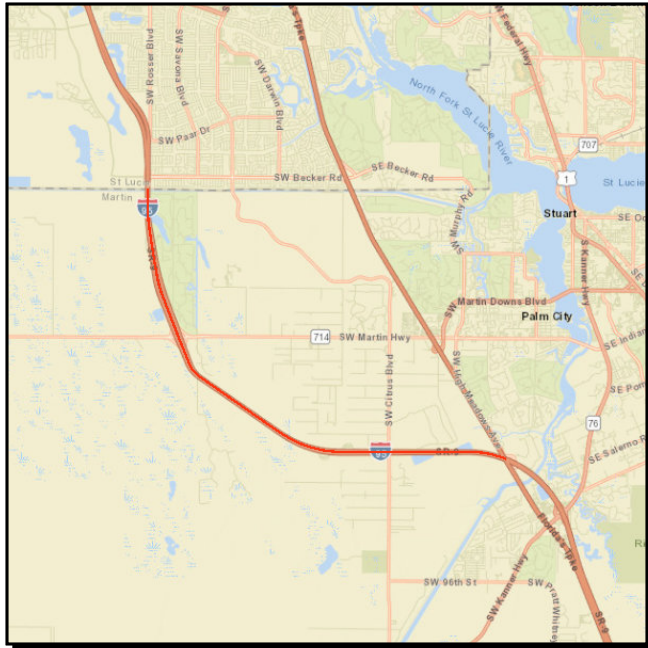
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PDE	SU	0	380,000	0	0	0	380,000
Total		0	380,000	0	0	0	380,000

Prior Year Cost: 5,092,284
Future Year Cost: 0
Total Project Cost: 5,472,284

4226815

SR-9/I-95 FROM HIGH MEADOW 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

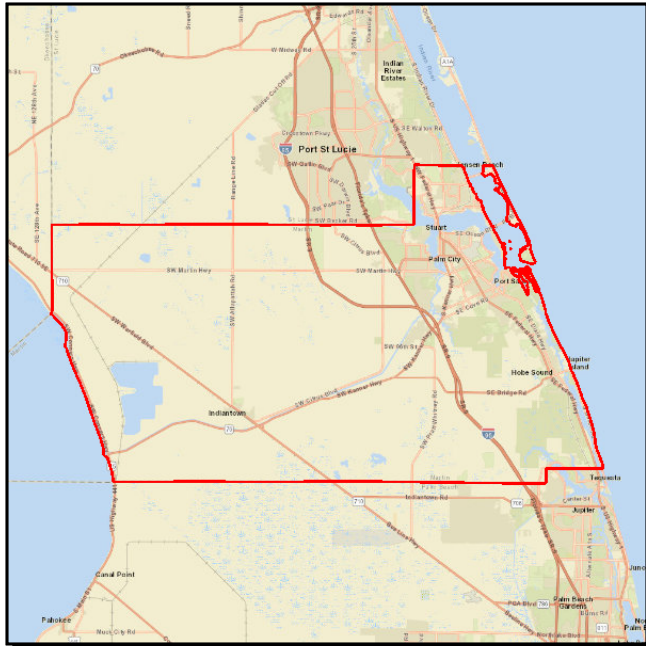
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PDE	ACNP	2,200,000	0	0	0	0	2,200,000
Total		2,200,000	0	0	0	0	2,200,000

Prior Year Cost: 550,000
Future Year Cost: 0
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

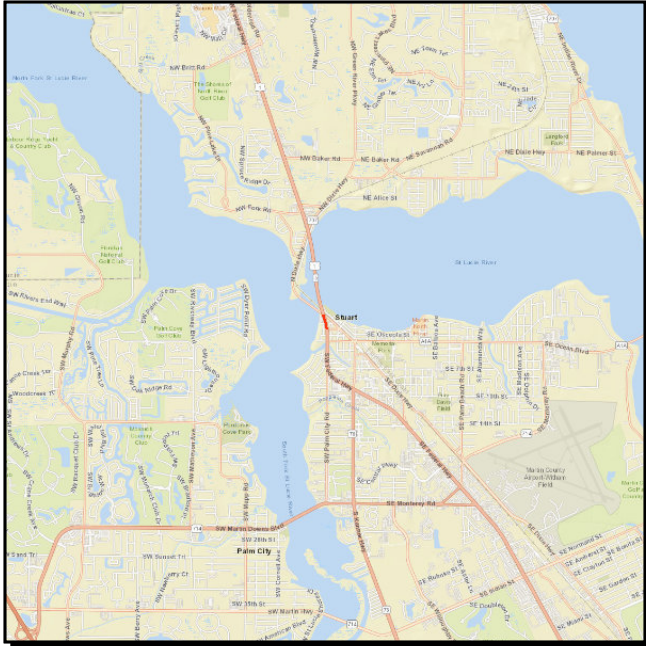
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Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
OPS	DITS	536,831	569,040	346,489	0	0	1,452,360
OPS	DDR	0	0	256,694	0	0	256,694
Total		536,831	569,040	603,183	0	0	1,709,054

Prior Year Cost: 1,642,647
Future Year Cost: 0
Total Project Cost: 3,351,701

4383452

SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD Non-SIS



Project Description: 2023 MPO PRIORITY #11 REPLACE THE SIGNAL MAST ARMS AND PROVIDE 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
Lead Agency: FDOT
Length: .113

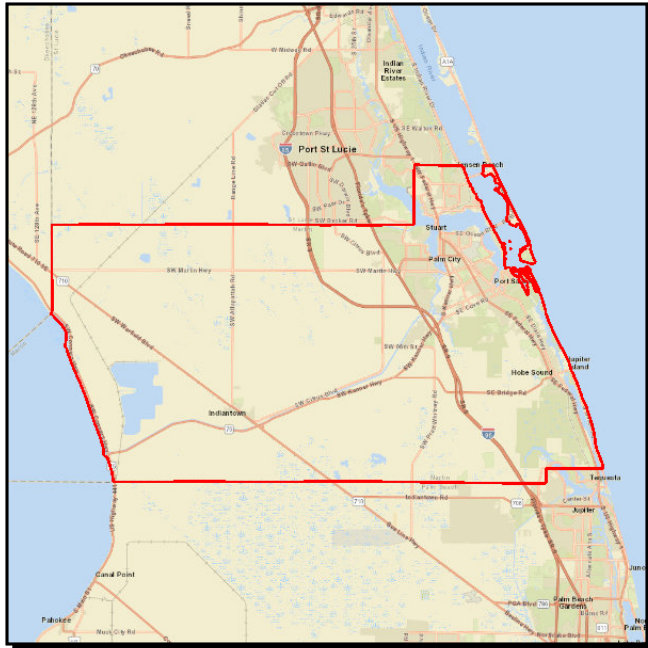
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 4,206,102

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	DIH	27,398	0	0	0	0	27,398
ROW	DDR	0	1,045,391	0	0	0	1,045,391
ROW	DIH	0	54,000	0	0	0	54,000
RRU	DDR	0	0	3,000	0	0	3,000
CST	SA	0	0	0	425,000	0	425,000
CST	SM	0	0	0	538,823	0	538,823
CST	SU	0	0	0	1,008,222	0	1,008,222
CST	CARB	0	0	0	600,000	0	600,000
CST	DIH	0	0	0	74,218	0	74,218
CST	DDR	0	0	0	430,050	0	430,050
Total		27,398	1,099,391	3,000	3,076,313	0	4,206,102

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

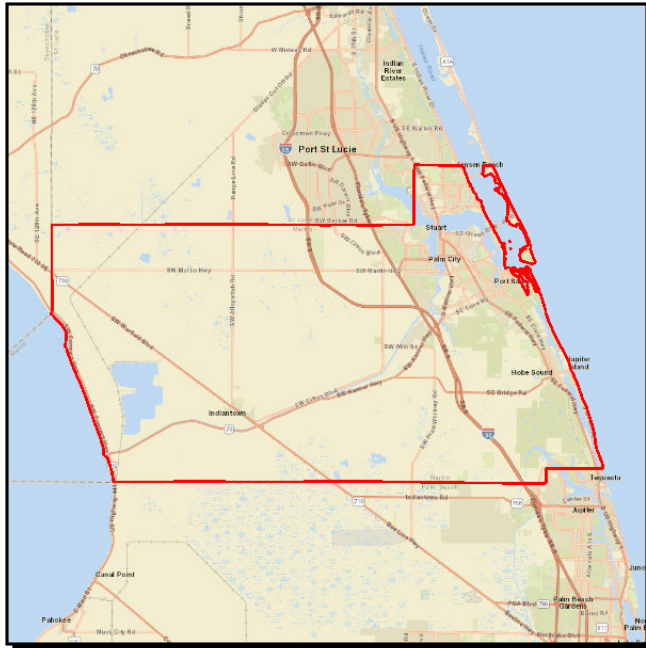
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PLN	PL	567,164	571,463	0	0	0	1,138,627
Total		567,164	571,463	0	0	0	1,138,627

