



**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC)**

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

Monday, February 9, 2026 @ 1:30 pm

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER	
2. ROLL CALL	
3. APPROVE AGENDA	APPROVE
4. APPROVE MINUTES (Pg. 3) • Joint BPAC/CAC/TAC Meeting – October 20, 2025	APPROVE
5. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
6. AGENDA ITEMS	
A. LEGAL OFFICE PRESENTATION (Pg.10)	INFORMATION
B. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT (Pg.11)	APPROVE
C. SAFETY PERFORMANCE TARGETS (Pg.15)	APPROVE
D. DRAFT LIST OF PROJECT PRIORITIES (LOPP) (Pg. 20)	APPROVE
E. TRANSPORTATION ALTERNATIVES PROGRAM (TAP) GRANT APPLICATION (Pg. 25)	APPROVE
F. SAFE ROUTES TO SCHOOL GRANT APPLICATION (Pg. 39)	APPROVE

G. SE MONTEREY ROAD/FEC RAILROAD GRADE SEPARATION PRESENTATION (Pg. 48)	DISCUSSION
H. TRANSIT DEVELOPMENT PLAN (TDP) ANNUAL REPORT (Pg. 49)	APPROVE
I. SPECIAL BPAC MEETING RECOMMENDATIONS FOR E-BIKE ORDINANCES (Pg. 85)	DISCUSSION

7. COMMENTS FROM COMMITTEE MEMBERS

8. COMMENTS FROM FDOT

9. NOTES

- Martin County Bicycle and Pedestrian Facilities Map
- Development Review Interactive Map Update

10. NEXT MEETING

- CAC – April 1, 2026 @ 9:00 AM
- TAC – April 6, 2026 @ 1:30 PM
- BPAC – April 13, 2026 @ 1:00 PM

11. 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
JOINT BICYCLE AND PEDESTRIAN/CITIZEN AND TECHNICAL ADVISORY
(BPAC/CAC/TAC) MEETING**

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

Monday, October 20, 2025 @ 1:30 pm

MEETING MINUTES

1. CALL TO ORDER

The meeting was called to order at 1:30 PM by Robert Daniels.

2. ROLL CALL

Susan Ortiz, Administrative Assistant, called roll.

BPAC Members in Attendance:

Pinal Gandhi-Savdas, Chair
Julie Preast, Vice Chair
Bonnie Moser
Don Fabricy
Mike Bocchino
Yvette Goodiel
Dawn Arvin

BPAC Excused Members:

Michael MacLeod

BPAC Members Not in Attendance:

Bradford Davey
Hal Forslund

CAC Members in Attendance:

Saadie Tsaftarides, Chair
Larry Sofield, Vice Chair
William Stuckey
Matthew Sexton
Glen Alexander

CAC Members Excused:

Cindy Greenspan
Howard Lyndon Brown

CAC Members Absent:

Hilary Young
Trent Steele
Ann Kaggis

TAC Members in Attendance:

Robert Daniels, Chair
Jim Gorton, Vice Chair
Dr. Kim DeLaney
Taryn Kryzda
Clyde Dulin
Ashman Beecher
Andrew McBean
Milton Leggett

TAC Members Excused:

Mark Cocco
Peter Kunen

TAC Members Not in Attendance:

Stuart Trent

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Principal Planner
Margie Tamblyn, Senior Planner
Lucine Martens, Planner
Susan Ortiz, Administrative Assistant

Others in Attendance:

Vanita Saini, FDOT
Tony Norat, FDOT
Rana Keel, FDOT
Cesar Martinez, FDOT
James Brown, Florida's Turnpike Enterprise
Michael Melendez, FDOT
Rob Lopes, FDOT
Greg Jett, FDOT
Kent Walia, FDOT
Rajvi Shah, Kittelson Associates
Tyrone Scorsone, Kittelson Associates
Tammy Campbell
John Duchock, Assistant Town Manager of Jupiter Island
Patrick Nolan, Village of Indiantown
Mark Fecteau

A quorum was present.

3. APPROVE AGENDA

A motion to approve the agenda was made by Julie Preast and was seconded by Sadia Tsaftarides. The motion passed unanimously.

4. APPROVE MINUTES

A motion to approve the Joint BPAC/CAC/TAC Meeting Minutes of October 1, 2025, was made by William Stuckey and seconded by Don Fabricy. The motion passed unanimously.

5. COMMENTS FROM THE PUBLIC

Representatives from the Martin County Sheriff's Office addressed the Committee, led by Sergeant Joe Angelico, accompanied by Lieutenant Dave Roscoe and Lieutenant Andrew Watson. Sergeant Angelico explained that the Sheriff's Office is seeking additional legislative tools beyond the current state statutes to better address safety concerns related to e-bikes. He noted that while existing laws provide some framework, there are loopholes that make enforcement difficult. The officers emphasized that stronger local or supplemental legislation would help them mitigate accidents and injuries that are occurring in the community. They acknowledged that legislation is already being reviewed at the state level but reiterated that any support from the MPO or local jurisdictions to provide extra enforcement mechanisms would be greatly beneficial. Their goal is to reduce crashes and injuries while ensuring safer use of e-bikes in Martin County. The officers concluded by stating they would be glad to answer any questions from the Committee.

6. AGENDA ITEMS

A. FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Ms. Margie Tamblyn, Senior Planner, presented the proposed amendments to the Transportation Improvement Program (TIP) to the Committee. She outlined the specific changes requested from FDOT, including the addition of a small segment of SR-710 widening, and the addition of Section 5307 formula funds for Martin County/Port St. Lucie UZA. Ms. Tamblyn highlighted the importance of these amendments in aligning local priorities with state and federal funding opportunities.

A motion to accept the FY26-FY30 Transportation Improvement Program (TIP) Amendments was made by Julie Preast and was seconded by Michael MacLeod. The motion passed unanimously.

B. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FY27-FY31 DRAFT TENTATIVE WORK PROGRAM

Ms. Beltran reminded the Committee that in June they approved the list of project priorities for Fiscal Years 2027–2031. She explained that the priorities were submitted to the

District Office, where the District Four team incorporated them into the Draft Tentative Work Program. Ms. Beltran then introduced Mr. Cesar Martinez, who would present the Draft Tentative Work Program and share positive news for the MPO and its projects.

Mr. Martinez acknowledged the FDOT staff in attendance. The focus then shifted to the Draft Tentative Work Program. Mr. Martinez explained that over the past three months, the district team has worked closely with central office to balance the program according to the funding allocations received. Mr. Martinez provided an overview of the process, noting that construction and right-of-way costs are updated annually for projects from the previous four years. Costs have continued to rise compared to last year, while funding allocations have declined. Despite these challenges, the guiding principle remains to maintain commitments to projects already programmed in the first four years, with emphasis on safety, preservation, and maintenance. New projects or phases are generally added into the fifth year. He emphasized that the current draft program is balanced to available allocations. Attention then turned to State Road (SR) 710. Beginning with the west side, Mr. Martinez highlighted two projects: the realignment and widening of Segment A (Martin/Okeechobee County Line to SE 126th Blvd.), which remains funded in Fiscal Year 2030 with \$2.2 million, and the continuation of segment D (SW Van Buren Ave to SW Allpattah Road) funding. What is new this cycle is funding for Segments B (FPL Power Plant Road to Martin/Okeechobee County Line) and segment C (SW Allapattah Road to FPL Power Plant Road). Mr. Martinez was pleased to report that all segments in Martin County are now fully funded for construction. Construction is scheduled to begin in Fiscal Year 2029 with the realignment of Martin Highway at SR-710. Mr. Martinez noted that, despite tighter funding and rising costs, the program remains balanced and committed to delivering on safety and preservation priorities while advancing new capacity projects where possible.

Ms. Preast expressed appreciation to both Mr. Martinez and the team for their efforts. She noted her ongoing concerns, particularly given the current national climate, about the potential for budget cuts. While acknowledging that many projects remain unfunded, Ms. Preast emphasized her primary concern for those that are officially funded, asking whether they remain secure. Mr. Martinez responded by assuring the group that the district is in good standing with its funding commitments, and that the projects currently funded are stable.

A motion to accept the FDOT FY27-FY31 Draft Tentative Work Program was made by Julie Preast and was seconded by Jim Gorton. The motion passed unanimously.

C. FLORIDA TURNPIKE FY27-FY31 DRAFT TENTATIVE WORK PROGRAM

James Brown, MPO liaison for Florida's Turnpike Enterprise, provided an update on facilities and planned improvements in Martin County. He noted that the Turnpike spans 20 miles through the county and is being prepared for widening to a minimum of six lanes, with certain segments planned for expansion to eight lanes. Mr. Brown highlighted a \$43 million bridge replacement south of Becker Road, currently underway and scheduled for completion in spring 2028. The project addresses aging infrastructure and prepares the corridor for future widening. Three Martin County projects have funding for design and

right-of-way. The I-95 to Florida's Turnpike Direct Connect Interchange has design funded at \$25 million in FY30, though construction is not yet funded and is likely a decade away. Martin Highway Interchange Improvements has the design phase underway with approximately \$2 million remaining and right-of-way funded in FY29. Planned improvements include additional turn lanes and reconfigured movements to improve traffic flow. Lastly, the mainline widening, which includes the segment from Martin Highway to the St. Lucie County line, is in design, with plans to expand to eight lanes. The section from Palm Beach to Martin Highway will be widened to six lanes. Mr. Brown emphasized that while design phases are funded, construction timelines remain long-term, reflecting the scale and complexity of Turnpike projects.

Ms. Preast raised a question regarding the new bridge project south of Becker Road. She asked whether the design would be wide enough to accommodate future expansion to six or eight lanes. Mr. Brown responded by confirming that the bridge is being designed to support future capacity needs and will be built to accommodate eight lanes.

A motion to accept the Florida Turnpike FY27-FY31 Draft Tentative Work Program was made by Sadia Tsafarides and was seconded by Jim Gorton. The motion passed unanimously.

D. STRATEGIC INTERMODAL SYSTEM (SIS) MULTIMODAL UNFUNDDED NEEDS PLANS PRESENTATION

Kent Walia, representing FDOT District Four Planning and Environmental Management Office, provided an overview of the Strategic Intermodal System (SIS) before beginning his formal presentation.

Ms. Preast asked for clarification on the bar graph labeled "Wealth Index." Mr. Walia explained that the measure considers income, but more specifically the portion of income that must be directed toward essential needs. He noted that housing, transportation, and healthcare are the three primary necessities factored into the calculation. The "Wealth Index," along with related measures such as housing affordability and the diversity index, are extracts from the regional profile prepared for the study. Mr. Walia acknowledged that these measures can be complex and somewhat technical but emphasized that they are intended to provide explanatory context for regional conditions.

Ms. Preast raised additional questions, expressing a personal concern after seeing maps projecting portions of Florida underwater by 2050. She asked how seriously resiliency is being considered, particularly with respect to SR-710. Mr. Walia responded that resiliency is a key focus in design and construction projects. He explained that FDOT is ensuring corridors and projects address flooding risks, and that resiliency screenings are being conducted across all system facilities to identify vulnerabilities and incorporate improvements. Ms. Preast then shifted her concern to the Saint Lucie River railroad bridge, noting that it is nearly 100 years old and poses risks given its age and current usage. She explained that she lives north of the bridge and has read about challenges faced by boaters navigating the structure. With the increase in passenger trains alongside freight traffic, she warned of potential safety hazards should the bridge fail, emphasizing

that only one set of tracks currently exists, requiring trains to stop at either end to pass. Ms. Preast urged that every effort be made to support replacement of the bridge as soon as possible.

Mr. Sexton commented on SR-710, referencing a chart that showed a high percentage of non-Martin County travel along the corridor. He asked whether widening would continue into Okeechobee and what plans exist for roads north of Okeechobee, such as US-441, or westward connections. He noted that while these areas fall outside Martin County, traffic impacts could spill over into the county. Mr. Walia clarified that those projects fall under District One's jurisdiction but committed to looking into the matter further.

7. COMMENTS FROM COMMITTEE MEMBERS

Ms. Preast raised questions and comments regarding roadway lighting and micromobility. She noted that she had previously brought up the need for better lighting on US-1 north of the Roosevelt Bridge and observed that while landscape medians and other improvements had been completed over the past year, no new lights appeared to have been installed. She asked whether improved lighting was planned for the north side of the bridge. Mr. Leggett responded that lighting is part of an FDOT project and confirmed that installation is planned. He added that he would follow up with Ms. Preast regarding the project's schedule and timing. Ms. Preast then thanked law enforcement officers for attending and shifted to the topic of e-scooters and e-bikes. She referenced recent news from Palm Beach County, where a new ordinance was adopted restricting nearly all wheeled devices including rollerblades from sidewalks. While she did not believe such measures were necessary for Martin County, she reiterated her request for continued attention to e-scooter and e-bike regulation, noting that the BPAC would next meet in February.

Ms. Beltran clarified that BPAC had already held two meetings in October and would not have a regular December cycle. She explained that at the last meeting, Ms. Preast, Mr. Fabricy, and other BPAC members voiced concerns about enforcement and possible local regulations. Jim Gorton, Director of Public Works for Martin County, reported that the county has reached out to the Sheriff's Office to coordinate enforcement. Ms. Beltran added that the special BPAC meeting would include guests and provide an opportunity to develop recommendations that could be brought to the Joint Committee in February. She emphasized the importance of BPAC's input, noting that recommendations could then be elevated to the MPO Board for consideration. The MPO Board might, in turn, draft a letter to the County Commission recommending a local ordinance. Mr. Gorton confirmed that the County Commission is not currently on a formal schedule to consider such an ordinance but would look for direction from MPO and BPAC discussions. He noted that coordination with other agencies is ongoing and that the timing of these meetings aligns well with broader scheduling needs.

8. NOTES

Mr. Vazquez provided members with an update on the Development Review Map. He reminded the group that the map is updated four times per year and noted that the most recent update was completed at the end of September. This update incorporated new development information received from Martin County, the City of Stuart, and the Village of Indiantown. In addition to the development data, the map has been revised to reflect the project priorities adopted during the last cycle.

9. NEXT MEETING

- Joint BPAC/CAC/TAC – February 9, 2026

10. ADJOURN – Robert Daniels adjourned the meeting at 2:30 P.M.

Prepared by:

Susan Ortiz, Administrative Assistant

Date

Approved by:

Robert Daniels, TAC Chair

Date

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**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 9, 2026	DUE DATE: February 2, 2026	UPWP#: 1
WORDING: LEGAL OFFICE PRESENTATION		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The Martin MPO and its advisory committee meetings are subject to Florida law and must follow established legal and procedural requirements during meetings. Reviewing these obligations helps ensure transparency, lawful decision-making, orderly conduct, and respectful participation, while protecting the validity of committee actions and maintaining public trust.

ISSUES

At the February 2026 Joint BPAC/CAC/TAC meeting, Sebastian Fox, Senior Assistant County Attorney, will provide members with information regarding Sunshine Law, Roberts Rules of Order, and other topics.

RECOMMENDED ACTIONS

This is an Information item.



**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 9, 2026	DUE DATE: February 2, 2026	UPWP#: 5
WORDING: FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #5		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY26-FY30 TIP

BACKGROUND

The FY26-FY30 Transportation Improvement Program (TIP) was adopted by the MPO Policy Board on June 16, 2025, and became effective on October 1, 2025, to coincide with the Federal fiscal year. The Florida Department of Transportation (FDOT) has requested that an additional project be added to the FY26-FY30 TIP to match the addition to the State's Work Program.

The project being added is the SR-9/I-95 Martin County Guardrail (FM# 457180-1). This project is for the installation of a median barrier along I-95 as part of the statewide median barrier initiative.

ISSUES

At the February 9, 2026, Joint BPAC/CAC/TAC meeting, MPO staff will present the FY26-FY30 TIP Amendment #5.

RECOMMENDED ACTION

- Approve the FY26-FY30 TIP Amendment #5

FISCAL IMPACT

TIP Amendment is needed to remain consistent with the State's Work Program.