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,138,627

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

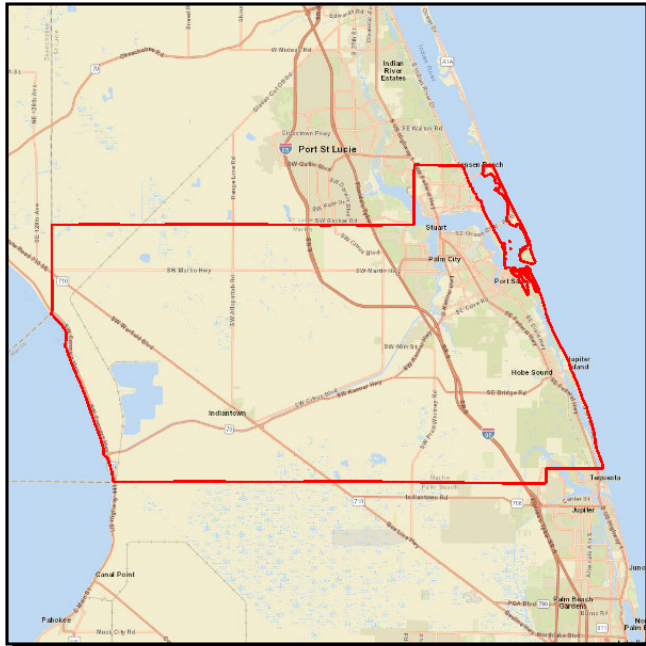
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PLN	PL	0	0	571,463	571,463	0	1,142,926
Total		0	0	571,463	571,463	0	1,142,926

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,142,926

4393287

MARTIN COUNTY UPWP FY 2028/2029-2029/2030

Non-SIS



Project Description:

Work Summary: TRANSPORTATION PLANNING From:

To:

Lead Agency: Martin MPO

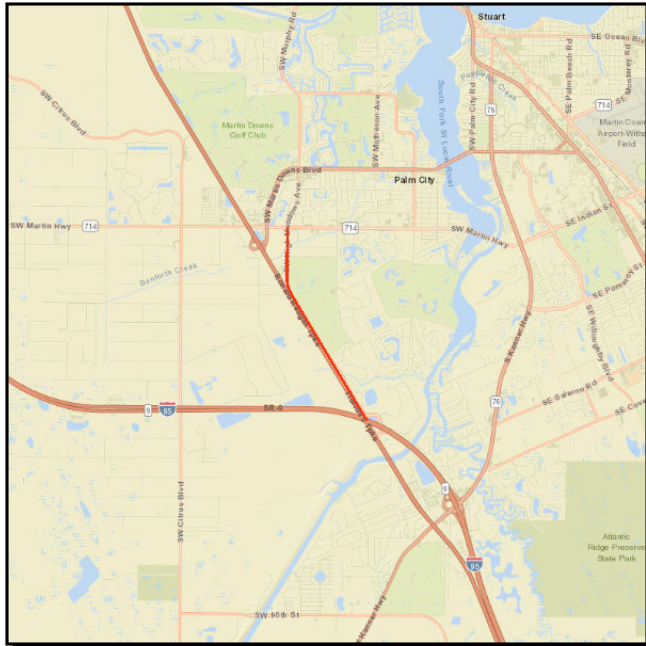
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PLN	PL	0	0	0	0	571,463	571,463
Total		0	0	0	0	571,463	571,463

Prior Year Cost: 0
 Future Year Cost: 0
 Total Project Cost: 571,463

4416991

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

Non-SIS



Project Description: 2024 MPO PRIORITY #11 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	SU	0	978,352	0	0	0	978,352
PE	ACPR	0	198,643	0	0	0	198,643
ROW	SU	0	0	0	0	1,394,888	1,394,888
ROW	CM	0	0	0	0	124,160	124,160
Total		0	1,176,995	0	0	1,519,048	2,696,043

Prior Year Cost: 2,250,886
Future Year Cost: 0
Total Project Cost: 4,946,929

4417001

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

Non-SIS



Project Description: 2023 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	ACCM	1,035,129	0	0	0	0	1,035,129
PE	SU	498,193	1,465,991	0	0	0	1,964,184
PE (3NA)	TRIP	1,811,977	0	0	0	0	1,811,977
PE	ACPR	0	125,760	0	0	0	125,760
Total		3,345,299	1,591,751	0	0	0	4,937,050

Prior Year Cost: 3,074,696
Future Year Cost: 0
Total Project Cost: 8,011,746

4419951

MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING

SIS



Project Description:

Work Summary: MCOO WEIGH STATION From: STATIC/WIM
 To: (EAST SIDE OF I-95)
Lead Agency: FDOT **Length:** 1.702

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DWS	0	0	0	4,585,948	0	4,585,948
Total		0	0	0	4,585,948	0	4,585,948

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 4,585,948

4435001

SE GOMEZ AVENUE FROM SE OSPREY STREET TO SE BRIDGE ROAD

Non-SIS



Project Description: SUNTRAIL: MARTIN COUNTY SE GOMEZ AVENUE FEASIBILITY STUDY, DESIGN AND CONSTRUCTION PHASES UNDER A JPA WITH MARTIN COUNTY

Work Summary: BIKE PATH/TRAIL
From: SE OSPREY STREET
To: SE BRIDGE ROAD

Lead Agency: FDOT
Length: 2.647

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ENV	TLWR	486,892	0	0	0	0	486,892
CST	TLWR	0	0	0	0	7,749,953	7,749,953
Total		486,892	0	0	0	7,749,953	8,236,845

Prior Year Cost: 100,000
Future Year Cost: 0
Total Project Cost: 8,336,845

4435051

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

Non-SIS



Project Description: SUNTRAIL NAME IS: 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: 1.93

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DIH	0	116,559	0	0	0	116,559
CST	TLWR	0	4,823,629	0	0	0	4,823,629
CST	DDR	0	72,850	0	0	0	72,850
Total		0	5,013,038	0	0	0	5,013,038

Prior Year Cost: 200,324
Future Year Cost: 0
Total Project Cost: 5,213,362

4444052

SR-714 SE Monterey Road and CR-A1A Multimodal Pathway

Non-SIS



Project Description: 2023 MPO PRIORITY #7 PEDESTRIAN/BIKE IMPROVEMENTS NO R/W NEEDED LAP W/ MARTIN CO.

Work Summary: BIKE LANE/SIDEWALK **From:**
To:

Lead Agency: MANAGED BY MARTIN COUNTY BOARD OF **Length:** 0.723

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	CM	28,780	0	0	0	0	28,780
CST	ACSU	143,898	0	0	0	0	143,898
CST	SU	964,319	0	0	0	0	964,319
Total		1,136,997	0	0	0	0	1,136,997

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,136,997

4444151

SR-5/US-1 AT BAKER RD

Non-SIS



Project Description: 2023 MPO PRIORITY #12 NB RIGHT TURN LANE; CONVERT SIGNAL FROM STRAIN POLE TO MAST ARMS; MPO AGREES TO GREEN MAST ARMS R/W REQUIRED G/W 444416-1, 444417-1