APPROVAL

MPO

ATTACHMENTS

- FDOT TIP Amendment Request Letter
- SR-9/I-95 Martin County Guardrail (FM# 457180-1) Project Sheet



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

January 15, 2026

Ms. Beth Beltran
MPO Administrator
Martin Metropolitan Planning Organization
3481 SE Willoughby Blvd., Suite 101
Stuart, FL 34994

**SUBJECT: Martin Metropolitan Planning Organization
TIP Amendment Request FY 2025/26 – 2029/30
457180-1 SR-9/I-95 MARTIN COUNTY - GUARDRAIL**

Dear Ms. Beltran:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2025/26 – 2029/30 Transportation Improvement Program.

This amendment is required because a new project has been added to the work program and needs to be reflected in the TIP.

This project is consistent with the goals of the Martin Metropolitan Planning Organization's Long-Range Transportation Plan. The TIP remains financially constrained. A State Transportation Improvement Program (STIP) Amendment is required.

If you have any questions or need additional information, please contact me on (954) 777-4451.

Sincerely,

Signed by:

Kathy White

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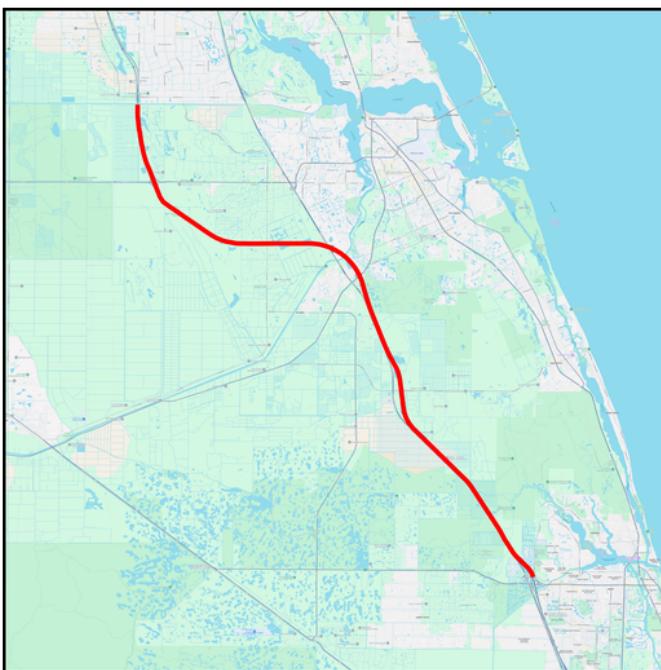
Kathy White
MPO Liaison
FDOT – District 4

Table I

STATUS	FPN	PROJECT NAME	PROJECT DESCRIPTION	PROJECT LENGTH (miles)	PHASE	FUND	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PROPOSED	457180-1	SR-9/I-95 MARTIN COUNTY - GUARDRAIL	MEDIAN BARRIER INSTALLATION ALONG I-95 AS PART OF THE STATEWIDE MEDIAN BARRIER INITIATIVE INCLUDES SHORT SEGMENT IN PALM BEACH CO 0.2 MILES	24.691	PE	ACSS	\$1,197,072	\$0	\$0	\$0	\$0	\$1,197,072
					DDR	\$346,000	\$0	\$0	\$0	\$0	\$0	\$346,000
					DIH	\$74,169	\$0	\$0	\$0	\$0	\$0	\$74,169
						\$0	\$0	\$0	\$0	\$0	\$0	\$0
						\$0	\$0	\$0	\$0	\$0	\$0	\$0
						\$0	\$0	\$0	\$0	\$0	\$0	\$0
						\$0	\$0	\$0	\$0	\$0	\$0	\$0
					TOTAL	\$1,617,241	\$0	\$0	\$0	\$0	\$0	\$1,617,241

4571801 - SR-9/I-95 MARTIN COUNTY - GUARDRAIL

Non-SIS



From: I-95
To:
Section: A - Highway
Work Summary: PRELIMINARY ENGINEERING **Length:** 24.691
Lead Agency: MANAGED BY FDOT **LRTP #:**

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PE	DDR	346,000	0	0	0	0	346,000
PE	DIH	74,169	0	0	0	0	74,169
PE	ACSS	1,197,072	0	0	0	0	1,197,072
Total		1,617,241	0	0	0	0	1,617,241

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 1,617,241

Project Description: MEDIAN BARRIER INSTALLATION ALONG I-95 AS PART OF THE STATEWIDE MEDIAN BARRIER INITIATIVE INCLUDES SHORT SEGMENT IN PALM BEACH COUNTY - 0.2 MILES



**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 9, 2026	DUE DATE: February 2, 2026	UPWP#: 3
WORDING: TRANSPORTATION SAFETY PERFORMANCE TARGETS - 2026		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

State Departments of Transportation and Metropolitan Planning Organizations (MPOs) are required to continue to adopt Safety Performance Targets to meet Federal Highway Administration (FHWA) requirements. There are five Federal Safety Performance Measures: Number of Fatalities; Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT); Number of Serious Injuries; Rate of Serious Injuries per 100 million VMT; Number of Non-motorized Fatalities and Serious Injuries. Last year's Statewide and MPO Safety Targets are included in the Martin MPO's adopted FY26-FY30 Transportation Improvement Program (TIP).

The Florida Department of Transportation (FDOT) has again identified "Vision Zero" Targets (goal of no fatalities and injuries) for all five of the Safety Performance Measures, supporting the philosophy that the death or injury of any person is unacceptable. Although data for fatalities and injuries could increase or decrease in 2026, FDOT expects that the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities and injuries.

ISSUES

MPOs have until February 27, 2026, to adopt the FDOT "Vision Zero" Targets for all five Safety Performance Measures. Given FDOT's resources and expertise in data collection and analysis, Martin MPO is requesting the adoption of FDOT's Targets of "Vision Zero".

RECOMMENDED ACTION

- a. Recommend for approval.
- b. Recommend for approval with comments.

APPROVAL

MPO

ATTACHMENTS

2026 Safety Performance Measures and Forecasting Summary Sheet

Martin MPO DRAFT

FHWA Safety Performance Measure Targets

Federal Highway Administration (FHWA) establishes five measures to assess the safety condition of Florida's public roadways:

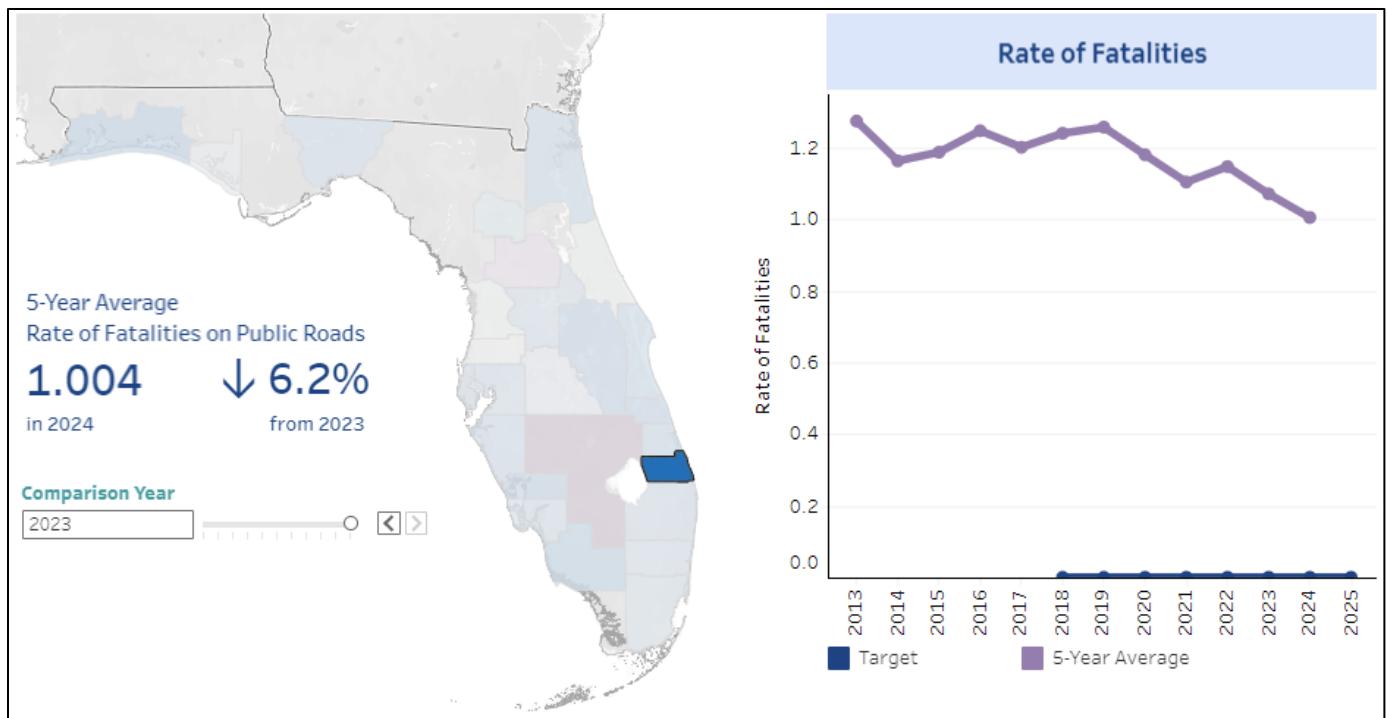
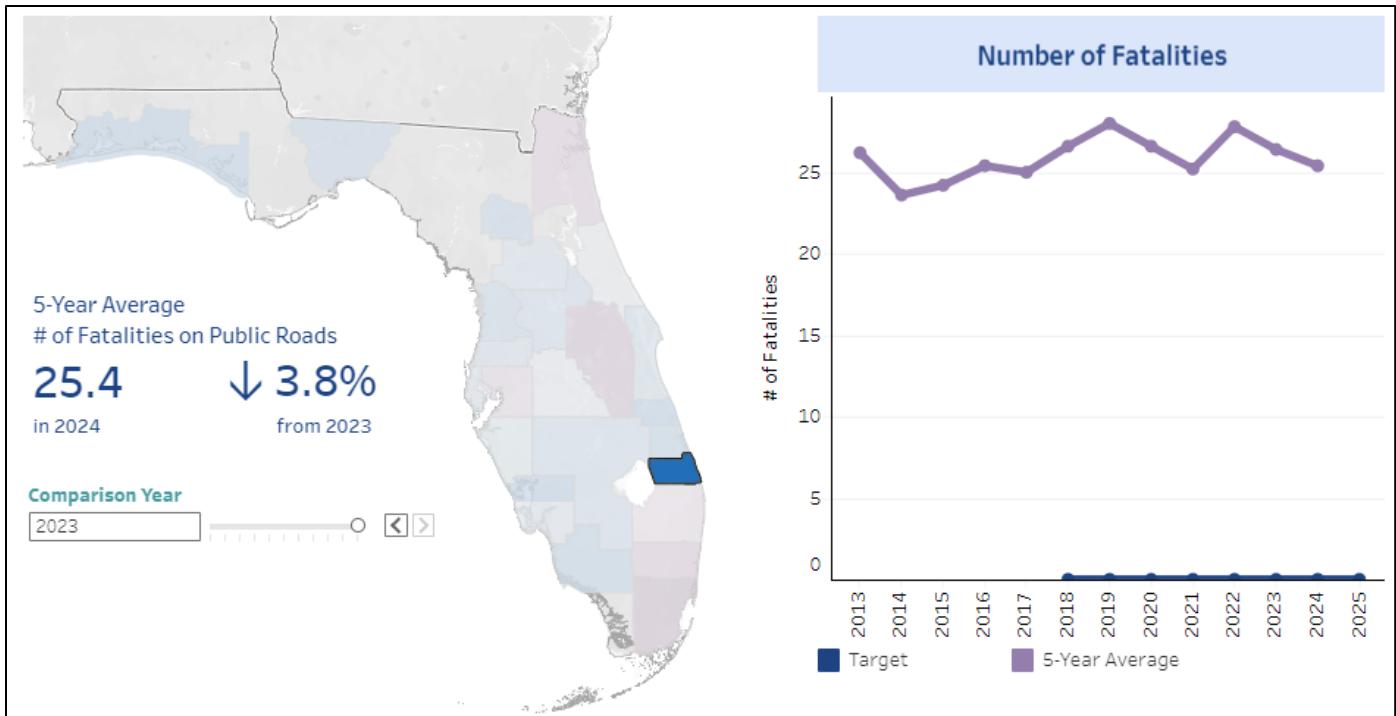
1. Number of Fatalities: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. Rate of Fatalities: The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.
3. Number of Serious Injuries: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. Rate of Serious Injuries: The total number of serious injuries per 100 million VMT in a calendar year.
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