Work Summary: INTERSECTION IMPROVEMENT
From:
To: US-1 AT BAKER RD

Lead Agency: FDOT
Length: .08

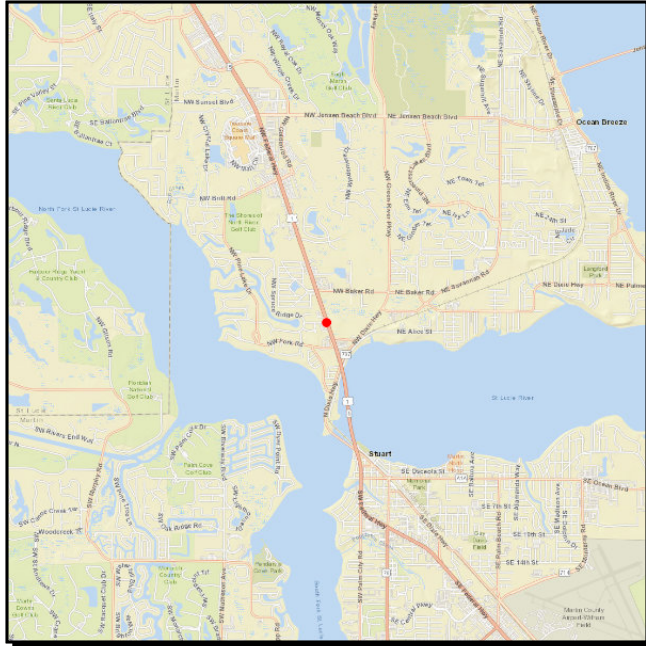
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	ACSU	25,000	0	0	0	0	25,000
ROW	CM	55,000	264,397	0	0	0	319,397
CST	SA	0	0	730,706	0	0	730,706
CST	SU	0	0	757,106	0	0	757,106
Total		80,000	264,397	1,487,812	0	0	1,832,209

Prior Year Cost: 595,775
Future Year Cost: 0
Total Project Cost: 2,427,984

4444161

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

Non-SIS



Project Description: 2023 MPO PRIORITY #13 REPLACE SPANWIRE WITH GREEN MAST ARMS (MPO AGREES) R/W REQUIRED G/W 444415-1 (LEAD), 444417-1

Work Summary: TRAFFIC SIGNALS **From:**

To: US-1 AT NW NORTH RIVER SHORES BLVD

Lead Agency: FDOT

Length: .009

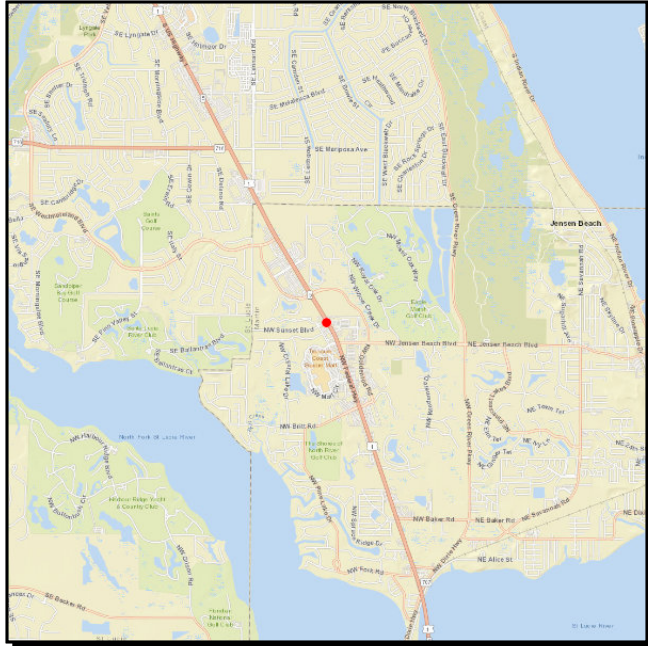
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	DDR	148,000	34,830	0	0	0	182,830
ROW	DIH	18,000	0	0	0	0	18,000
CST	DIH	0	0	33,982	0	0	33,982
CST	DDR	0	0	200,000	0	0	200,000
CST	SU	0	0	738,140	0	0	738,140
Total		166,000	34,830	972,122	0	0	1,172,952

Prior Year Cost: 325,131
Future Year Cost: 0
Total Project Cost: 1,498,083

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 G/W 444415-1 (LEAD), 444416-1

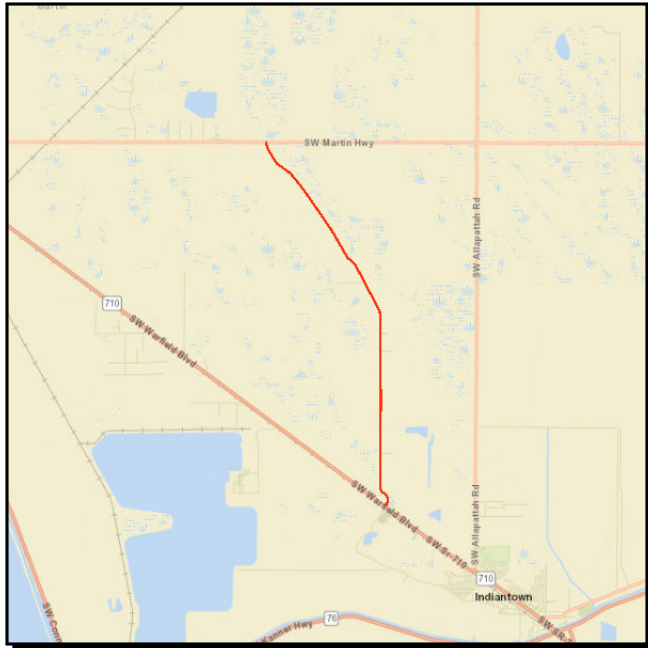
Work Summary: TRAFFIC SIGNALS **From:**
To: US-1 AT NW SUNSET BLVD

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

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	DDR	200,000	427,638	4,661	0	0	632,299
CST	SA	0	0	38,039	0	0	38,039
CST	SL	0	0	1,127,939	0	0	1,127,939
Total		200,000	427,638	1,170,639	0	0	1,798,277

Prior Year Cost: 864,775
Future Year Cost: 0
Total Project Cost: 2,663,052

4459531 FOX BROWN RD. FROM SR-710/SW WARFIELD BLVD. TO SR-714/SW MARTIN HWY. Non-SIS



Project Description: SMALL COUNTY OUTREACH PROGRAM (SCOP) 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SCWR	554,865	0	0	0	0	554,865
CST	SCOP	16,327	0	0	0	0	16,327
CST	GRSC	975,089	0	0	0	0	975,089
CST	LF	637,744	0	0	0	0	637,744
Total		2,184,025	0	0	0	0	2,184,025

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

4462561

SR-76/KANNER HWY @ SW SOUTH RIVER DRIVE

Non-SIS



Project Description: 2024 MPO PRIORITY #6 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DIH	0	34,369	0	0	0	34,369
CST	DDR	0	780,074	29,053	0	0	809,127
Total		0	814,443	29,053	0	0	843,496

Prior Year Cost: 214,113
Future Year Cost: 0
Total Project Cost: 1,057,609

4462571

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

Non-SIS



Project Description: 2023 MPO PRIORITY #14 SOUTHBOUND RIGHT TURN LANE TO WEST BOUND KANNER HIGHWAY INCLUDES LEFT TURN LANE FROM KANNER TO NB US-1

Work Summary: INTERSECTION IMPROVEMENT

Lead Agency: FDOT

From: SR-5/US-1

To: AT SR-76/KANNER HIGHWAY

Length: .128

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	DDR	0	849,680	1,190,134	0	0	2,039,814
ROW	DIH	0	12,000	24,000	0	0	36,000
ROW	SA	0	0	605,866	0	0	605,866
ROW	CM	0	0	0	500,000	0	500,000
CST	DS	0	0	0	229,674	0	229,674
CST	CM	0	0	0	988,223	0	988,223
CST	CARU	0	0	0	277,236	0	277,236
CST	DIH	0	0	0	99,264	0	99,264
CST	CARB	0	0	0	1,376,378	0	1,376,378
ROW	SU	0	0	0	904,380	1,404,381	2,308,761
CST	DDR	0	0	0	127,676	0	127,676
Total		0	861,680	1,820,000	4,502,831	1,404,381	8,588,892

Prior Year Cost: 494,136
Future Year Cost: 0
Total Project Cost: 9,083,028

4470021

INTERSECTION LIGHTING RETROFIT IMPROVEMENT

Non-SIS



Project Description: INTERSECTION LIGHTING RETROFIT IMPROVEMENT SR-714 @ MAPP RD. G/W 447001.1(LEAD) AND 447003.1

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

Lead Agency: FDOT
Length: 0.015

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACSS	10,290	0	0	0	0	10,290
Total		10,290	0	0	0	0	10,290

Prior Year Cost: 205,726
Future Year Cost: 0
Total Project Cost: 216,016

4473981 SAILFISH CAPITAL TRAIL/MARTIN TRAIL (SEGMENT OF THE EST COAST GREENWAY) Non-SIS



Project Description: DIXIE HIGHWAY FROM SE GRAFTON AVENUE TO NW WRIGHT BLVD

Work Summary: BIKE PATH/TRAIL **From:** SE GRAFTON AVENUE
To: NW WRIGHT BLVD

Lead Agency: Managed by FDOT **Length:** 7.68

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	TLWR	0	1,600,000	0	0	0	1,600,000
Total		0	1,600,000	0	0	0	1,600,000

Prior Year Cost: 645,000
Future Year Cost: 0
Total Project Cost: 2,245,000

4475551

SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY

SIS



Project Description: 2024 MPO PRIORITY #3 G/W 447555.2; INCLUDES RELOCATION OF CR-714 TO SE 126 BLVD B/C RATIO = 4.3 1) FLATTEN THE HORIZONTAL CURVE ON CR-714 2) CONVERT THE EXISTING STOP CONTROLLED INTERSECTION SR 710

Work Summary: ROAD RECONSTRUCTION - 2 LANES
From: SR-710
To: at CR-714

Lead Agency: FDOT
Length: 0.485

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	ACSS	113,859	176,187	150,330	0	0	440,376
Total		113,859	176,187	150,330	0	0	440,376

Prior Year Cost: 574,929
Future Year Cost: 0
Total Project Cost: 1,015,305

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.