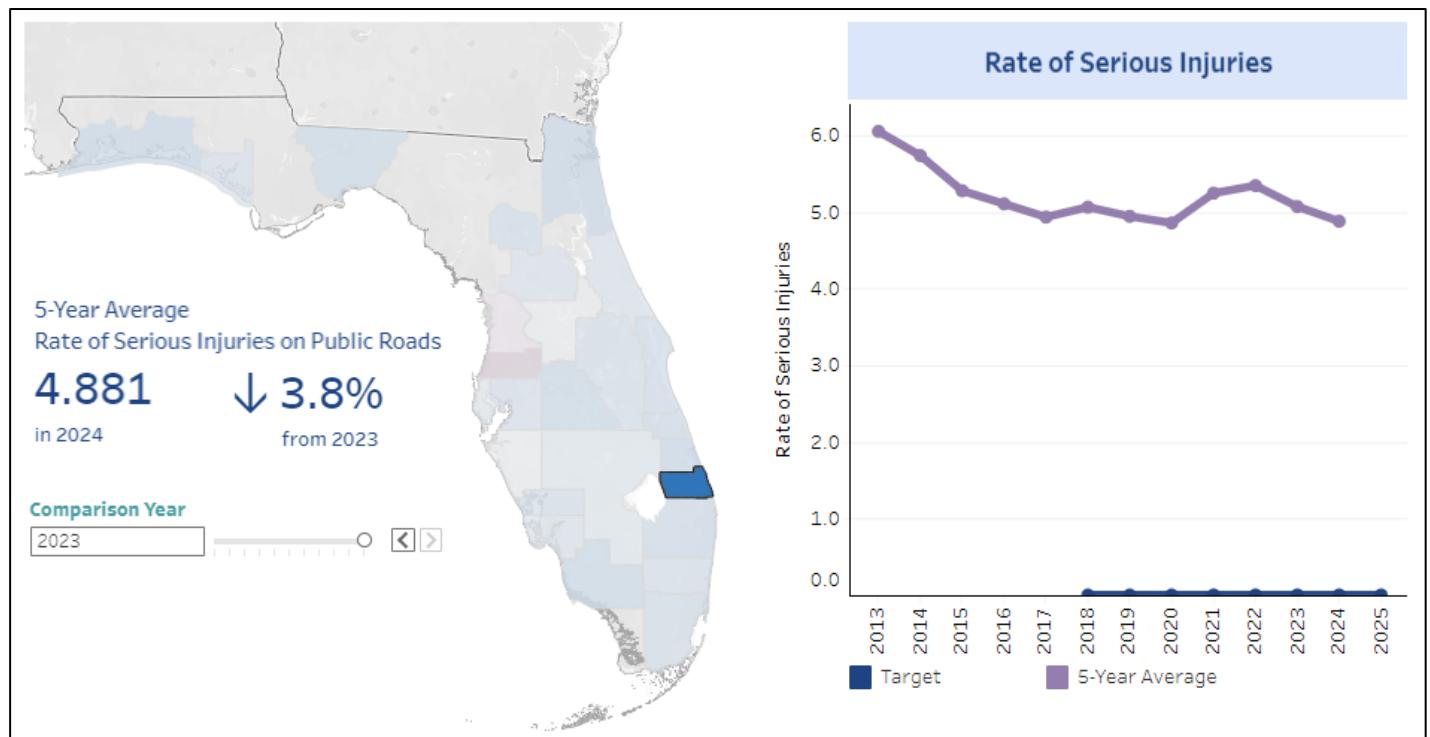
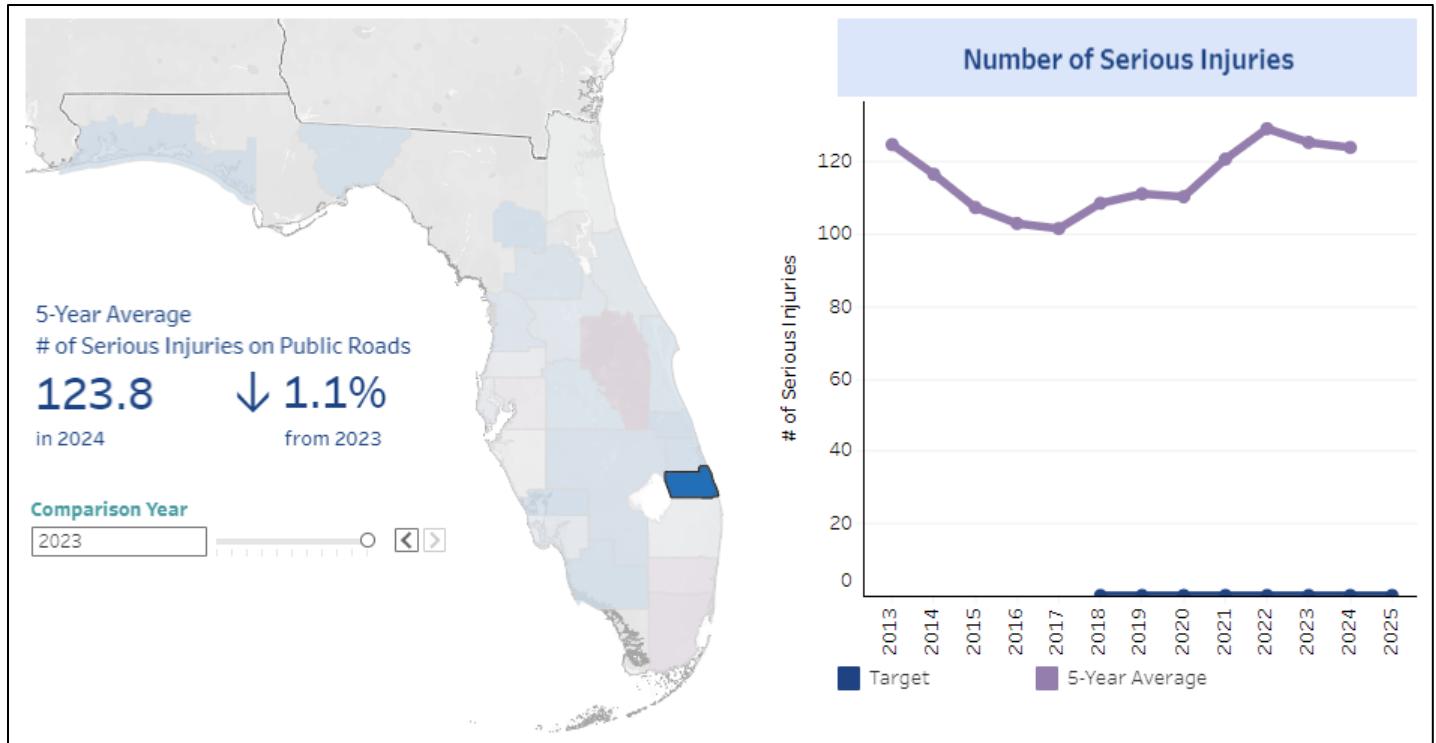
The Florida Department of Transportation (FDOT) and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries, with the understanding that the death or serious injury of any person is unacceptable. Therefore, FDOT has established zero as the only acceptable target for all five of the federal safety performance measures. FDOT reaffirms this commitment each year in setting annual safety targets. Some MPOs have established their own targets for the safety measures.

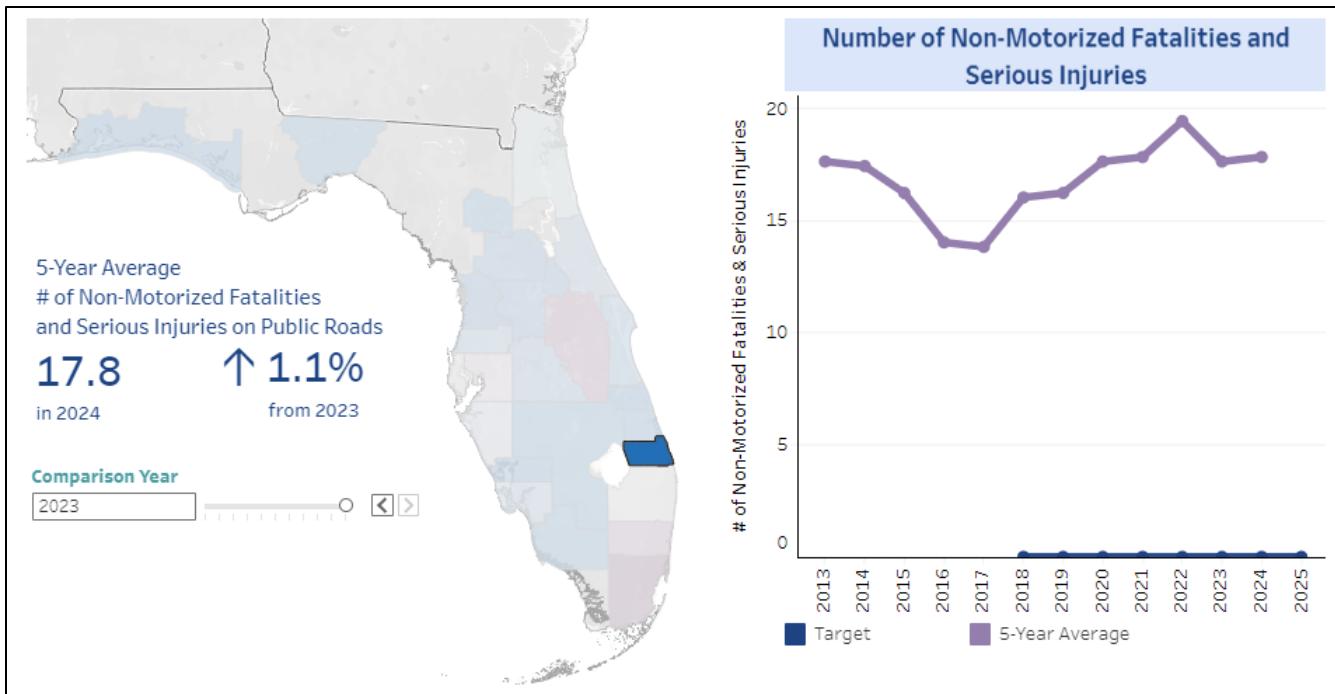
Proposed PM 1 – Safety Targets

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

FDOT's Federal Performance Measures SourceBook Page







Date of last refresh for all graphs: 8/29/2025

SOURCES

Fatality and serious injury counts from Signal Four Analytics (S4) database as of March 1, 2025: any figures that include the 2024 data are preliminary at this time and may change with future updates; Traffic volumes as published by FDOT Transportation Data and Analytics (TDA) Office.



**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 9, 2026	DUE DATE: February 2, 2026	UPWP#: 5
WORDING: DRAFT FY28-FY32 LIST OF PROJECT PRIORITIES (LOPP)		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Draft FY28 – FY32 LOPP

BACKGROUND

The MPO is required to submit its List of Project Priorities (LOPP) each year for the 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.

The Local Road Safety Program (LRSP) is a reimbursable federal aid program administered by FDOT. The program supports strategies to enhance safety on the roadway system and helps fund infrastructure projects that demonstrate safety improvements for existing roadways or intersections. As part of this process, the Safety Priority List was developed. Projects on this list will be considered for LRSP funding in the FDOT FY28-FY32 Work Program.

FDOT requires that the MPO submit the Draft LOPP by March 1st of each year. LOPP Scoping Forms must be completed for all new projects and must also be submitted with the Draft LOPP by March 1st. The Final LOPP will be presented at the June advisory committee meetings and at the MPO Board meeting for adoption.

ISSUES

At the February 2026 Joint BPAC/CAC/TAC meeting, MPO staff will present the Draft List of Project Priorities for review and recommendations.

RECOMMENDED ACTION

- Approve the Draft FY28-FY32 List of Project Priorities as presented.
- Approve the Draft FY28-FY32 List of Project Priorities with comments.

FISCAL IMPACT

The List of Project Priorities will guide FDOT with the application of transportation funds in the next year's FY28-FY32 Tentative Work Program.

AGENDA ITEM 6D

APPROVAL

MPO

ATTACHMENTS

- a. Draft FY28-FY32 Federal Attributable UNFUNDED Project Priorities
- b. Draft FY28-FY32 Unfunded Safety Priority List

**DRAFT MARTIN MPO FY28-FY32 Federal Attributable
UNFUNDED List of Project Priorities**

FY28 Rank	Facility	Segment Limits		Project Description	2050 LRTP Page	Prev. Rank	FM #	Phase Funded
		From	To					
1	SE Cove Rd.	SR-76 / Kanner Hwy.	US-1 / Federal Hwy.	Widen from 2-lanes to 4-lanes, shared use pathway, CEI, green mast arms	7-16	3	441700-1	Design FY26 ROW FY27
2	SE Commerce Ave.	SE Indian St.	SE Salerno Rd.	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks, intersection improvements	5-26	6		
3	CR-713/High Meadow Ave	I-95	CR-714/Martin Hwy.	Widen from 2 lanes to 4 lanes with shared-use pathway	7-9	11	441699-1	Design FY26 ROW FY29
4	CR-609 / SW Allapattah Rd.	SR-710	2,800 feet north of Minute Maid Rd.	Resurfacing, shoulder widening, southbound left turn lane & traffic signal, CEI	5-16	13		
5	Passenger Rail Station and Improvements	FEC Railroad		Passenger rail station & rail safety improvements	7-24			
6	US-1	At SW Palm City Rd.		Intersection reconstruction, extension of US-1 right-turn lane onto Kanner Hwy.	5-28	7		
7	CR-609 /SW Allapattah Rd.	Approx. 3 miles N of Minute Maid Rd.	St. Lucie County Line	Resurfacing, shoulder widening, safety improvements	5-16	14		
8	SE Pomeroy St	SR-76 / S Kanner Hwy.	SR-5 / US-1	Resurfacing	G-16	15		
9	SR-A1A / SE Ocean Blvd.	At SR-714 / SE Monterey Rd		Provide accessible route at southwest corner	G-9	17		
10	CR-714	Fox Brown Rd.	West of I-95	Resurfacing	5-26			
11	SW Citrus Blvd.	SW Hemingway Ter.	SR-710	Resurfacing, shoulder widening, safety improvements	7-55	12		
12	Monterey Rd. & East Ocean Blvd.	Kingswood Ter.	St. Lucie Blvd.	Mid-block pedestrian crosswalks	7-54	9		

13	Willoughby Blvd. Extension	Monterey Rd.	US-1	New 2-lane road with bike lanes and sidewalks, shared use pathways	7-9	10	419669-3	PD&E FY26 Design FY30
14	N Sewall's Point Rd.	East Ocean Blvd.	NE Palmer St.	Mitigate for sea level rise impact	5-33	16		
15	CR-708/SE Bridge Rd.	Bascule Bridge		Bridge Replacement	3-2	4		
16	SW Palm City Rd.	Monterey Rd.	US-1	Complete Streets improvements	5-28	8		
17	SR-76 / Kanner Hwy.	At SW South River Dr.		New southbound right turn lane at South River Dr. & traffic signal	G-9	18		

DRAFT
FY28-FY32
Unfunded Safety Priority List

FY28 Rank	Facility	Segment Limits		Project Description
		From	To	
1	SE Dixie Hwy	SE Osprey St	SE Gleason St	NB/SB left-turn lane at Dixie/Osprey. Traffic signal at Dixie/Gleason. Improvements to railroad interconnection, traffic signals, and grade crossing.
2	SW Amaryllis Ave	CSX Crossing		Railroad crossing gates
3	Bridge Rd	@ Powerline Drive		Turn lane
4	Railroad Crossings.	County Wide		Second train incoming warning system



**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 9, 2026	DUE DATE: February 2, 2026	UPWP#: 6
WORDING: TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT APPLICATION		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The Federal Transportation Alternatives Program (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. However, TAP funding does not cover design costs, permitting, environmental or archaeological reports/documentation, and certain construction items, such as utility relocations, utility adjustments, and as-built surveys.

ISSUES

The MPO received the following application for the 2026 Application Cycle.

Palm Lake Park Sidewalk Project:

New six-foot wide sidewalk proposed around the circular greenspace that serves as the ingress and egress to the neighborhood. It also includes minor drainage improvements, new crosswalks and connection points, updated signing and pavement markings, and ADA compliant curb ramps.

At the February 2026 advisory committee meetings, Martin County staff will present the County's TAP project.

RECOMMENDED ACTION

- Approve 2026 Martin County TAP Application.
- Approve 2026 Martin County TAP Application with comments.

FISCAL IMPACT

\$914,745 (\$884,745 TAP, \$30,000 local funds)

AGENDA ITEM 6E

APPROVAL

MPO

ATTACHMENTS

Palm Lake Park Sidewalk Project PowerPoint presentation

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MARTIN MPO
Metropolitan Planning Organization

Joint Meeting 2/9/2026

PALM LAKE PARK
SIDEWALK PROJECT

2026 FDOT
TRANSPORTATION
ALTERNATIVES APPLICATION
CYCLE
(FY 30 FUNDING)

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TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA)

The Transportation Alternatives Set-Aside Program (TA) is a reimbursable federal aid program administered by the Florida Department of Transportation (FDOT).

The program supports :

- Smaller-scale, non-traditional transportation projects.
- Activities that expand and integrate accessible non-motorized travel choices.
- Safe routes for non-drivers.
- Accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990 (ADA).

Non-traditional projects linked to the transportation system may include:

- On- and off-road bicycle and pedestrian facilities
- Accessibility improvements compliant with ADA
- Recreational trails



Existing Conditions – Palm Lake Park

- The Palm Lake Park neighborhood is located just west of US-1 just north of the Roosevelt Bridge.
- The neighborhood has one (1) entrance adjacent to US-1 – a major arterial roadway.
- There are missing sidewalk links within the Palm Lake Park neighborhood and no connection points to the existing sidewalk on US-1.
- Palm Lake Park residents have identified critical safety concerns for pedestrians and children walking with no sidewalk or buffer from vehicular traffic.
- The proposed sidewalk project will provide safe, ADA compliant connection points to US-1 for pedestrians, bicyclists and other non-drivers.



NCDOT, 2014 (CC 2.0)



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Safe Routes for Non-Drivers – Palm Lake Park

Provide connectivity for residents to neighboring areas:

- Adjacent to a Martin County bus stop
- Middle and High School Bus Stops
- 0.7 miles to an Elementary School
- 0.3 miles to shopping plaza with grocery store
- 0.4 miles to shopping plaza with fitness center
- 1 mile to Haney Creek Nature Preserve
- 1.7 miles to major shopping mall



NW Crescent Drive – Photo taken 11/25



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PROJECT LOCATION



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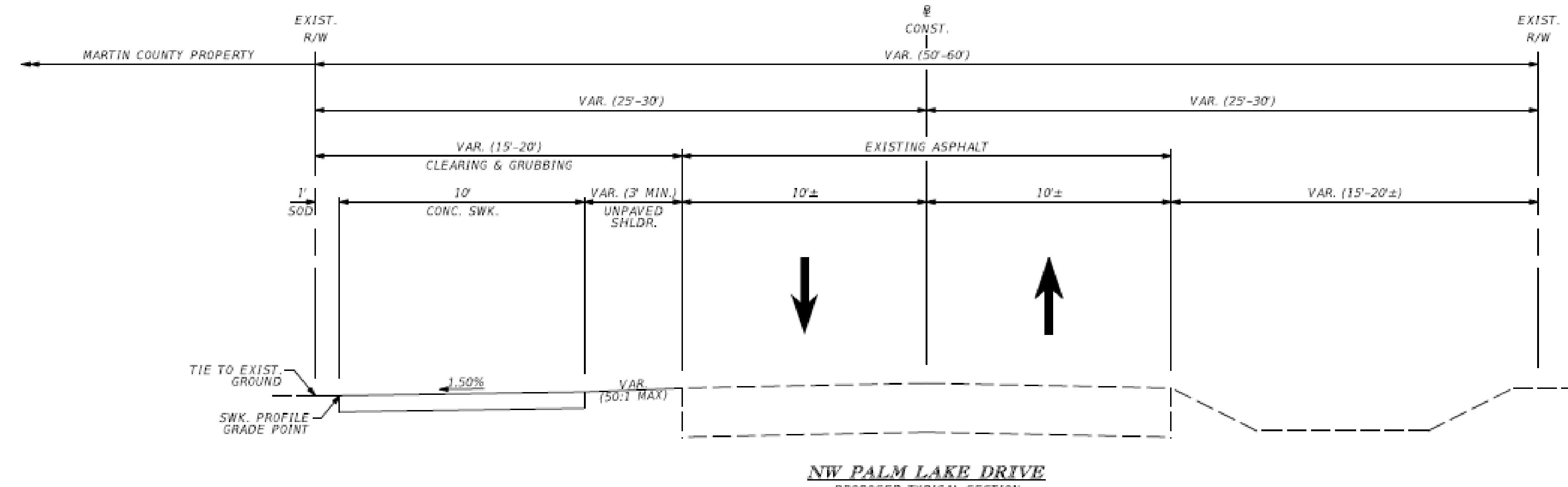
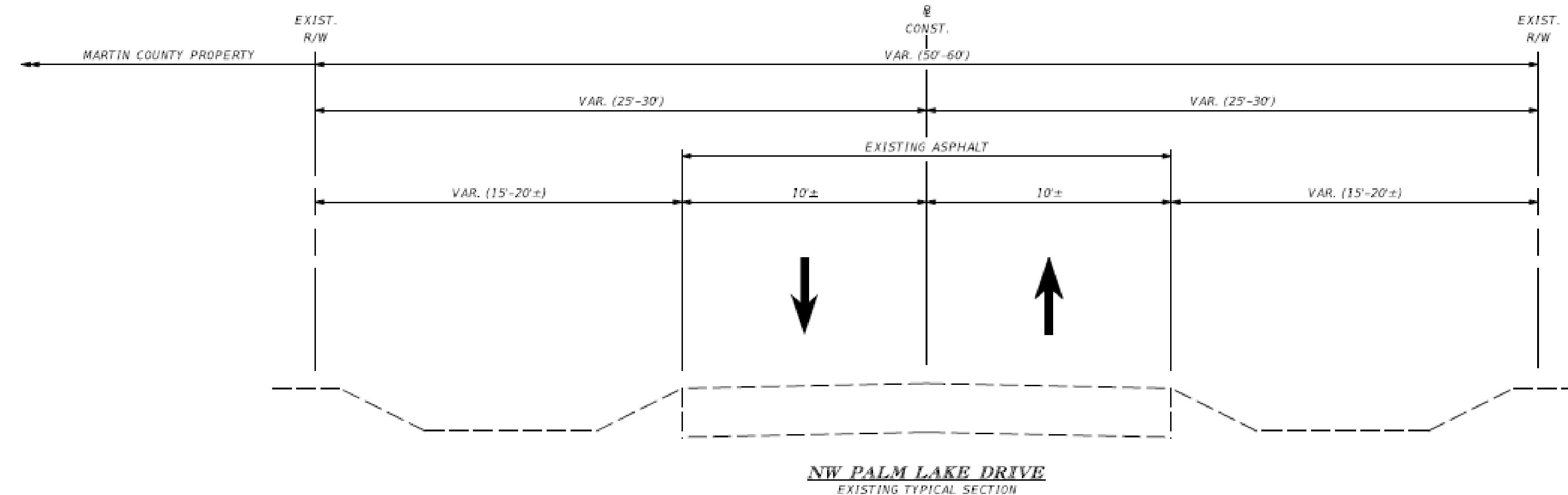
PROJECT SCOPE

- New 6' wide sidewalk is proposed around the circular greenspace that serves as the ingress and egress to the neighborhood.
- Approximately 2900 linear feet of sidewalk.
- A minor drainage improvements due to additional sidewalk.
- New crosswalks and connection points.
- Updated signing and pavement markings.
- ADA compliant curb ramps.

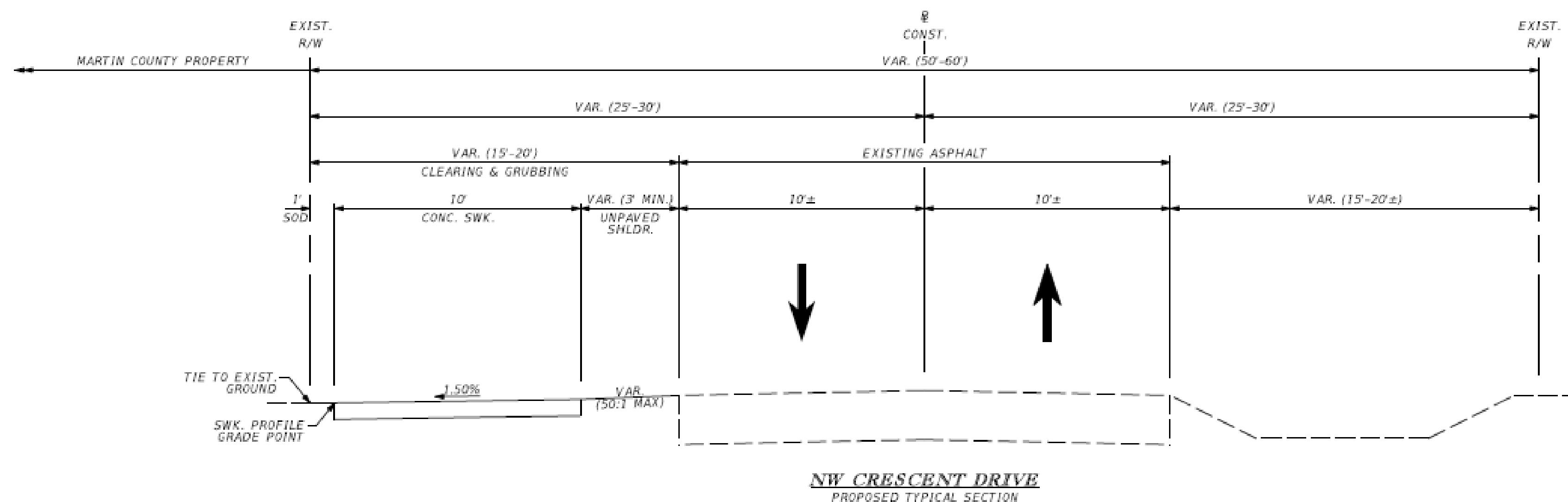
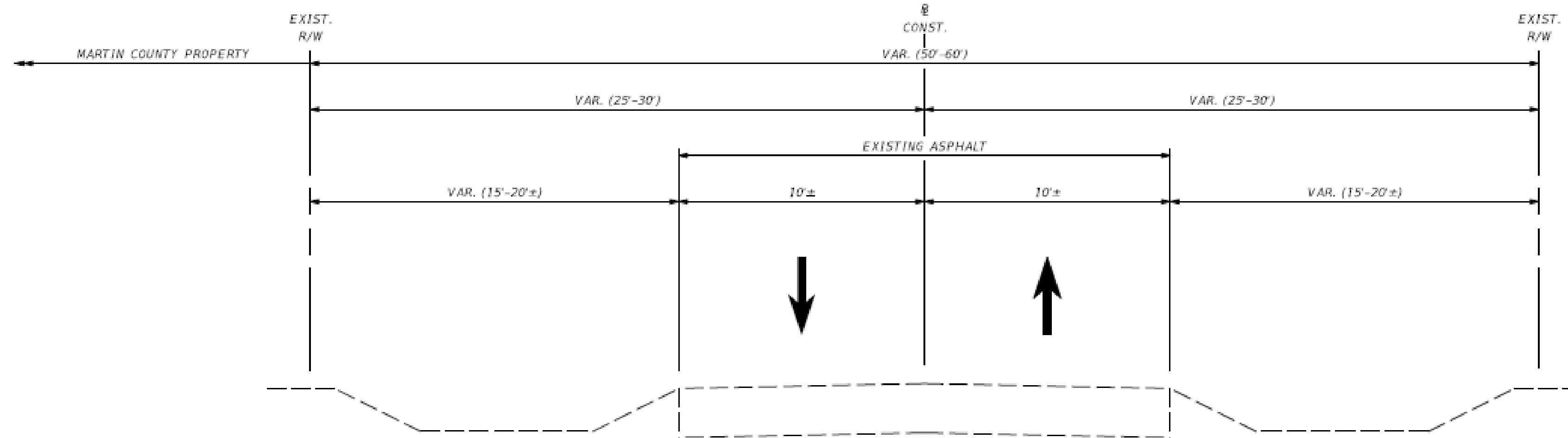


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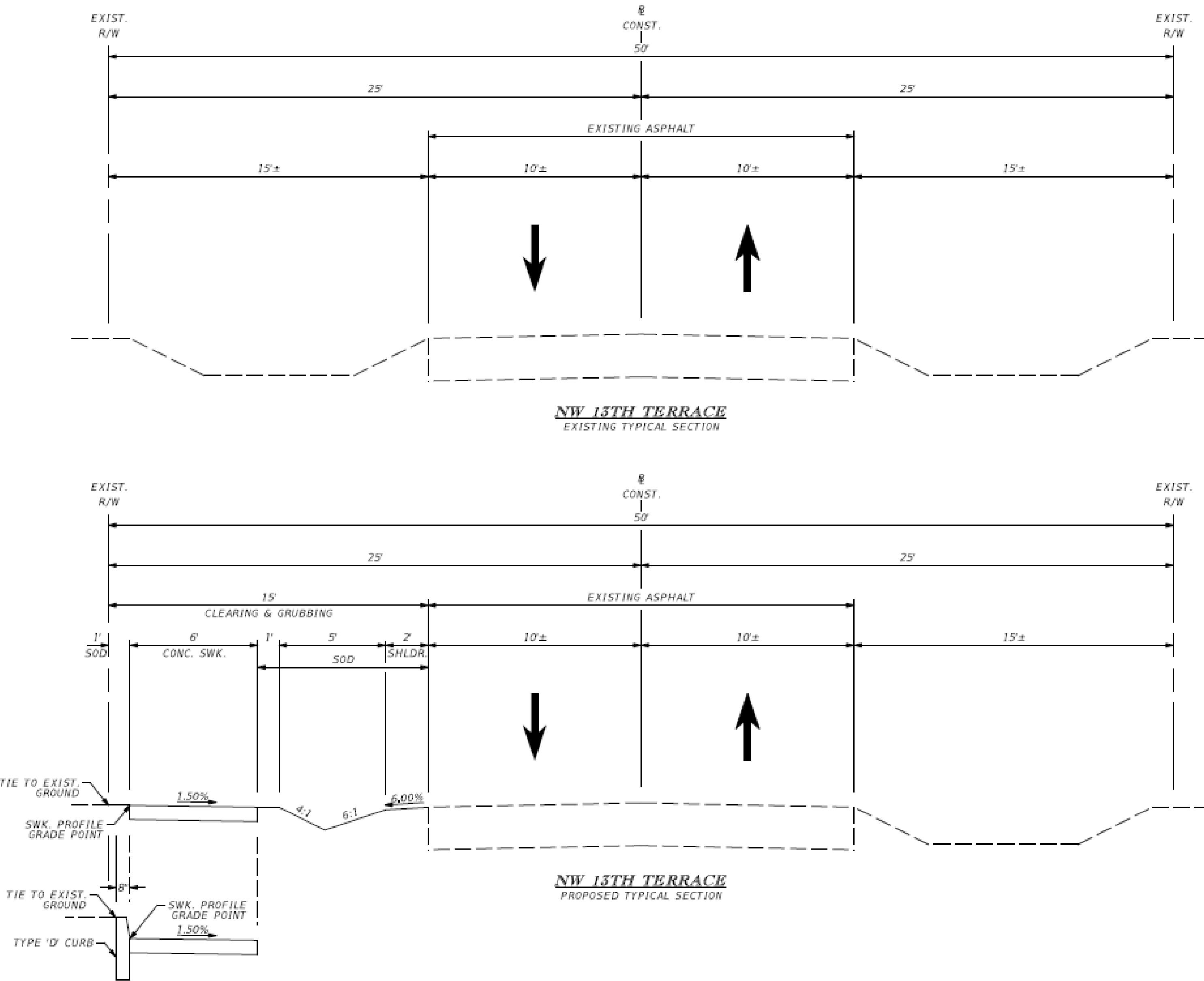
EXISTING & PROPOSED TYPICAL SECTION



EXISTING & PROPOSED TYPICAL SECTION



EXISTING & PROPOSED TYPICAL SECTION



FUNDING ALLOCATION

TOTAL CONSTRUCTION COST
ESTIMATE:
\$914,745.

GRANT REQUESTED FUNDS:
\$884,745.

LOCAL FUNDS:
\$30,000.



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LOCAL SUPPORT

The project will be presented at the following meetings for public input:

- Palm Lake Park Neighborhood Meeting 1/14/2026
Residents support the sidewalk project.
- MPO Joint CAC/TAC/BPAC meeting 2/9/2026
- MPO Policy Board meeting 2/23/2026
- A Resolution of Support was heard by the Martin County Board of County Commissioners at the December 9, 2025 meeting. Resolution 25-12.16



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QUESTION & ANSWER



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**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 9, 2026	DUE DATE: February 2, 2026	UPWP#: 5
WORDING: SAFE ROUTES TO SCHOOL PROJECT – NE ROSETREE DRIVE/NE LAKE DRIVE SIDEWALK		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

Safe Route to School (SRTS) is sponsored by the Florida Department of Transportation (FDOT) and provides technical and funding support to select communities. The primary goals of the program are to:

- Enable and encourage children, including those with disabilities to walk and bicycle to school
- Make walking and bicycling to school safe and appealing.
- Facilitate planning, development, and implementation of projects to meet the program goals.

Martin County is submitting an SRTS application for the Jensen Beach Elementary School and NE Rosetree Drive/NE Lake Drive sidewalk project.

ISSUES

At the February 2026, Joint BPAC/CAC/TAC meeting, Martin County staff will present the Jensen Beach Elementary School and NE Rosetree Drive/NE Lake Drive sidewalk SRTS project.

RECOMMENDED ACTIONS

- Approve SRTS grant application
- Approve SRTS grant application with comments

APPROVAL

MPO

ATTACHMENTS

- SRTS Application
- PowerPoint will be sent at a later date



FLORIDA DEPARTMENT OF TRANSPORTATION
FLORIDA'S SAFE ROUTES TO SCHOOL
INFRASTRUCTURE APPLICATION

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SECTION 1 – SCHOOL, APPLICANT, MAINTAINING AGENCY & M/TPO INFORMATION

Notes: Signatures confirm the commitment of the School, Applicant and Maintaining Agency to follow the Guidelines of the Florida's Safe Routes to School Program. The School is responsible for data collection before and after the project is built. It is also responsible for promoting safe walking and biking to and from school. The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, &/or maintain the project. The Maintaining Agency is responsible for any project cost increases. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

SCHOOL INFORMATION

SCHOOL NAME:

SCHOOL ADDRESS:

COUNTY:

CITY:

ZIP:

TYPE:

YEAR BUILT:

CONGRESSIONAL DISTRICT:

PRINCIPAL'S NAME:

(Printed)

PHONE #:

EMAIL:

PRINCIPAL'S SIGNATURE:

DATE:

APPLICANT INFORMATION

APPLICANT:

TITLE:

NAME OF APPLICANT AGENCY/ORGANIZATION:

APPLICANT AGENCY/ORGANIZATION TYPE:

APPLICANT:

TITLE:

MAILING ADDRESS:

CITY:

STATE: FLORIDA

ZIP:

PHONE #:

E-MAIL:

SIGNATURE:

DATE:

Applicant

I viewed/attended the SRTS webinar and have reviewed this application for completeness.