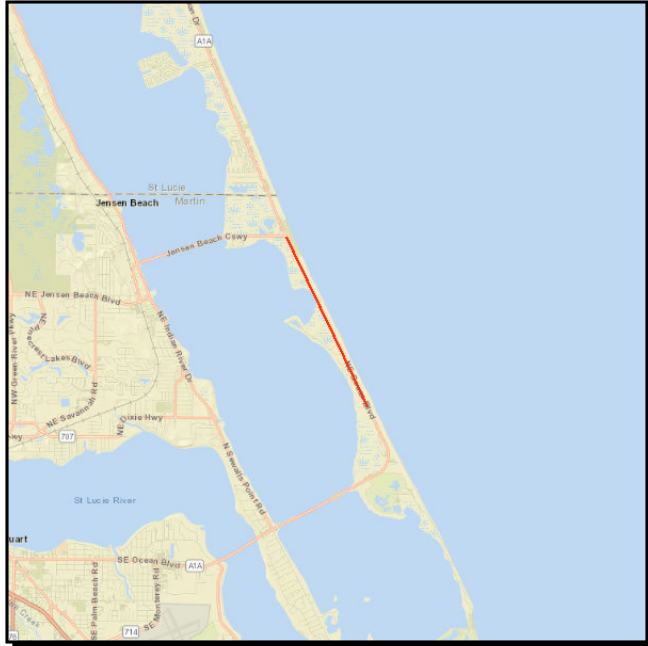
To: NORTH OF SE DECKER AVE

Lead Agency: FDOT **Length:** 1.724

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SA	2,506,739	0	0	0	0	2,506,739
CST	DIH	75,430	0	0	0	0	75,430
CST	DDR	5,856,272	0	0	0	0	5,856,272
CST	DS	64,115	0	0	0	0	64,115
Total		8,502,556	0	0	0	0	8,502,556

Prior Year Cost: 865,657
Future Year Cost: 0
Total Project Cost: 9,368,213

4476501 SR-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

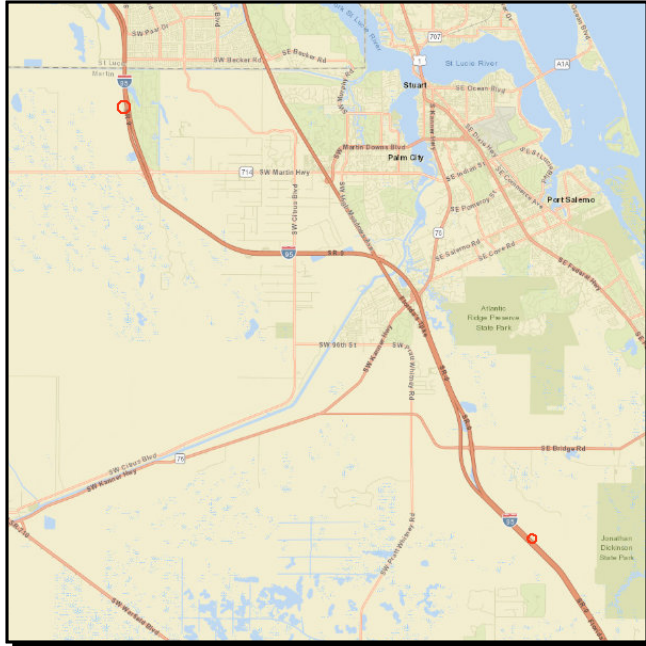
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DIH	0	95,795	0	0	0	95,795
CST	ACPR	0	930,001	0	0	0	930,001
CST	DS	0	4,933,602	0	0	0	4,933,602
Total		0	5,959,398	0	0	0	5,959,398

Prior Year Cost: 850,934
Future Year Cost: 0
Total Project Cost: 6,810,332

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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DWS	0	0	549,613	0	0	549,613
Total		0	0	549,613	0	0	549,613

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

4480891

CR-708/SE BRIDGE ROAD BASCULE BRIDGE REHABILITATION

Non-SIS



Project Description: SMALL COUNTY OUTREACH PROGRAM (SCOP) SCOUR PROTECTION

Work Summary:

From:

To: CR-708/SE BRIDGE ROAD
BASCULE BRIDGE

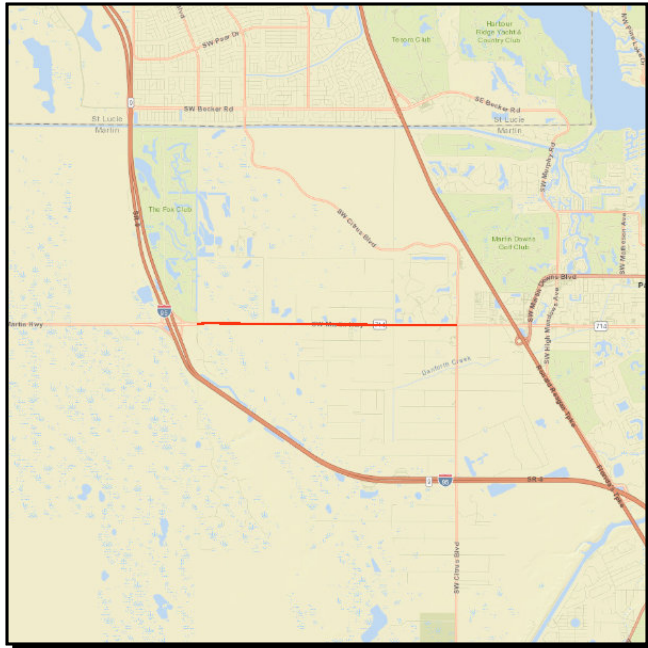
Lead Agency: Martin County

Length: 0.066

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SCOP	0	468,293	0	0	0	468,293
CST	GRSC	0	285,938	0	0	0	285,938
CST	LF	0	251,411	0	0	0	251,411
Total		0	1,005,642	0	0	0	1,005,642

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,005,642

4484461 SR-714/SW MARTIN HWY FROM E OF SW STUART W BLVD TO W OF CITRUS BLVD 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	DIH	0	84,507	0	0	0	84,507
CST	DDR	0	726,759	0	0	0	726,759
CST	DS	0	6,421,922	0	0	0	6,421,922
Total		0	7,233,188	0	0	0	7,233,188

Prior Year Cost: 701,696
Future Year Cost: 0
Total Project Cost: 7,934,884

4484471

SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY ST

Non-SIS



Project Description:

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

To: OSPREY STREET

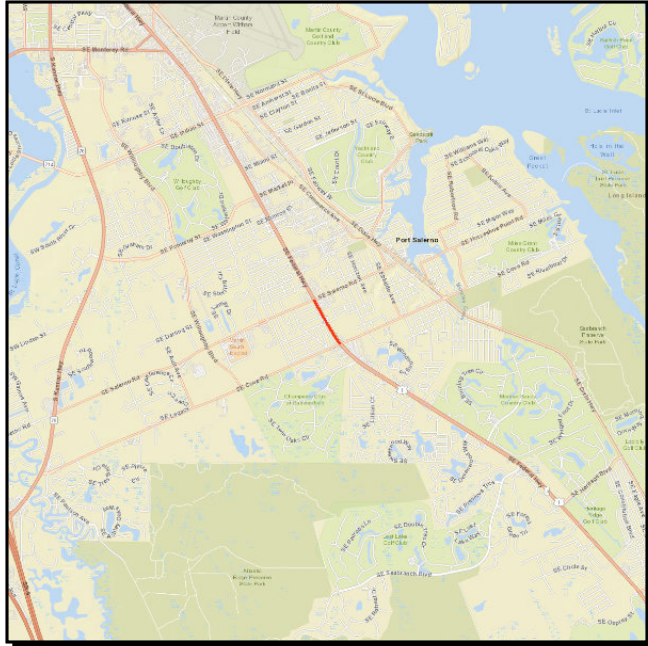
Lead Agency: FDOT **Length:** 5.105

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SA	0	163,361	0	0	0	163,361
CST	DIH	0	50,490	52,062	0	0	102,552
CST	DDR	0	2,087,166	0	0	0	2,087,166
CST	ACNR	0	14,234,584	0	0	0	14,234,584
Total		0	16,535,601	52,062	0	0	16,587,663

Prior Year Cost: 1,605,124
Future Year Cost: 0
Total Project Cost: 18,192,787

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

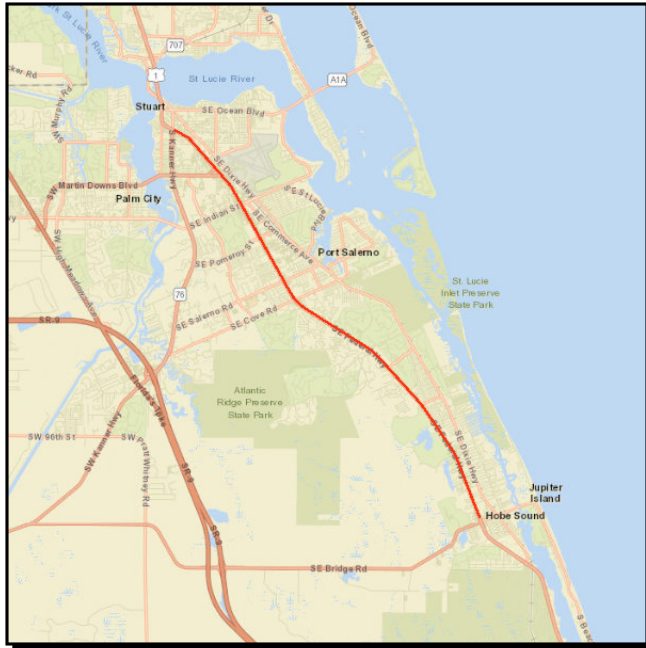
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALT	214,397	0	0	0	0	214,397
CST	TALU	183,831	0	0	0	0	183,831
CST	LF	91,880	0	0	0	0	91,880
Total		490,108	0	0	0	0	490,108

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 495,108

4491591

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

SIS



Project Description: G/W 449160.1(LEAD)

Work Summary: RESURFACING **From:** N of Bridge Road
To: S of Kanner Highway

Lead Agency: FDOT **Length:** 3.675

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACNP	11,043,698	0	0	0	0	11,043,698
Total		11,043,698	0	0	0	0	11,043,698

Prior Year Cost: 865,089
Future Year Cost: 0
Total Project Cost: 11,908,787

4491601

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

SIS

Project Description: G/W 449159-1 32-02: VE WORKSHOP

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

Lead Agency: FDOT **Length:** 13.327



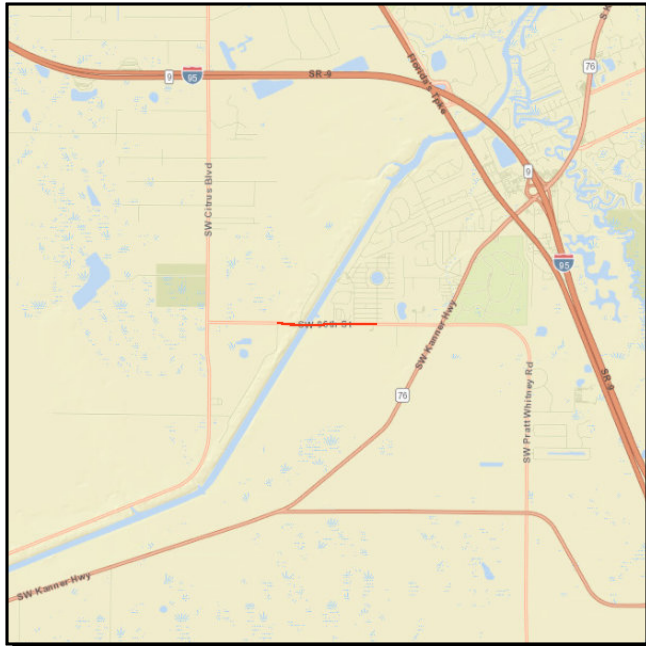
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	ACNP	43,044,863	65,000	0	0	0	43,109,863
Total		43,044,863	65,000	0	0	0	43,109,863

Prior Year Cost: 3,099,913
Future Year Cost: 0
Total Project Cost: 46,209,776

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

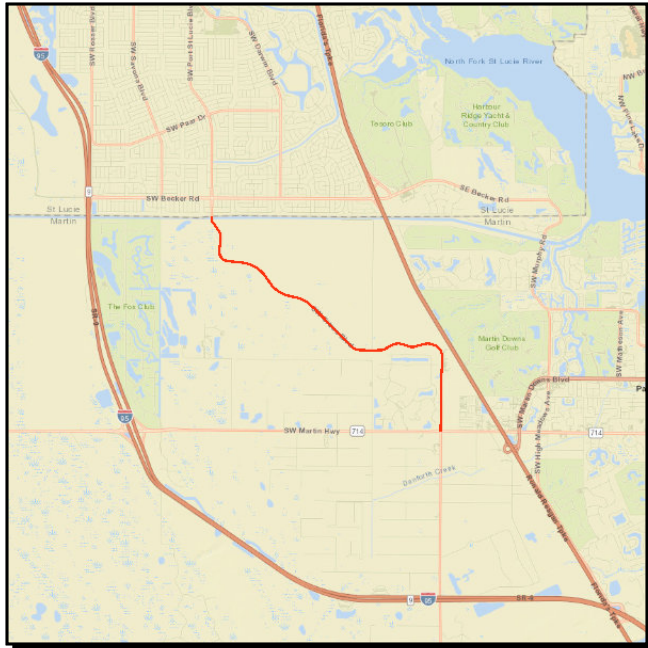
Lead Agency: Martin County **Length:** 0.13

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SCWR	0	0	568,293	0	0	568,293
CST	SCED	0	0	487,805	0	0	487,805
CST	SCOP	0	0	55,053	0	0	55,053
CST	LF	0	0	371,440	0	0	371,440
Total		0	0	1,482,591	0	0	1,482,591

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

4495081

SW CITRUS BLVD FROM CR 714/MARTIN HWY TO ST. LUCIE LINE 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SCOP	0	0	423,971	0	0	423,971
CST	GRSC	0	0	1,733,659	0	0	1,733,659
CST	LF	0	0	736,076	0	0	736,076
Total		0	0	2,893,706	0	0	2,893,706

Prior Year Cost: 0
Future Year Cost: 0
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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	DDR	338,908	0	0	0	0	338,908
CST	DIH	0	0	127,991	0	0	127,991
CST	DDR	0	0	5,346,570	0	0	5,346,570
CST	DS	0	0	5,100,000	0	0	5,100,000
Total		338,908	0	10,574,561	0	0	10,913,469

Prior Year Cost: 597,338
Future Year Cost: 0
Total Project Cost: 11,510,807

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

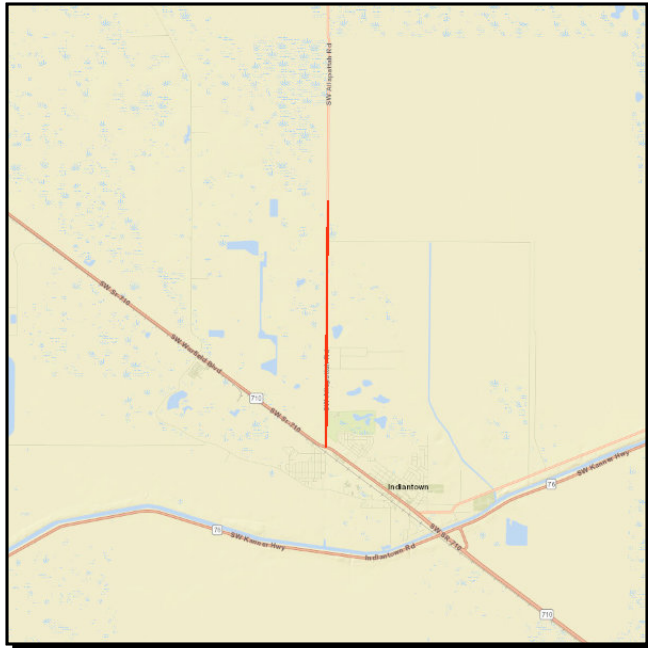
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	BRRP	789,915	0	0	0	0	789,915
CST	BRRP	0	0	9,395,125	0	0	9,395,125
CST	DIH	0	0	106,879	0	0	106,879
Total		789,915	0	9,502,004	0	0	10,291,919

Prior Year Cost: 541,072
Future Year Cost: 0
Total Project Cost: 10,832,991

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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	SU	0	5,000	0	0	0	5,000
Total		0	5,000	0	0	0	5,000

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

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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	TALT	0	214,508	0	0	0	214,508
CST	TALU	0	365,711	0	0	0	365,711
CST	LF	0	150,805	0	0	0	150,805
Total		0	731,024	0	0	0	731,024

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 736,024

4522571

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



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

Work Summary: RESURFACING **From:** SE Wooden Bridge Lane

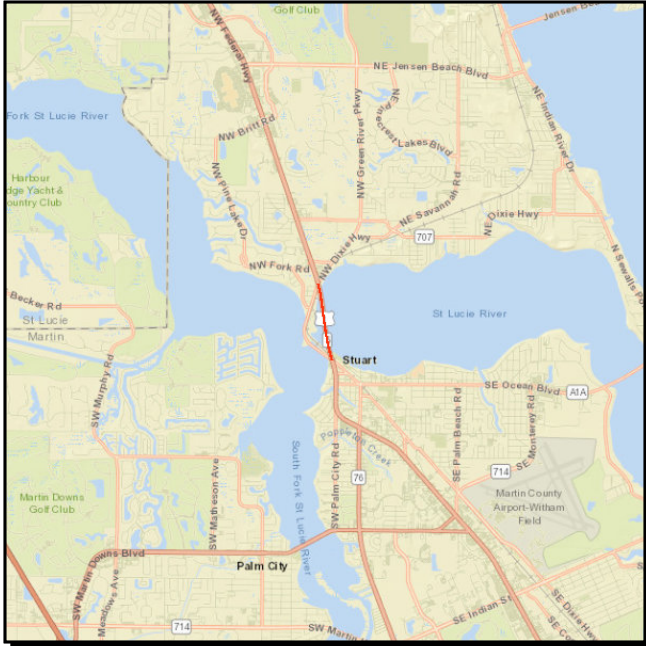
To: US-1

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

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SCWR	0	0	0	570,244	0	570,244
CST	SCED	0	0	0	487,805	457,058	944,863
CST	SCOP	0	0	0	454,146	0	454,146
CST	GRSC	0	0	0	137,805	0	137,805
CST	LF	0	0	0	719,194	0	719,194
Total		0	0	0	2,369,194	457,058	2,826,252

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,826,252

4529221 US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152 Non-SIS



Project Description:

Work Summary:

From: Roosevelt Bridge Over St. Lucie River

To:

Lead Agency: Managed by FDOT

Length: 0.863

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	BRRP	0	50,000	660,438	0	0	710,438
PE	DIH	0	5,000	0	0	0	5,000
CST	BRRP	0	0	0	0	4,174,281	4,174,281
CST	DIH	0	0	0	0	5,825	5,825
Total		0	55,000	660,438	0	4,180,106	4,895,544

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 4,895,544

4529971 SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY Non-SIS



Project Description:

Work Summary: SIDEWALK **From:**
To:

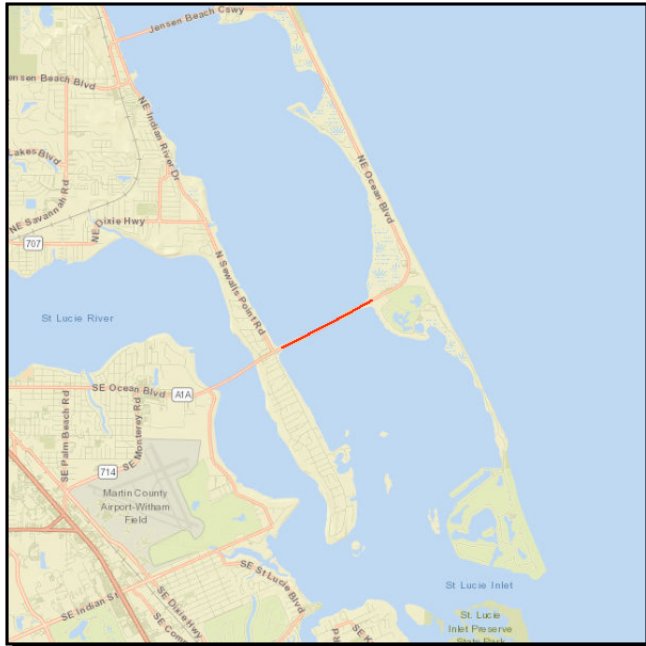
Lead Agency: City of Stuart

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	TALT	5,000	0	0	0	0	5,000
CST	TALT	0	0	206,657	0	0	206,657
CST	TALU	0	0	177,137	0	0	177,137
CST	LF	0	0	308,187	0	0	308,187
CST	TALM	0	0	78,426	0	0	78,426
Total		5,000	0	770,407	0	0	775,407

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 775,407

4533211

SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW Non-SIS



Project Description: REHABILITATION PROJECT FOR EPOXY OVERLAY ENTIRE BRIDGE CONCRETE DECK, FENDER SYSTEM REHABILITATION,

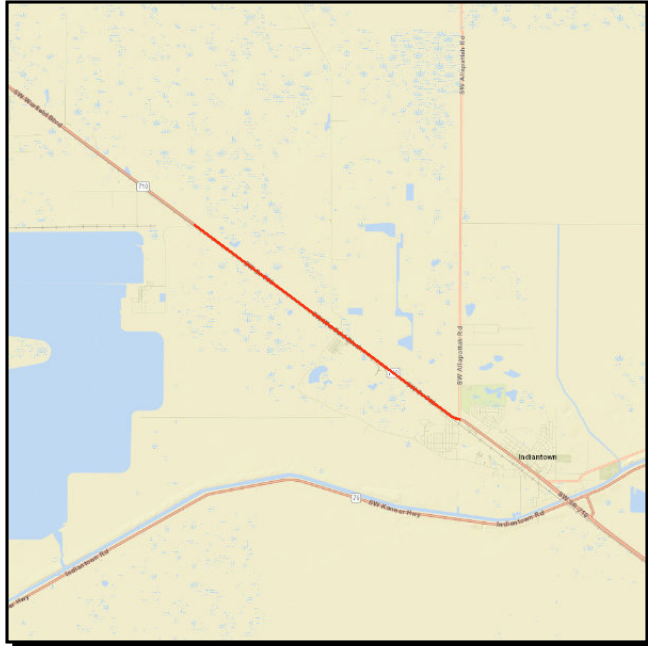
Work Summary: From:
To:

Lead Agency: Managed by FDOT

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	BRRP	0	50,000	609,073	0	0	659,073
PE	DIH	0	5,000	0	0	0	5,000
CST	BRRP	0	0	0	0	4,521,166	4,521,166
CST	DIH	0	0	0	0	5,825	5,825
Total		0	55,000	609,073	0	4,526,991	5,191,064

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 5,191,064

4533331 SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO CR-609/ALLAPATAH ROAD SIS



Project Description: RECONSTRUCT SR 710 FR 2 LANE TO 4 LANE DIVIDED HIGHWAY 2024 MPO PRIORITY #1