ATTENDEE'S SIGNATURE:

DATE:



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MAINTAINING AGENCY INFORMATION				
MAINTAINING AGENCY 1 City <input type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation <input type="checkbox"/> District <input type="checkbox"/>				
NAME OF MAINTAINING AGENCY:			DUNS #:	
CONTACT PERSON:		TITLE:		
MAILING ADDRESS:				
PHONE #:		E-MAIL:		
CITY:		STATE: FLORIDA		ZIP:
<i>Note: your signature below indicates your agency's willingness to enter a Local Agency Program (LAP) or other formal agreement with FDOT to complete the project if selected for funding.</i>				
SIGNATURE:		DATE:		
MAINTAINING AGENCY 2 City <input type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation <input type="checkbox"/> District <input type="checkbox"/>				
NAME OF MAINTAINING AGENCY:			DUNS #:	
CONTACT PERSON:		TITLE:		
MAILING ADDRESS:				
PHONE #:		E-MAIL:		
CITY:		STATE: FLORIDA		ZIP:
<i>Note: your signature below indicates your agency's willingness to enter a Local Agency Program (LAP) or other formal agreement with FDOT to complete the project if selected for funding.</i>				
SIGNATURE:		DATE:		
METROPOLITAN/TRANSPORTATION PLANNING ORGANIZATION (M/TPO) SUPPORT				
If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:				
NAME OF MPO:				
CONTACT PERSON:		TITLE:		
MAILING ADDRESS:				
CITY:		STATE: FLORIDA		ZIP:
PHONE #:		E-MAIL:		
SIGNATURE:		DATE:		



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SECTION 2 – ELIGIBILITY AND FEASIBILITY CRITERIA

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A- 2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

A1. Has a school-based SRTS Committee (including school representation) been formed? Yes No
A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes Yes No
A3. Public notification of SRTS meeting? Yes No

B1. Does the school agree to provide student travel data (section 4F) before and after the project is built, following a schedule provided by the District? Yes No

C. **Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.**
Have you provided either survey/as-builts or right of way documentation that shows adequate right of way exists for the proposed improvement? Yes No

D. Is the Maintaining Agency Local Agency Program (LAP) Certified? (currently qualified & willing to enter into a LAP agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) Yes No

If **No**: Are they willing to become LAP Certified? Yes No

If the agency is not willing to become LAP Certified, explain how this project could be built without this certification:

E. Who do you propose to be responsible for each phase of the project?
Design: City County Other, Including FDOT (Explain below)
Construction: City County Other, Including FDOT (Explain below)
Maintenance: City County Other, Including FDOT (Explain below)
If you checked **Other, including FDOT** for any of the above, please explain the responsible party for each phase, including documentation you have been talking to about this:
Is the County/City willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:
Install and/or maintain any traffic engineering equipment included in this project? Yes No
Construct and maintain the project on a state road? Yes No N/A

F. Public Support - *Explain your public information or public involvement process below.*
Failure to provide documentation of public involvement activities directly with affected property owners is grounds for an application to be excluded from consideration.

Describe public meetings that have been held to notify neighbors directly affected by proposed projects and overall reaction to the project:

Contact the following groups. Indicate if you have contacted the following:

- Neighborhood association or other neighborhood meetings to inform neighbors directly affected
- Metropolitan Planning Organizations or Regional Planning Councils
- Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils or Community Traffic Safety Teams
- PTA/PTO/school meetings have been held to inform parents and school staff about this project
- Local news agencies
- Groups not listed above, please add name(s) below:

**You may attach up to six unique letters, on official letterhead, from contacted groups. The letters should indicate why and how the authors can support the proposed project at the affected school.*

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

H. Is this project in a Rural Economic Development Initiative (REDI) community? Yes No
FS defines a rural community as: A county with a population of 75,000 or less; A county with a population of 125,000 or less which is contiguous to a county with a population of 75,000 or less; or Any municipality with a county as described above.



FLORIDA DEPARTMENT OF TRANSPORTATION
FLORIDA'S SAFE ROUTES TO SCHOOL
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SECTION 3 – BACKGROUND INFORMATION: FIVE E'S

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Toolkit: [SRTS HOME PAGE \(fdot.gov\)](http://SRTS.HOME.PAGE(fdot.gov))

1. ENGINEERING

1A. PAST:	1B. FUTURE:
------------------	--------------------

2. EDUCATION

If your school has taught or plans to teach the FLSRTS Curricula ([SRTS HOME PAGE \(fdot.gov\)](http://SRTS.HOME.PAGE(fdot.gov))) or other education program, provide details below:

2A. PAST:	2B. FUTURE:
------------------	--------------------

3. ENCOURAGEMENT

3A. PAST:	3B. FUTURE:
------------------	--------------------

4. ENFORCEMENT

4A. PAST:	4B. FUTURE:
------------------	--------------------

5. EVALUATION

5A. PAST:	5B. FUTURE:
------------------	--------------------



FLORIDA DEPARTMENT OF TRANSPORTATION
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SECTION 4 – PROBLEM IDENTIFICATION

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

1. Opportunity to resolve a documented hazardous walking condition (defined by Florida Statute 1006.23) and eliminate the resultant school busing.

Yes No

If Yes, please enter the documented date and case number:

Include a discussion of public support for the project if busing were eliminated:

2. Opportunity to eliminate current courtesy busing being done for a perceived hazardous condition. Include a discussion of public support for the project if busing were eliminated:

B. Describe existing conditions/obstacles which may prevent walking or bicycling to your school. Attach a map showing the existing multimodal conditions and photographs (.jpg format) of existing conditions.

C. Provide an estimate of the number of students living near the school and explain how this relates to the anticipated success of the proposed SRTS project:

D. Provide a summary of any relevant demographic data within the school boundary area.

E. Provide the percent of free or reduced lunch program at the affected school:

F. STUDENT TRAVEL DATA:

1. School data

a. Number of students in this school:

b. Percent of student in school currently walking or biking to school:

Based on (mark all that apply): Existing School Data: Visual Observation Survey: Estimates:

2. Route Data:

a. Number of students from the affected schools living along the proposed route:

Based on (mark all that apply): Existing School Data: Visual Observation Survey: Estimates:

b. Number of students currently walking or biking along this route:

Based on (mark all that apply): Existing School Data: Visual Observation Survey: Estimates:

c. Estimate of students who could walk or bike along the proposed route after improvements:



FLORIDA DEPARTMENT OF TRANSPORTATION
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SECTION 5 – SPECIFIC INFRASTRUCTURE IMPROVEMENT(S) REQUESTED

A. LOCATION

Note: The entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools. Provide a map showing the school attendance boundary area and location of the proposed project.

Request #1 St. Name: Maintaining Agency: City County State

From: To:

Project's closest point to school: 0 to 1/2 mile; 1/2 to 1 mile; 1 to 1 1/2 miles; 1 1/2 miles+

Request #2 St. Name: Maintaining Agency: City County State

From: To:

Project's closest point to school: 0 to 1/2 mile; 1/2 to 1 mile; 1 to 1 1/2 miles; 1 1/2 miles+

See Attachment for additional project sites:

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations: Provide a map of the proposed improvement locations.

B. SIDEWALK, BIKE LANE, PAVED SHOULDER, OR SHARED USE PATH

<input type="checkbox"/> Continuation of Existing Sidewalk	<input type="checkbox"/> New Sidewalk
<input type="checkbox"/> Continuation of Existing Bike Lane	<input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction)
<input type="checkbox"/> Continuation of Paved Shoulder	<input type="checkbox"/> New Paved Shoulder
<input type="checkbox"/> Continuation of Shared Use Path	<input type="checkbox"/> New Shared Use Path

Comments: Describe below your requests in detail, including location, length, side of road, etc.

Request #1:

Request #2:

Provide Attachment for additional project sites.

Describe any other requests:

C. TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

<input type="checkbox"/> We have all necessary traffic control devices (Proceed to E)	
<input type="checkbox"/> We need pedestrian signals (features)	<input type="checkbox"/> We need other school-related signals or beacons
<input type="checkbox"/> We need traffic signs	<input type="checkbox"/> We need other school-related signs
<input type="checkbox"/> We need marked crosswalks	<input type="checkbox"/> We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA

Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic

St 1: Posted Speed Limit:	Observed Speed:	AADT:
St 2: Posted Speed Limit:	Observed Speed:	AADT:



FLORIDA DEPARTMENT OF TRANSPORTATION
FLORIDA'S SAFE ROUTES TO SCHOOL
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SECTION 6 – COST ESTIMATE

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible as we do not allow contingency. If your local agency is providing local funding to supplement the request, please provide the information below.

Questions? Contact your FDOT District Coordinator ([directory](#)):

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Florida Design Manual (FDM) and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:
<https://www.fdot.gov/roadway>

Provide the costs for the following:

Construction Cost

Maintenance of Traffic Cost (MOT) Mobilization

Cost

Subtotal Cost

Total Construction Cost

Professional Engineering Design Cost

Construction Engineering and Inspection Cost

GRAND TOTAL COST

Local Contributions (if any)

Please note the phase of the project that local contributions (if any) are provided for

Printed name of person preparing detailed cost estimate:

Agency submitting cost estimate:

Contact #:

Email:

Signature

Date:

By signing above, your agency takes responsibility for any costs over the requested funding amount.

Additional Agency Representative:

Contact #:

Email:

Signature

Date:

By signing above, your agency takes responsibility for any costs over the requested funding amount.

REQUEST FOR FUNDING COST ESTIMATE

A Request for Funding Cost Estimate must be signed and sealed by a licensed Professional Engineer ("P.E.") and submitted as part of the application. Please access the accompanying Funding Cost Estimate form #500-000-30b available at [Procedural Document Library \(fdot.gov\)](#).



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FLORIDA'S SAFE ROUTES TO SCHOOL
INFRASTRUCTURE APPLICATION

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SECTION 7 - SUBMISSION CHECKLIST

Notes: These will be counted toward total application score.

- Application
- SRTS Meeting Public Notification
- SRTS Meetings Sign in Sheet & Minutes
- Proof of Right of Way
- Letters of Public Support (up to 6)
- Documentation Affected Homeowners were Notified
- Documentation of Hazardous Walking Condition (if applicable)
- Current/recent color photo of project location (jpg format)
- Request for Funding Cost Estimate
- Map Showing School Location and Attendance Boundary
- Map Showing Existing Conditions
- Map Showing Proposed Improvements
- Traffic/Engineering Report Evaluating the Problem (if applicable)
- Signal Warrants (if applicable)
- Benefit Cost Form (if applicable)

District specific requirements (if any)



**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 9, 2026	DUE DATE: February 2, 2026	UPWP#: 5
WORDING: FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) MONTEREY ROAD AT FEC RAILROAD CROSSING GRADE SEPARATION PROJECT		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: None

BACKGROUND

In 2017, the MPO Board adopted the FEC Railroad Grade Separation Feasibility Study that recommended a grade separation on Monterey Road at the FEC Railroad. Monterey Road Grade Separation at the FEC Railroad Crossing project has been on the Martin MPO List of Project Priorities (LOPP) since June 2017. The project has been funded for construction in the FY26-FY30 Draft Tentative Work Program.

FDOT is conducting a Project Development and Environment (PD&E) Study for the grade separation project. A PD&E is conducted to meet the requirements of the National Environmental Policy Act. During the study, FDOT will determine the location and conceptual design of feasible build alternatives for roadway improvements and their social, economic, and environmental effects.

ISSUES

At the February 2026 Joint BPAC/CAC/TAC meeting, FDOT staff will give an update on the Monterey Road at FEC Railroad Crossing Grade Separation project.

RECOMMENDED ACTION

Provide comments.

APPROVAL

MPO

ATTACHMENTS

PowerPoint presentation will be sent out at a later date.



**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 9, 2026	DUE DATE: February 2, 2026	UPWP#: 5
WORDING: TRANSIT DEVELOPMENT PLAN (TDP) ANNUAL REPORT		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

A Transit Development Plan (TDP) Annual Update is intended to review and document a transit agency's progress toward the goals, service strategies, and performance measures outlined in its adopted TDP. The update evaluates changes in ridership, operating conditions, funding, and community needs, and identifies any adjustments necessary to keep the plan current and compliant with state and federal requirements.

As a result of the 2024 revision to the Florida Administrative Code, both the five-year Transit Development Plan (TDP) and the Annual TDP Updates are required to be presented to the MPO Policy Board.

ISSUES

At the February 2026 Joint BPAC/CAC/TAC meeting, Martin County Public Transit (MCPT) staff will present the TDP Annual Update.

RECOMMENDED ACTIONS

- a. Recommend for approval.
- b. Recommend for approval with comments.

APPROVAL

MPO

ATTACHMENTS

- Transit Development Plan Annual Report PowerPoint Presentation
- Transit Development Plan Annual Report



2025 - 2034
TRANSIT
DEVELOPMENT PLAN

Annual Update

Marty

INTRODUCTION

Purpose of the Update

Overview of the New TDP Rule

- Rule 14-73.001, Florida Administrative Code

Overview of the TDP Process

Requirement	Page
Overview of TDP Process	5
Metropolitan Transportation Planning Process Coordination Program	6
List of Priority Projects	9
A formatted table presenting the ten-year schedule of projects	17
Financial Plan	21
Any updated modifications to the previous year's ten-year operating and capital program and extending this ten-year operating and capital program to a new tenth year.	22

METROPOLITAN TRANSPORTATION PLANNING PROCESS COORDINATION PROGRAM

- Active coordination with Martin MPO
- Transit priorities aligned with regional goals
- Marty represented on MPO boards & committees

MPO

Metropolitan Planning
Organization

TIP

Transportation
Improvement Program

LOPP

List of Project
Priorities

LRTP

Long Range
Transportation Plan

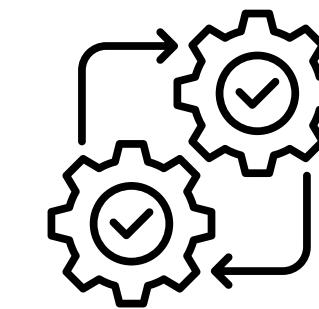
POP

Program of
Projects

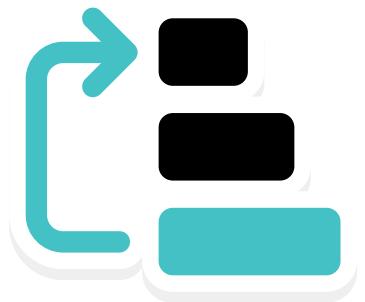
MARTY PROGRAM OF PROJECTS (POP)



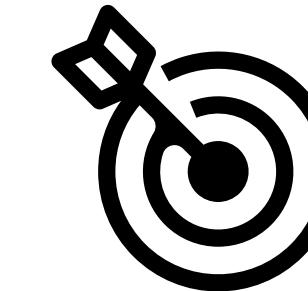
Identify Needs
Capital
Operations
Service Improvements



Coordinate with MPO
Aligned with TDP + LRTP
Reflected in POP & TIP



Prioritize Projects
State of Good Repair
Service Reliability
Ridership Benefits



Results
Performance -Based Planning
Transparent Decisions
Safe, Reliable Transit

MARTY FY 2025 OPERATIONAL CHARACTERISTICS

5 total routes | ADA Paratransit | Commuter Bus

Service Hours & Accessibility

- Monday – Friday | 6 AM – 8 PM
- Wheelchair lifts & bike racks on all buses



Regional Connections

- Connects to Palm Tran
- Connects to ART

ADA Paratransit (Marty Access)

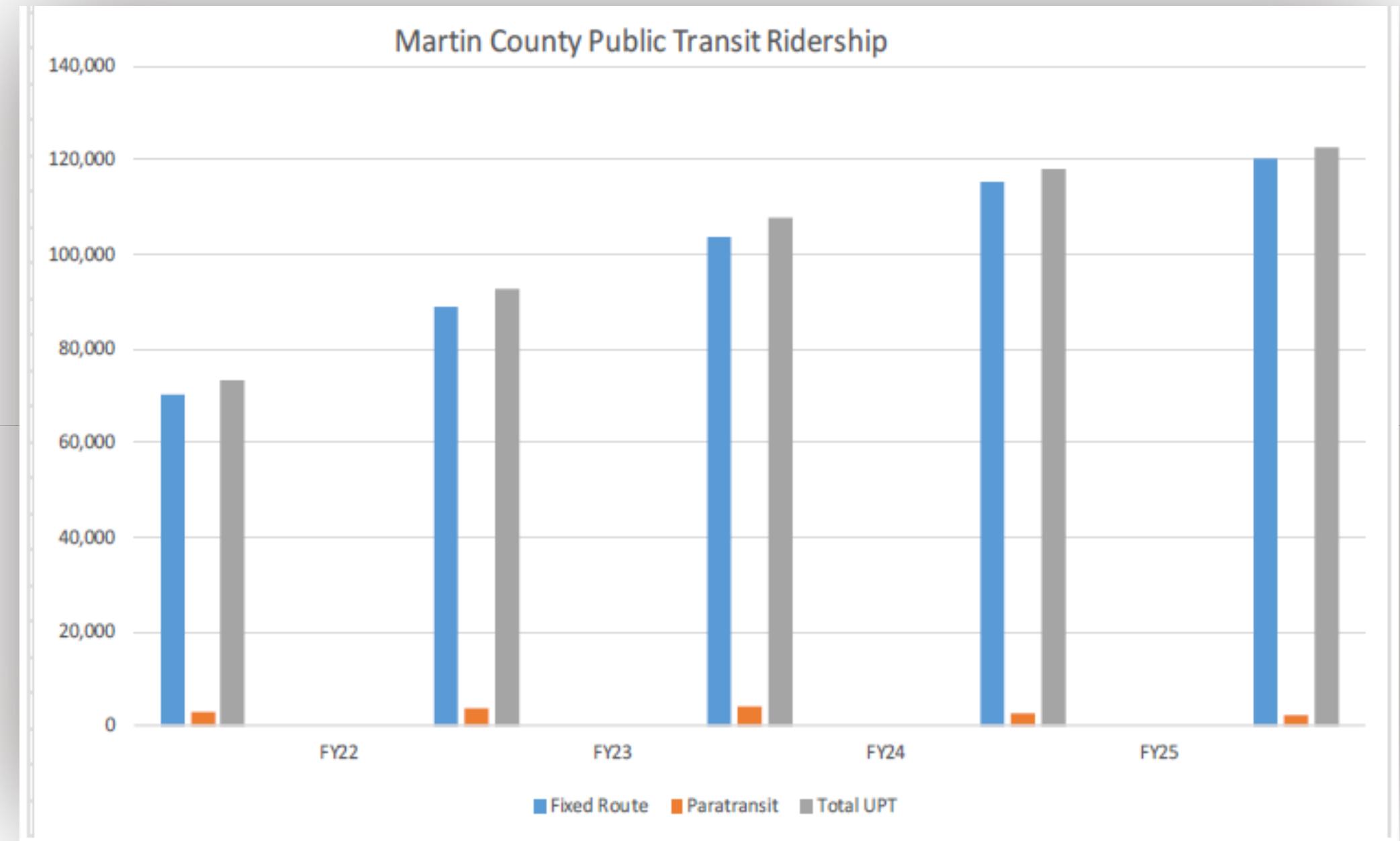
- Door-to-door, eligibility -based service
- For riders unable to use fixed -route service



Fleet Overview

- 14 fixed -route & commuter buses
- 5 ADA paratransit vehicles

ANALYSIS OF RIDERSHIP & SERVICE



67 % total ridership growth since FY 2021

Strong post-pandemic recovery, especially FY 2021–FY 2023 (+46 %)

Fixed-route service drives growth (+71% over five years)

Joint Meeting 2/9/2026

Table 5: Marty Year-over-Year Annual Ridership

FY21		FY22		FY23		FY24		FY25	
Fixed Route	Paratransit								
70,247	3,186	88,904	3,765	103,642	4,101	115,472	2,685	120,444	2,210
Total UPT		Total UPT		Total UPT		Total UPT		Total UPT	
73,433		92,669		107,743		118,157		122,654	

FINANCIAL PLAN

TDP guides service, capital, and financial planning



10-year financial outlook
for operations & capital



Updated annually to reflect
funding and project timing



BOCC adopts funding
through the annual budget



Costs aligned with federal,
state, & local funding

\$3.5M
Operating Cost

\$3.2M
Operating Revenue

*The financial plan cumulative operating revenues do not include grants from prior years.

PROGRESS AND ACHIEVEMENTS

- 2024 Outstanding Coordinating Board of the Year
- Transit safety enhancements implemented
- Community & veteran outreach at Stuart Air Show
- Long-range planning consultants selected
- Fare-free launch → **33 % ridership increase**
- Marty Farebox Report for FY24

The logo consists of the word "Marty" written in a large, flowing, teal cursive font. A horizontal teal line starts from the left edge of the slide, curves upwards and to the right to follow the curve of the text, then extends to the right beyond the end of "Marty".

Marty



THANK YOU
Marty

Marty

2025 – 2034 Transit Development Plan

Annual Progress Report

March 1, 2026

DRAFT



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1. Introduction

Martin County's Public Transportation system "Marty" provides public transportation services throughout Martin County, Florida, supporting mobility for residents, employees, visitors, and transit-dependent populations. Marty operates under the oversight of the Martin County Board of County Commissioners (BOCC) and coordinates closely with the Florida Department of Transportation (FDOT) District Four, the Martin Metropolitan Planning Organization (Martin MPO), and regional transportation partners to ensure services are consistent with local, regional, and state transportation goals.

Martin County is characterized by a mix of urbanized, suburban, and rural areas, with transportation needs influenced by population growth, an aging demographic, seasonal residents, and employment patterns along major corridors. Marty plays a critical role in providing access to employment, education, healthcare, and essential services, particularly for seniors, individuals with disabilities, low-income households, and residents without access to private vehicles.

1.1 Purpose of the Annual Update

The State of Florida Public Transportation Block Grant (PTBG) program was enacted by the Florida Legislature to provide a stable source of funding for public transit. The PTBG program requires public transit service providers to develop and adopt a 10-Year Transit Development Plan (TDP) using the requirements outlined by Florida Administrative Code (FAC) Rule 14.73.001 – Public Transit. The Fiscal Year (FY) 2025-2034 Marty TDP, adopted on May 14, 2024, serves as Marty's planning, development, and operational guidance document, based on a 10-year planning horizon. Marty has developed this TDP Annual Progress Report (APR) for FDOT District 4 as an update to the Fiscal Year FY 2025-2034 Marty TDP Major Update.

This TDP Annual Update has been prepared in accordance with FAC Rule 14-73.001 and serves as a progress report on the implementation of the FY 2025 – 2034 TDP Major Update. The APR documents Marty's accomplishments since the adoption of the Marty TDP Major Update on May 14, 2024, evaluates system performance, and summarizes service and capital changes. It also identifies any necessary adjustments to priorities, strategies, or projects to ensure the TDP remains responsive to changing conditions and community needs. This Annual Update reflects Marty's ongoing commitment to delivering safe, reliable, efficient, and cost-effective public transportation services. Through performance monitoring, public involvement, and coordination with FDOT District Four and the Martin MPO, Marty continues to advance the goals and objectives established in the adopted TDP while supporting broader mobility, and sustainability objectives for Martin County.

1.2 Organizational Overview

Marty is a departmentally operated public transportation system under the authority of the BOCC. The BOCC serves as the policy-setting and decision-making body for Marty, providing overall direction, authorizing service changes, and adopting planning documents, including the TDP.

Marty operates using a purchased transportation model, under which Martin County contracts with a private transportation provider to deliver day-to-day transit operations. Under this model, the contracted operator is responsible for vehicle operations, operator staffing, maintenance, and dispatch functions in accordance with contract requirements, applicable safety standards, and performance expectations established by the County.

Day-to-day administration and management of Marty are carried out by Martin County staff through the County's organizational structure. Transit operations, planning, grants administration, and capital programming are managed in coordination with several County departments, including Public Works, Finance, and Purchasing, to ensure compliance with local, state, and federal requirements.

Marty coordinates with FDOT District Four, which provides state funding, technical assistance, and oversight related to public transit planning, and compliance with FAC Rule 14-73.001. FDOT reviews and approves the TDP and Annual Updates as a condition of state transit funding eligibility.

Public input and stakeholder engagement are integral components of Marty's governance framework. Feedback from riders, community organizations, human service agencies, and the general public is solicited through public meetings, outreach activities, and coordination with advisory groups, as applicable. This input informs service planning, performance evaluation, and policy decisions, helping ensure that Marty's services reflect community needs and priorities.

1.3 Overview of new TDP Rule

The revised TDP rule, Rule 14-73.001, Florida Administrative Code, establishes updated requirements for public transit agencies receiving funding from FDOT. Marty's TDP Annual Update serves as the primary mechanism for demonstrating continued compliance with the rule between five-year Major TDP Updates and for maintaining eligibility for state transit funding. Under the new rule language, the TDP Annual Update must address the key compliance elements shown below in **Table 1**.

Table 1: FAC Requirements for TDP Annual Updates

Requirement	Page
Overview of TDP Process	5
Metropolitan Transportation Planning Process Coordination Program	6
List of Priority Projects	8
A formatted table presenting the ten-year schedule of projects	17
Financial Plan	21
Any updated modifications to the previous year's ten-year operating and capital program and extending this ten-year operating and capital program to a new tenth year.	22

As a result of the 2024 revision to the Florida Administrative Code, TDP submittals are now due by March 1 of each year. Both the five-year Transit Development Plan and the Annual TDP Updates are required to be presented to the local Metropolitan Planning Organization governing board; however, formal adoption by the transit agency's governing board is required only for the five-year TDP.

1.4 Overview of the TDP Process

FAC Rule 14-73.001 establishes the update and reporting requirements for TDPs. The current version of the rule, including revised submittal deadlines, became effective July 9, 2024.

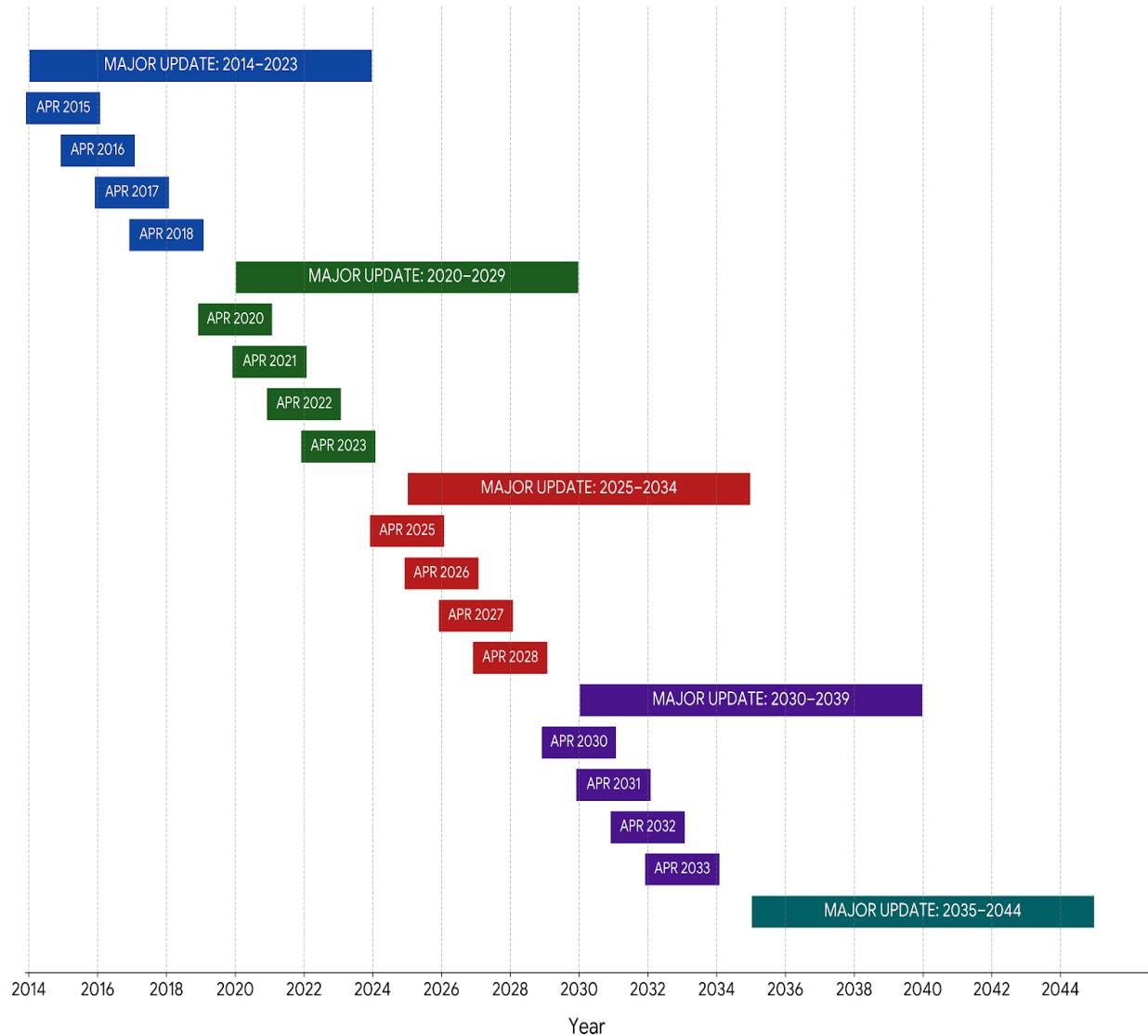
Under FAC requirements, transit agencies must prepare a Major TDP Update every five (5) years. In the four intervening years, agencies are required to submit an Annual TDP Progress Report, which serves as the annual update to the adopted TDP and documents progress toward implementation of planned service, capital, and financial initiatives.

FAC Rule 14-73.001 requires that Annual TDP Progress Reports and Major TDP Updates be submitted to FDOT by March 1 of each year. Over a standard five-year TDP cycle, this includes one Major TDP Update and four Annual TDP Progress Reports. This report satisfies the annual TDP update requirement for the applicable reporting year.

The Marty 2025–2034 Major Transit Development Plan Update was completed and submitted to FDOT in advance of revisions to Rule 14-73.001, F.A.C., which established a March 1 submittal deadline. The Major TDP Update was reviewed and approved by FDOT

and is considered compliant. Subsequent Annual Progress Reports will follow the March 1 submittal schedule. **Figure 1** shows this APR in context of the major update (2025 – 2034).

Figure 1: Marty TDP Schedule and Year Span



2. Metropolitan Transportation Planning Process Coordination Program

Pursuant to the updated FAC Rule 14-73.001, TDPs and their annual progress reports are now required to include a clear description of public transit agency participation in the Metropolitan Transportation Planning Process. This APR provides a narrative of Marty's coordination activities with the Martin MPO during the reporting period, demonstrating

alignment of transit priorities with broader regional transportation goals and ongoing collaborative planning efforts. Marty is represented on MPO boards and committees as summarized in **Table 2**.

Table 2: MPO Committees and Boards

Activity	Marty Role	Description
Technical Advisory Committee (TAC)	Marty has a representative on the Committee.	The Technical Advisory Committee (TAC) is a source of wide-ranging professional expertise for the MPO Board and includes representatives from state and local governmental agencies. The Committee is responsible for advising the Board on all technical matters, including transportation plans, studies, and implementation programs. Additional benefits result from the continuous and worthwhile coordination between Committee Members and agencies.
Local Coordinating Board for the Transportation Disadvantaged (LCB-TD)	Marty has a representative on the Committee.	The Local Coordinating Board for the Transportation Disadvantaged (LCB-TD) is the administrative entity, established by Florida Statute, responsible for providing information, advice, direction, and support to the Community Transportation Coordinator (CTC) for the delivery of transportation disadvantaged services.