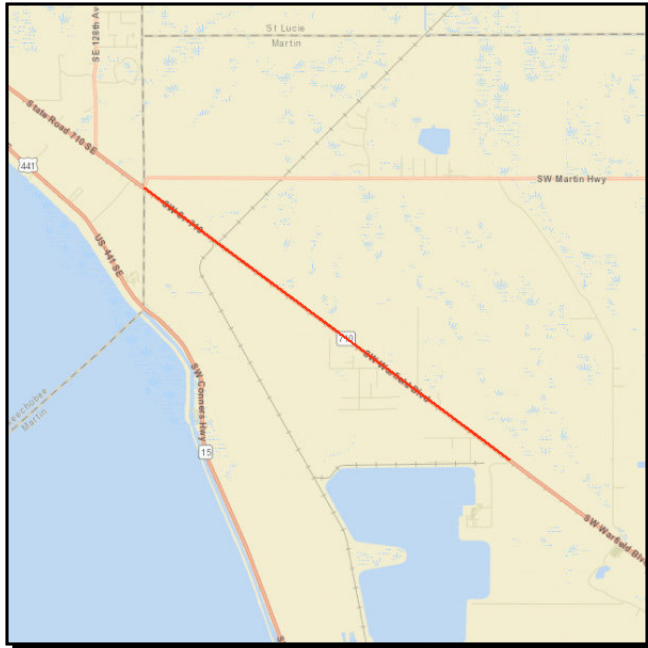
Work Summary: ADD LANES & RECONSTRUCT
From: SW FP&L ACCESS ROAD
To: CR-609/ALLAPATAH ROAD

Lead Agency: Managed by FDOT **Length:** 5.201

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	ACNP	975,000	500,000	25,000	25,000	25,000	1,550,000
ROW	ACNP	0	1,100,000	2,475,000	1,920,860	4,997,445	10,493,305
ROW	BNIR	0	0	0	3,000,000	0	3,000,000
Total		975,000	1,600,000	2,500,000	4,945,860	5,022,445	15,043,305

Prior Year Cost: 435,000
Future Year Cost: 0
Total Project Cost: 15,478,305

4533332 SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD SIS



Project Description: RECONSTRUCT SR 710 FR 2 LANE TO 4 LANE DIVIDED HIGHWAY 2024 MPO PRIORITY #1

Work Summary: ADD LANES & RECONSTRUCT **From:** MARTIN/OKEECHOBEE CO LINE

To: SW FP&L ACCESS ROAD

Lead Agency: Managed by FDOT **Length:** 9.812

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	ACNP	1,660,000	4,725,000	25,000	25,000	25,000	6,460,000
ROW	ACNP	0	1,774,019	1,153,213	6,802,060	6,048,186	15,777,478
ROW	DI	0	0	8,568,306	0	0	8,568,306
ROW	BNIR	0	0	0	4,500,000	0	4,500,000
Total		1,660,000	6,499,019	9,746,519	11,327,060	6,073,186	35,305,784

Prior Year Cost: 580,000
Future Year Cost: 0
Total Project Cost: 35,885,784

4539191 SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY Non-SIS



Project Description:

Work Summary: RESURFACING **From:** 100 FT S of Camp Valor

To: SW Kanner Hwy

Lead Agency: Martin County **Length:** 1.287

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
CST	SCWR	0	0	0	0	442,806	442,806
CST	SCOP	0	0	0	0	442,805	442,805
CST	LF	0	0	0	0	295,204	295,204
Total		0	0	0	0	1,180,815	1,180,815

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,180,815

Section B - Transit

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
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	78,789	0	0	0	0	78,789
OPS	DDR	313,604	404,165	417,575	430,102	430,102	1,995,548
OPS	LF	393,393	405,165	417,575	430,102	430,102	2,076,337
Total		785,786	809,330	835,150	860,204	860,204	4,150,674
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>4,150,674</i>

FM# 4134931 (TIP#) PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS					*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>12,783,824</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>18,583,824</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	164,176	171,915	180,027	188,168	188,168	892,454
OPS	LF	164,176	171,915	180,027	188,168	188,168	892,454
Total		328,352	343,830	360,054	376,336	376,336	1,784,908
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,784,908</i>

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total	
FM# 4346611 (TIP#) PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES		Length: .000					*Non-SIS*	
Type of Work: CAPITAL FOR FIXED ROUTE		Lead Agency: Martin County						
		LRTP#: p. 29, Appendix B						
GRANT FL-34-0018 EXECUTED 7/30/2014 FL-2017-077-00;\$79,083; EXECUTED 8/8/2017 NON-BUDGET REVENUE								
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>1,113,145</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		
							<i>1,763,145</i>	

Section C - Aviation

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
FM# 4459781 (TIP#) WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: Martin County		
Project Type: Imported							
CAP	DPTO	0	0	3,180,000	0	0	3,180,000
CAP	LF	0	0	795,000	0	0	795,000
Total		0	0	3,975,000	0	0	3,975,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>3,975,000</i>
FM# 4481171 (TIP#) WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT					Lead Agency: Martin County		
Project Type: Imported							
CAP	DPTO	0	0	0	0	1,368,000	1,368,000
CAP	LF	0	0	0	0	342,000	342,000
Total		0	0	0	0	1,710,000	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>
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	1,200,000	0	0	0	1,200,000
CAP	LF	0	300,000	0	0	0	300,000
Total		0	1,500,000	0	0	0	1,500,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>1,500,000</i>

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
FM# 4496401 (TIP#) WITHAM FIELD REPLACE PAPIS 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	10,000	0	0	0	10,000
CAP	FAA	0	180,000	0	0	0	180,000
CAP	LF	0	10,000	0	0	0	10,000
Total		0	200,000	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# 4533591 (TIP#) WITHAM FIELD AIRPORT - HOLD BAY CONSTRUCTION							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT				Lead Agency: Martin County			
CAP	DPTO	42,500	0	0	0	0	42,500
CAP	FAA	765,000	0	0	0	0	765,000
CAP	LF	42,500	0	0	0	0	42,500
Total		850,000	0	0	0	0	850,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>850,000</i>

FM# 4533601 (TIP#) WITHAM FIELD AIRPORT - AIRFIELD SIGNAGE REPLACEMENT (CONSTRUCT)							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT				Lead Agency: Martin County			
CAP	DPTO	320,000	0	0	0	0	320,000
CAP	LF	80,000	0	0	0	0	80,000
Total		400,000	0	0	0	0	400,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>400,000</i>

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total	
FM# 4533611 (TIP#) WITHAM FIELD AIRPORT - REHABILITATION OF TAXILANE B (CONSTRUCT)							*Non-SIS*	
Type of Work: AVIATION CAPACITY PROJECT					Lead Agency: Martin County			
CAP	DPTO	75,000	0	0	0	0	75,000	
CAP	FAA	75,000	0	0	0	0	75,000	
CAP	LF	1,350,000	0	0	0	0	1,350,000	
Total		1,500,000	0	0	0	0	1,500,000	
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>		<i>1,500,000</i>

FM# 4533841 (TIP#) WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE							*Non-SIS*	
Type of Work: AVIATION SAFETY PROJECT					Lead Agency: Responsible Agency Not			
CAP	DPTO	0	0	80,000	0	0	80,000	
CAP	LF	0	0	20,000	0	0	20,000	
Total		0	0	100,000	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>

Section D - Turnpike

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
FM# 4461651 (TIP#) SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8) FROM SR91					Length: 0.285	*SIS*	
Type of Work: INTERCHANGE - ADD LANES					Lead Agency: Managed by FDOT		
Project Type: Imported							
PE (PENA)	PKYI	5,750,000	0	0	0	0	5,750,000
	ROW	0	0	0	0	10,590,000	10,590,000
Total		5,750,000	0	0	0	10,590,000	16,340,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>16,340,000</i>
FM# 4462191 (TIP#) WIDEN TPK(SR91), PALM BEACH C/L TO I-95 CONNECTOR (MP117.7-125) (4TO8)					Length: 7.147	*SIS*	
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: Managed by FDOT		
Project Type: Imported							
PE (PENA)	PKYI	14,551,766	0	0	0	0	14,551,766
Total		14,551,766	0	0	0	0	14,551,766
<i>Prior Years Cost</i>		<i>3,000</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>14,554,766</i>
FM# 4463321 (TIP#) WIDEN TPK(SR91), I-95 CONNECTOR TO T.B.MANUEL BRIDGE (MP125-131)(4TO8)					Length: 4.539	*SIS*	
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: Managed by FDOT		
Project Type: Imported							
PE (PENA)	PKYI	10,758,960	0	0	0	0	10,758,960
Total		10,758,960	0	0	0	0	10,758,960
<i>Prior Years Cost</i>		<i>3,000</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	<i>10,761,960</i>