2.1 MPO Coordination with Marty

Marty works closely with the Martin MPO to ensure that transportation investments are aligned with local and regional transportation priorities, as well as applicable federal and state requirements. Through this coordination, transit services are effectively integrated with roadway, bicycle, pedestrian, and other multimodal planning initiatives. The Martin MPO and Marty collaborate within a structured transportation planning framework that includes ongoing communication, data sharing, and coordinated decision-making to support a cohesive multimodal transportation system for the region.

2.2 Transportation Improvement Program (TIP)

The TIP identifies projects for maintaining and improving the transportation system funded by Federal, State and local sources to assist local governments with their transportation

planning efforts. This program encompasses a five-year period consisting of all significant transportation improvements to all modes of travel in Martin County. The TIP is based on the FDOT Work Program for Martin County.

Marty develops and maintains a Transit Asset Management (TAM) Plan that identifies transit assets, evaluates asset conditions, and establishes performance targets focused on maintaining a state of good repair. The MPO reflects these TAM measures in the TIP by programming transit capital projects, such as vehicle replacements that directly support Marty's asset management goals.

Marty also establishes Agency Safety Performance Targets through its Public Transportation Agency Safety Plan (PTASP), addressing key safety outcomes such as fatalities, injuries, and safety events. The MPO coordinates with Marty to ensure these safety targets are included in the TIP, demonstrating consistency between regional transportation programming and local transit safety priorities.

2.3 List of Project Priorities (LOPP)

The LOPP identifies and ranks roadway, bicycle, and pedestrian projects. Projects are evaluated using MPO-adopted criteria such as safety, congestion management, equity, and project readiness. While inclusion on the LOPP does not guarantee funding, it establishes the priority order used by the MPO and FDOT when selecting roadway projects for future programming. The following Marty projects are listed in the Martin MPO's LOPP, which is used to develop the TIP.

Table 3: List of Priority Projects

**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	

2.4 Long -Range Transportation Plan (LRTP)

The LRTP sets the vision for transportation for all modes of travel throughout the County and influences projects included in the 5-year TIP, and the LOPP. The Martin MPO's 2050 LRTP, also known as Martin Moves 2050, includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. The report serves as a living document that is amended as needed.

2.5 Marty Program of Projects (POP)

The Marty POP includes transit capital, operational, and service improvement needs identified, and reflects consistency with both the LRTP and the TDP. Transit Development Projects are prioritized using transit-specific criteria such as state of good repair, service reliability, and ridership benefits. Coordination between Marty and the Martin MPO occurs throughout the development and annual update of the Transit POP and TIP to ensure that transit priorities identified in the TDP and consistent with the LRTP are accurately reflected and advanced when funding becomes available. Through this coordinated process, the MPO and Marty support performance-based planning, transparent decision-making, and the delivery of safe, reliable, and efficient transportation services in Martin County.

3. Marty FY 2025 Operational Characteristics

This Section provides an overview of Marty's existing services and highlights key operational characteristics and accomplishments since the adoption of the 2025-2034 Marty TDP Major Update in May 2024.

3.1 System Overview

Marty operates five routes, including four fixed-route services and one commuter express route that extends to West Palm Beach. Marty provides connections to regional transit systems such as Palm Tran in Palm Beach County and Area Regional Transit in St. Lucie County. These routes operate Monday – Friday from 6am to 8pm. Marty buses are equipped with accessibility features, including wheelchair lifts and bicycle racks, to support riders with mobility needs and multimodal trips.

In addition to fixed-route service, Marty also offers Americans with Disabilities Act (ADA) Paratransit service. Marty Access is an eligibility based, door-to-door paratransit service for persons with physical, cognitive, visual, or other disabilities which functionally prevent them from using the fixed-route bus system permanently, temporarily or under certain

conditions. Eligibility for ADA paratransit service is based solely on the applicant's functional ability to use Martin County Public Transit fixed-route buses.

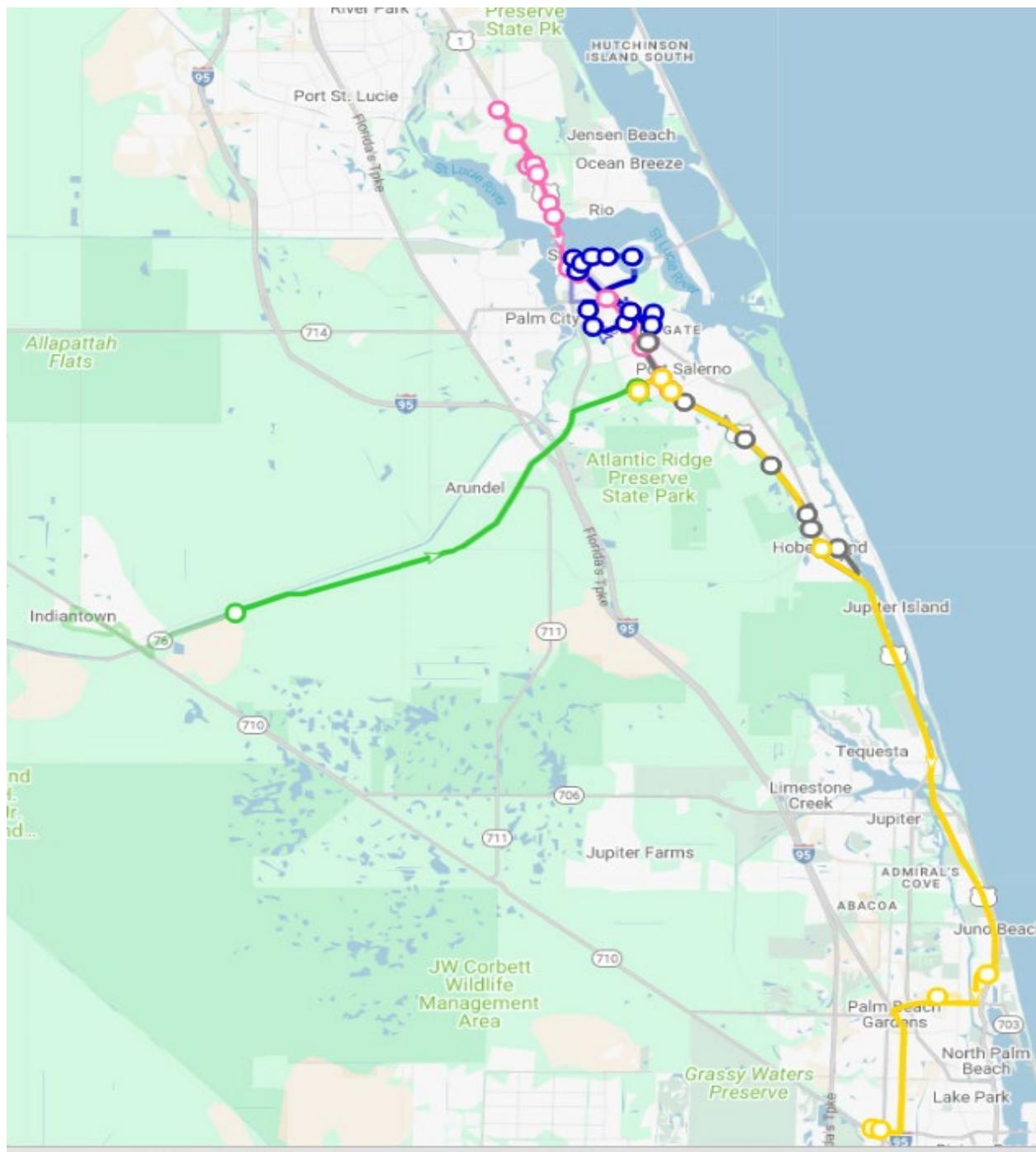


Marty Fixed Route Bus



Marty ADA Paratransit Cutaway

Figure 2: Marty Service Area



3.2 Vehicle Inventory

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 14 Gillig 30' low floor diesel buses. The ADA paratransit fleet consists of five (5) Ford 23' Turtle Top E350 cutaways.

Table 4: Marty Revenue Vehicle Inventory

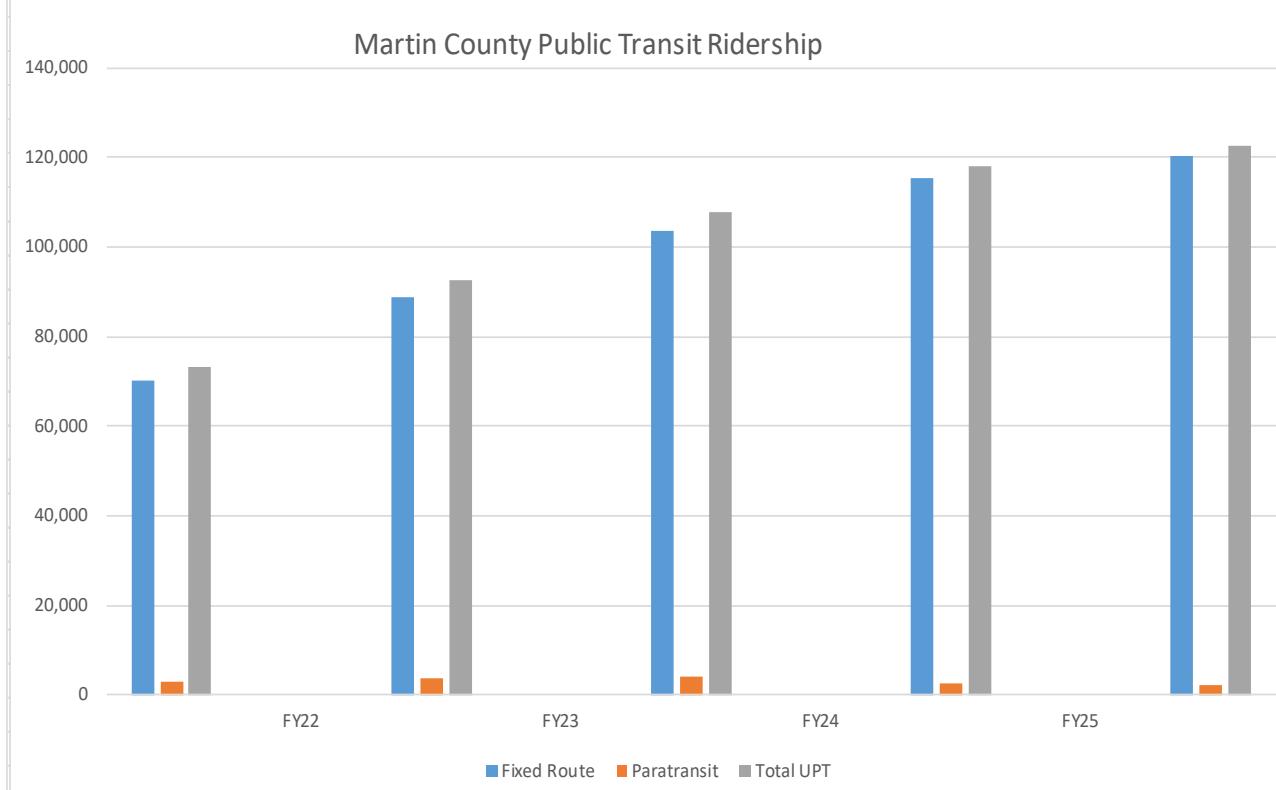
Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year
RevenueVehicles	BU - Bus	30' Bus (50)	Gillig	Low Floor	1	59165	MCBOCC	2015
RevenueVehicles	BU - Bus	30' Bus (51)	Gillig	Low Floor	1	60039	MCBOCC	2016
RevenueVehicles	BU - Bus	30' Bus (52)	Gillig	Low Floor	1	60271	MCBOCC	2016
RevenueVehicles	BU - Bus	30' Bus (53)	Gillig	Low Floor	1	61412	MCBOCC	2016
RevenueVehicles	BU - Bus	30' Bus (54)	Gillig	Low Floor	1	61604	MCBOCC	2017
RevenueVehicles	BU - Bus	30' Bus (55)	Gillig	Low Floor	1	61605	MCBOCC	2017
RevenueVehicles	BU - Bus	30' Bus (56)	Gillig	Low Floor	1	61603	MCBOCC	2017
RevenueVehicles	BU - Bus	30' Bus (57)	Gillig	Low Floor	1	61718	MCBOCC	2018
RevenueVehicles	BU - Bus	30' Bus (58)	Gillig	Low Floor	1	61835	MCBOCC	2018
RevenueVehicles	BU - Bus	30' Bus (59)	Gillig	Low Floor	1	62003	MCBOCC	2018
RevenueVehicles	BU - Bus	30' Bus (60)	Gillig	Low Floor	1	62004	MCBOCC	2018
RevenueVehicles	BU - Bus	30' Bus (61)	Gillig	Low Floor	1	62871	MCBOCC	2019
RevenueVehicles	BU - Bus	30' Bus (62)	Gillig	Low Floor	1	62872	MCBOCC	2019
RevenueVehicles	BU - Bus	30' Bus (63)	Gillig	Low Floor	1	63383	MCBOCC	2020
Paratransit								
Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year
RevenueVehicles	U - Cutaway Bu	23' Bus (7)	TURTLETOP	E350	1	62850	MCBOCC	2019
RevenueVehicles	U - Cutaway Bu	23' Bus (8)	TURTLETOP	E350	1	62778	MCBOCC	2019
RevenueVehicles	U - Cutaway Bu	23' Bus (9)	TURTLETOP	E350	1	62779	MCBOCC	2019
RevenueVehicles	U - Cutaway Bu	23' Bus (10)	TURTLETOP	E350	1	62812	MCBOCC	2019
RevenueVehicles	U - Cutaway Bu	23' Bus (11)	TURTLETOP	E350	1	62780	MCBOCC	2019

3.3 Analysis of Ridership and Existing Service

Table 5 summarizes Marty's annual Unlinked Passenger Trips (UPT) by service type for FY 2021 through FY 2025. The data reflects ridership activity for fixed route and paratransit services and provides insight into post-pandemic recovery trends and recent system performance. Marty has experienced consistent year-over-year growth in total ridership across the five-year period. Total UPT increased from 73,433 trips in FY 2021 to 122,654 trips in FY 2025, representing a cumulative increase of approximately 67%. The strongest growth occurred between FY 2021 and FY 2023, with ridership increasing by more than 46% over that two-year period, reflecting increased passenger confidence in transit services. Fixed route UPT increased steadily each year, rising from 70,247 trips in FY 2021 to 120,444 trips in FY 2025. This represents an increase of approximately 71% over the five-year period.

Table 5: Marty Year-over-Year Annual Ridership

FY21		FY22		FY23		FY24		FY25	
Fixed Route	70,247	Fixed Route	88,904	Fixed Route	103,642	Fixed Route	115,472	Fixed Route	120,444
Paratransit	3,186	Paratransit	3,765	Paratransit	4,101	Paratransit	2,685	Paratransit	2,210
Total UPT	73,433	Total UPT	92,669	Total UPT	107,743	Total UPT	118,157	Total UPT	122,654



3.3 Progress and Achievements

- The Florida Commission for the Transportation Disadvantaged (CTD) designated the Martin County LCB-TD as the 2024 Outstanding Coordinating Board of the Year. The award recognizes the LCB-TD's performance in fulfilling its statutory responsibilities, including effective coordination of transportation services for the transportation disadvantaged population. This designation reflects the Board's demonstrated commitment to service coordination, stakeholder engagement, and support of accessible transportation within Martin County.
- Marty implemented security infrastructure improvements at select transit facilities to enhance passenger safety and system security. These improvements included the installation of surveillance equipment at a Marty shelter, representing a targeted capital investment to deter vandalism, improve incident monitoring, and support a safer transit environment for riders and staff. Specific locations and technical details are not disclosed for security purposes; however, this initiative reflects Marty's ongoing commitment to maintaining a secure and reliable transit system.
- In coordination with the Road to Victory Military Museum, the Stuart Air Show, and the Veterans Council of Martin County, Marty staff conducted public outreach activities at the Stuart Air Show in November 2025. The outreach effort promoted awareness of fixed-route, demand-response, and specialized transportation services available in Martin County, including the Martin County On-Demand Veterans Transportation Program, a County-sponsored initiative providing free, door-to-door transportation through Transportation Network Company (TNC), Uber.
- Martin County initiated RFP 2026-3721 to procure professional public transportation planning services in support of the Marty bus service. The solicitation was issued to secure qualified consultant support for transit planning activities consistent with the goals, objectives, and implementation strategies identified in the TDP. This action represents a key step toward ensuring continued compliance with FDOT and Federal Transit Administration (FTA) planning requirements and advancing long-range transit planning efforts within Martin County. The RFP resulted in the selection of three (3) qualified consultants to provide ongoing transit planning support.
- In November 2025, Marty implemented a fare-free service policy across all fixed-route and demand-response services. During December 2025, the first full month of

fare-free operations, Marty recorded a 33% increase in ridership compared to December 2024. This outcome demonstrates the immediate impact of fare-free transit on increasing system usage, supporting access to essential services, and advancing the County's transit goals for mobility, and connectivity. **Table 6** provides farebox recovery ratio for FY2024, prior to fare-free service policy implemented on November 5, 2025.