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
FM# 4463331 (TIP#) WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)					Length: 3.622	*SIS*	
Type of Work: ADD LANES & RECONSTRUCT					Lead Agency: Managed by FDOT		
Project Type: Imported							
PE (PENA)	PKYI	5,900,000	0	0	0	0	5,900,000
Total		5,900,000	0	0	0	0	5,900,000
<i>Prior Years Cost</i>		<i>10,704,865</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>16,604,865</i>
FM# 4466181 (TIP#) THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)					Length: 0.021	*SIS*	
Type of Work: BRIDGE REPLACEMENT					Lead Agency: Managed by FDOT		
Project Type: Imported							
PE (PENA)	PKYI	3,407,505	0	0	0	0	3,407,505
Total		3,407,505	0	0	0	0	3,407,505
<i>Prior Years Cost</i>		<i>1,500</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>3,409,005</i>
FM# 4485241 (TIP#) BRIDGE REPLACEMENT - 890083 (SR 91) (MP 138) MARTIN COUNTY AT MP 138					Length: 0.543	*SIS*	
Type of Work: BRIDGE REPLACEMENT					Lead Agency: FDOT		
Project Type: Imported							
CST	PKYR	55,569,281	0	0	0	0	55,569,281
Total		55,569,281	0	0	0	0	55,569,281
<i>Prior Years Cost</i>		<i>3,133,300</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
							<i>58,702,581</i>

Section E - Districtwide

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	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	300,000	300,000	300,000	300,000	300,000	1,500,000
	Total	300,000	300,000	300,000	300,000	300,000	1,500,000
<i>Prior Years Cost</i>		14,703,183	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	16,203,183
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	35,000	35,000	35,000	35,000	0	140,000
	Total	35,000	35,000	35,000	35,000	0	140,000
<i>Prior Years Cost</i>		1,462,185	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	1,602,185
FM# 2342651 (TIP#) MARTIN COUNTY INTERSTATE-ROADWAY 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	0	40,000
	Total	10,000	10,000	10,000	10,000	0	40,000
<i>Prior Years Cost</i>		5,685,560	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	5,725,560

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
FM# 2342652 (TIP#) MARTIN COUNTY INTERSTATE-BRIDGES					Length: .000	*SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
Project Type: Imported					LRTP#: Goal 1.0, Page 7-4		
MNT	D	12,000	12,000	12,000	12,000	12,000	60,000
Total		12,000	12,000	12,000	12,000	12,000	60,000
<i>Prior Years Cost</i>		<i>508,035</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	2,092,790	3,092,790	2,592,790	2,592,790	2,667,905	13,039,065
Total		2,092,790	3,092,790	2,592,790	2,592,790	2,667,905	13,039,065
<i>Prior Years Cost</i>		<i>4,199,067</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>17,238,132</i>
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	655,652	864,322	1,519,974
Total		0	0	0	655,652	864,322	1,519,974
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,519,974</i>

Project Index (by Number)

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4515801		MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	E-3
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4539191		SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	A-47



**FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 7, 2024	DUE DATE: May 31, 2024	UPWP#: 5
WORDING: FINAL DRAFT FY26 – FY30 LIST OF PROJECT PRIORITIES (LOPP)		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY26 – FY30 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 on February 26, 2024, the Board approved the Draft FY26 – FY30 LOPP. Scoping Forms for the newly added SE Commerce Ave Improvement project (priority #9) and US-1 at SW Palm City Road Intersection Improvement project (priority #10) were submitted to FDOT. Also, the South River Condominium residents have decided not to dedicate the right-of-way necessary for constructing the southbound right turn lane on S Kanner Highway onto SW South River Drive, currently the #5 ranked project on the LOPP. The final LOPP will be presented at the MPO Board meeting on June 17, 2024, for adoption.

ISSUES

At the June 2024 Advisory Committee meetings, MPO staff will present the Lists of Roadway, Transportation Alternatives (TA) Program, and Public Transit Project Priorities for review and recommendation for MPO Board approval.

RECOMMENDED ACTION

- a. Approve the Final Draft FY26-FY30 Lists of Project Priorities as presented.
- b. Approve the Final Draft FY26-FY30 Lists of Project Priorities with comments.

FISCAL IMPACT

The Lists of Project Priorities will guide FDOT with the application of transportation funds in next year’s FY26 – FY30 Tentative Work Program.

APPROVAL

MPO

ATTACHMENTS

Final Draft FY26 – FY230 List of Project Priorities

**MARTIN MPO FY26-FY30 Federal Attributable
FINAL DRAFT UNFUNDED List of Project Priorities**

FY26 Rank	Facility	Segment Limits		Project Description	2045 LRTP Page	Prev. Rank
		From	To			
1	SR-710	SE of CR-609/ SW Allapattah Rd.	Martin/ Okeechobee County Line	Widen from 2-lanes to 4-lanes	76	1
2	SE Cove Rd.	SR-76/ Kanner Hwy.	US-1	Widen from 2-lanes to 4-lanes including bike lanes and shared use pathway	69	2
3	CR-714	Realignment		Flatten curve of CR-714 before intersection at SR-710	Appx. G, pg. 1	3
4	Monterey Rd.	At FEC Railroad		Railroad/roadway grade separation	Appx. H, pg. 5	4
5	SR-76/ Kanner Hwy.	At SW South River Dr.		*New southbound right turn lane at South River Dr. & traffic signal	80	6
6	NW Alice St.	FEC Crossing		Pedestrian facilities/realign roadway with NW Wright Blvd.	Appx. H, pg. 11	9
7	CR-708/ SE Bridge Rd.	Bascule Bridge		Bridge Replacement	132	5
8	SR-710	At CR-609/SW Allapattah Rd.		Intersection improvements (Signal and Turn Lanes)	128,132	13
9	SE Commerce Ave.	SE Indian St.	SE Salerno Rd.	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks	128, 132	
10	US-1	At SW Palm City Rd.		Intersection reconstruction/Feasibility Study-Alternative 5	128, 132	
11	SW Palm City Rd.	Monterey Rd.	US-1	Complete Streets improvements	128, 132	
12	Monterey Rd. & East Ocean Blvd.	Kingswood Ter.	St. Lucie Blvd.	Mid-block pedestrian crosswalks	Appx. H, pg. 11	8
13	Willoughby Blvd. Extension	Monterey Rd.	US-1	New 2-lane road with bike lanes and sidewalks/shared use pathways	69	10
14	CR-713/High Meadow Ave.	I-95	CR-714/ Martin Hwy.	Widen from 2 lanes to 4 lanes with shared-use pathway	69	11
15	Dixie Hwy.	Cove Rd.	Jefferson St.	Resurfacing/Complete Street improvements/CEI	84	12
16	SW Citrus Blvd.	SW Hemingway Ter.	SR-710	Resurfacing/shoulder widening and bike lanes/safety improvements	128, 132	15
17	CR-609/ SW Allapattah Rd.	SR-710	2,800 feet north of Minute Maid Rd.	Resurfacing/southbound left turn lane/shoulder widening/CEI	128, 132	13
18	CR-609/ SW Allapattah Rd.	Approx. 3 miles North of Minute Maid Rd.	St. Lucie County Line	Resurfacing/shoulder widening/safety improvements	128, 132	14
19	N Sewall's Point Rd.	East Ocean Blvd.	NE Palmer St.	Mitigate for sea level rise impact	87	16

*Design of right turn lane currently underway.

FINAL DRAFT FY26-FY30
Transportation Alternatives Program (TAP) Priorities

Project Description	2025	2026	2027	2028	Comments
SE Avalon Drive Sidewalks	\$398,228				Funded
SE Washington St. Sidewalks		\$420,000			Funded
S Dixie Highway Improvements			\$462,220		Funded
SW Bulldog Way Sidewalks				\$876,310	Pending

FINAL DRAFT FY26-FY30
List of Public Transit Priorities

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



**FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 7, 2024	DUE DATE: May 31, 2024	UPWP#: 5
WORDING: FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT FOUR FREIGHT UPDATE		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The Florida Department of Transportation (FDOT) continues to plan for an improved freight transportation system. A recently completed project is FDOT’s Freight Activity Areas Identification and Freight Network Segments Analysis project. Justin Stroh, FDOT’s District-Four Freight Coordinator, was the project manager for this planning effort.

ISSUES

At the June 7, 2024, FTAC meeting, Justin Stroh will update committee members on FDOT’s freight-related planning activities.

RECOMMENDED ACTION

Provide comments

ATTACHMENTS

PowerPoint presentation and agenda item backup to be sent next week before the meeting.