Table 6: Marty Farebox Report for FY24

Martin County Fare Box Report for FY 2024																		
		Demand Response (DR)	Motor Bus (MB)	CB	Total													
		ParaTran-Urbanized	Fixed Route	Express-Urban	Fare Box													
		\$7,255	\$134,687	\$13,830	\$155,772.00													
		4.7%	86.5%	8.9%	100%													
				Total MB: \$ 134,687														
				Total DR: \$ 7,255														
				Total CB: \$ 13,830														
				Total Fare Box Revenue: \$ 155,772														
				Total Operating Expenses: \$ 3,473,474														
				Farebox recovery ratio: 4.5%														
Prior Years																		
FY19	FY20	FY21	FY22	FY23	FY24													
5.0%	2.4%	3.1%	3.8%	4.4%	4.5%													
	Due to COVID-19 Fares were suspended on 3/18/2020 and reinstated on 9/1/2020																	
FAREBOX RECOVERY RATIO																		
<table border="1"> <caption>Estimated Farebox Recovery Ratio Data</caption> <thead> <tr> <th>Year</th> <th>Farebox Recovery Ratio (%)</th> </tr> </thead> <tbody> <tr> <td>FY19</td> <td>5.0%</td> </tr> <tr> <td>FY20</td> <td>2.4%</td> </tr> <tr> <td>FY21</td> <td>3.1%</td> </tr> <tr> <td>FY22</td> <td>3.8%</td> </tr> <tr> <td>FY23</td> <td>4.4%</td> </tr> <tr> <td>FY24</td> <td>4.5%</td> </tr> </tbody> </table>					Year	Farebox Recovery Ratio (%)	FY19	5.0%	FY20	2.4%	FY21	3.1%	FY22	3.8%	FY23	4.4%	FY24	4.5%
Year	Farebox Recovery Ratio (%)																	
FY19	5.0%																	
FY20	2.4%																	
FY21	3.1%																	
FY22	3.8%																	
FY23	4.4%																	
FY24	4.5%																	

4. Implementation Program

The 2025 – 2034 Marty TDP Major Update presented a Ten-Year Plan for Marty which is based on the ranking of alternatives as well as funding likelihood. The Ten- Year Plan is not intended to be an operating budget or a Capital Improvement Plan, but instead serve as a plan to guide growth while adapting to new priorities if they emerge. The Ten-Year Plan consists of the following sections:

- Ten Year Implementation Plan - The recommended transit improvements, including their year of implementation and estimated operating and capital costs.
- Ten Year Financial Plan - An assessment of the estimated costs and revenue projections for the Ten-Year horizon of the TDP, including assumptions regarding revenue sources and policies.
- Implementing Recommendations – Additional considerations for implementing and potential funding sources.
- Unfunded Transit Needs – A list of those alternatives that cannot be funded under the current assumptions governing the Ten-Year Financial Plan, including assumptions regarding costs and potential funding sources for these alternatives.

A list of recommended improvements by implementation year and the description of the improvement is shown in **Table 6**.

Table 6: 2025 - 2034 Marty TDP Ten Year Implementation Recommendations		Complete					Funded				
Project	Description	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Fixed-Route	Maintain Existing Fixed-Route Service	Green	Orange								
Paratransit	Maintain Existing Paratransit Service	Green	Orange								
Marketing Campaign	Market development, communications and promotions. Leverage SFCS Program for Guaranteed Ride Home and advocating for mass transit.	Orange	Orange								
Adding Bus Stops to Existing Routes	Prioritize new stops on Route 1 and 2.										
	New ADA compliant bus stop construction:	Orange									
	○ 30 basic stops: 5 per year										
	○ 10 enhanced stops: 2 per year										
	Solar powered lighting at 40 stops										
	10 shelters at enhanced stops		Orange								
	50 updates to at-stop static sign and information displays.										

	Coordinate with ART and Palm Tran on locations outside of Martin County.									
Customer Facility and ADA Upgrades	Public Works Department and Marty should have a transition plan for ADA compliance of transit infrastructure. Includes Scheduled replacement of 14 buses with 12-year life cycle from 2028-2034.									
Pilot Saturday Shift TNC Service for Route 1, 2, 3, 4	Pilot TNC service within service area of Routes 1, 2, 3, and 4 with existing spans of service (Monday to Friday).									
Investigate Scope and Procurement for Microtransit	Depending on the customer experience desired, begin exploring taxi partnerships or microtransit opportunities to add later service for Route 4, Saturday service for local routes, and Palm City TNC Zone									

Route 4 Flex / Pilot Later Shift Service	<ul style="list-style-type: none"> • Expand coverage and passenger safety with a Flexible Route operational tactic. • Relocate terminus to Banner Lake Community Center. • Ensure Route 4 services all overlapping Route 1 stops. • Implement later service with Pilot TNC service from 5:30 pm to 8:00 pm such as through taxi partnership. 										
Route 2 Extend	Extend route terminus to Walmart in Stuart										
Route 3 Split	Split route to North and South loops and add new bus stops										
Route 20X Extend	Extend terminus to Tri-Rail Mangonia Park Station										
Bus Fleet Management Plan Update	Guide transition/SOW for fleet and facility power transition if desired										
Replacement Bus Acquisition	Begin procurement in 2027.										
Route Planning and Scheduling Software	Annual evaluation of route schedules. One route per year for review & update coordinated service plan.										

COA	Study to enhance transfer times, update headways. Review fare structure.										
Intermodal Hub Design Study	Begin procurement in 2026.										
Transit Development Plan Major Update	Required every 5-years for state block grant funding.										
Replacement Equipment Trip/Sparks Hardware	New/replacement of on-board equipment and networks for next generation Trip Sparks CAD/AVL										
Pilot Palm City TNC Zone	Implement microtransit service in Palm City TNC Zone.										

4.1 Financial Plan

Funding for Marty is adopted annually by the BOCC as part of the County's comprehensive budget process. The TDP serves as a guiding document for Marty's service planning, capital investments, and long-range financial strategy. While the TDP does not appropriate funds, its recommendations inform annual budget development and support the County's pursuit of state and federal transit funding. The BOCC retains final authority over transit funding through the annual budget adoption process.

In accordance with FAC Rule 14-73.001, the Financial Plan demonstrates the fiscal feasibility of Marty proposed operating and capital programs over the ten-year TDP horizon. The Financial Plan identifies projected operating and capital costs associated with planned service levels and capital investments and compares these costs to anticipated federal, state, and local funding sources.

Consistent with FAC requirements for Annual TDP Updates, the Financial Plan extends the planning horizon by adding a new tenth year and reflects updated financial assumptions, funding availability, and project timing. The financial plan estimates the cost of providing both existing and planned new services over a ten-year period. It also identifies and estimates the financial resources that will support these services. The Financial Plan cumulative operating revenues do not include grants from prior years.

Operating Program Costs and Revenues	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Operating Costs											
Martin County Direct Operating Costs	\$769,207	\$769,207	\$789,437	\$818,989	\$890,878	\$922,079	\$940,520	\$959,331	\$959,331	\$959,331	\$ 8,778,310
Maintain Fixed Route (Non-Urbanized)	\$262,780	\$268,035	\$273,396	\$278,864	\$284,441	\$290,130	\$295,933	\$301,851	\$301,851	\$301,851	\$ 2,859,132
Maintain Fixed Route (Urbanized)	\$1,539,139	\$1,569,922	\$1,601,320	\$1,633,347	\$1,666,014	\$1,699,334	\$1,733,321	\$1,767,987	\$1,767,987	\$1,767,987	\$ 16,746,358
Maintain Commuter Bus (Urbanized)	\$583,747	\$595,422	\$607,330	\$619,477	\$631,866	\$644,503	\$657,394	\$670,541	\$670,541	\$670,541	\$ 6,351,362
Provide Paratransit	\$253,879	\$258,956	\$264,135	\$269,418	\$274,806	\$280,302	\$285,909	\$291,627	\$291,627	\$291,627	\$ 2,762,286
New MicroTransit Service(s) (Urbanized)	\$120,211	\$125,067	\$130,120	\$135,377	\$140,846	\$448,360	\$499,157	\$564,831	\$564,831	\$564,831	\$ 3,293,631
Total Operating Costs	\$3,528,963	\$3,586,609	\$3,665,738	\$3,755,472	\$3,888,851	\$4,284,708	\$4,412,234	\$4,556,168	\$4,556,168	\$4,556,168	\$ 40,791,079
Operating Program	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Operating Revenues											
Farebox Revenues	\$12,453	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 12,453
Non-Transportation Revenues	\$26	\$26	\$26	\$26	\$26	\$26	\$26	\$26	\$26	\$26	\$ 260
Federal Section 5307 Urbanized Grant Program	\$510,000	\$510,000	\$510,000	\$510,000	\$535,500	\$556,920	\$573,628	\$585,100	\$585,100	\$585,100	\$ 5,461,348
Federal Section 5311 Non-Urbanized Grant Program	\$171,915	\$180,027	\$188,168	\$188,168	\$197,576	\$205,479	\$211,644	\$215,877	\$215,877	\$215,877	\$ 1,990,608
FDOT State Block Grants	\$404,165	\$417,575	\$430,102	\$430,102	\$451,607	\$469,671	\$483,762	\$493,437	\$493,437	\$493,437	\$ 4,567,295

Local (General) Funds for Contractual Services/Local Match	\$2,154,807	\$2,154,807	\$2,225,448	\$2,243,720	\$2,319,104	\$2,503,869	\$2,553,947	\$2,655,026	\$2,655,026	\$2,655,026	\$ 24,120,780
Total Operating Revenue	\$3,253,366	\$3,262,435	\$3,353,744	\$3,372,016	\$3,503,813	\$3,735,965	\$3,823,007	\$3,949,466	\$3,949,466	\$3,949,466	\$ 36,152,744
Net Operating (Revenues - Costs)	(\$275,597)	(\$324,174)	(\$311,994)	(\$383,456)	(\$385,038)	(\$548,743)	(\$589,227)	(\$606,702)	(\$606,702)	(\$606,702)	(\$ 4,638,335)
Cumulative	(\$275,597)	(\$599,771)	(\$911,765)	(\$1,295,221)	(\$1,680,259)	(\$2,229,002)	(\$2,818,229)	(\$3,424,931)	(\$4,031,633)	(\$4,638,335)	
Capital Program Costs and Revenues	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Capital Costs											
Replacement Revenue Vehicles	\$0	\$0	\$736,054	\$1,921,101	\$1,875,060	\$2,435,214	\$1,241,959	\$633,399	\$0	\$0	\$ 8,842,787
Replacement Non-Revenue Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 0
Expansion Revenue Vehicle(s)	\$50,456	\$52,680	\$628,895	\$58,089	\$61,406	\$138,536	\$153,988	\$173,909	\$199,849	\$199,849	\$ 1,717,657
Expansion Non-Revenue Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 0
Transit Plans and Studies	\$0	\$201,630	\$0	\$331,224	\$0	\$0	\$0	\$0	\$182,849	\$182,849	\$ 898,552
Transit Security Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 0
Transit Technology	\$0	\$18,571	\$0	\$74,285	\$113,655	\$110,408	\$0	\$0	\$0	\$0	\$ 316,919
Transit Customer Facility/Bus Stop Infrastructure	\$357,533	\$365,777	\$374,851	\$384,910	\$396,180	\$208,075	\$105,479	\$116,518	\$130,977	\$130,977	\$ 2,571,277
Other Transit Capital Projects	\$31,212	\$31,836	\$32,473	\$33,122	\$33,785	\$34,461	\$35,150	\$35,853	\$36,570	\$36,570	\$ 341,032
Total Capital Costs	\$439,201	\$670,494	\$1,772,273	\$2,802,731	\$2,480,086	\$2,926,694	\$1,536,576	\$959,679	\$550,245	\$550,245	\$ 14,688,224
TOTAL OPERATING AND CAPITAL COSTS	\$3,968,164	\$4,257,103	\$5,438,011	\$6,558,203	\$6,368,937	\$7,211,402	\$5,948,810	\$5,515,847	\$5,106,413	\$5,106,413	\$ 55,479,303

Capital Program	2026	2027	2028	2029	2030	2031	2032	2033	2035	10-Year Total
Capital Revenues										
Federal Section 5307 Urbanized Grant Program	\$641,000	\$641,000	\$641,000	\$641,000	\$673,050	\$699,972	\$720,971	\$735,391	\$742,744	\$742,744
Federal Section 5311 Non-Urbanized Grant Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Section 5339 Grants	\$130,000	\$130,000	\$130,000	\$130,000	\$136,500	\$141,960	\$146,219	\$149,143	\$150,635	\$150,635
State Capital Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Capital Funding	\$70,000	\$70,000	\$70,000	\$70,000	\$73,500	\$76,440	\$78,733	\$80,308	\$81,111	\$81,111
Fuels Taxes and Other Capital Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Revenue	\$841,000	\$841,000	\$841,000	\$841,000	\$883,050	\$918,372	\$945,923	\$964,842	\$974,490	\$974,490
Net Capital (Revenues - Costs)	\$401,799	\$170,506	(\$931,273)	(\$1,961,73	1)	(\$1,597,03	6)	(\$2,008,32	2)	(\$590,653)
Cumulative	\$401,799	\$572,305	(\$358,968)	(\$2,320,69	9)	(\$3,917,73	5)	(\$5,926,05	7)	(\$6,516,71
Total Operating and Capital Program Costs and Revenues	2026	2027	2028	2029	2030	2031	2032	2033	2035	10-Year Total
Total Revenue	\$4,094,366	\$4,103,435	\$4,194,744	\$4,213,016	\$4,386,863	\$4,654,337	\$4,768,930	\$4,914,308	\$4,923,956	\$4,923,956
Total Cost	\$3,968,164	\$4,257,103	\$5,438,011	\$6,558,203	\$6,368,937	\$7,211,402	\$5,948,810	\$5,515,847	\$5,106,413	\$5,106,413
Net Total (Contingency/Need)	\$126,202	(\$153,668)	(\$1,243,26	7)	(\$2,345,18	7)	(\$1,982,07	4)	(\$2,557,06	5)
% Local Governmental Share of Total Cost	56%	52%	42%	35%	38%	36%	44%	50%	54%	54%
										44.8%

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**JOINT BICYCLE AND PEDESTRIAN/CITIZENS/TECHNICAL ADVISORY
COMMITTEE (BPAC/CAC/TAC) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 9, 2026	DUE DATE: February 2, 2026	UPWP#: 6
WORDING: SPECIAL BPAC MEETING RECOMMENDATIONS FOR E-BIKE ORDINANCES		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

A special BPAC meeting on February 2, 2026, focused on e-bikes and micromobility devices, with the goal of developing recommendations to help local governments improve safety and establish effective regulations.

ISSUES

At the February 2026, Joint BPAC/CAC/TAC meeting, staff will share the recommendations that were made during the special BPAC Meeting on February 2, 2026.

RECOMMENDED ACTIONS

Discussion