



**MARTIN METROPOLITAN PLANNING ORGANIZATION
LOCAL COORDINATING BOARD FOR THE TRANSPORTATION
DISADVANTAGED (LCB-TD) MEETING**

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

Monday, August 25, 2025 @ 10:00 AM

<u>ITEM</u>	<u>AGENDA</u>	<u>ACTION</u>
1. CALL TO ORDER – 10:00 A.M.		
2. ROLL CALL		
3. APPROVE AGENDA		APPROVE
4. APPROVE MINUTES (Pg. 2)		
• Special Meeting Minutes – June 23, 2025		APPROVE
5. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES, COMPLETE CARD TO COMMENT)		
6. AGENDA ITEMS		
A. QUARTERLY PERFORMANCE REPORTS (Pg.9)		APPROVE
B. TD PROGRAM GRANTS - UPDATE (Pg. 19)		INFORMATION
C. TDSP MAJOR UPDATE (Pg. 20)		APPROVE
7. COMMENTS FROM COMMITTEE MEMBERS		
8. NOTES		
9. NEXT MEETING - December 8, 2025, 10:00 am Martin County Admin Center, Commission Chambers		
10. ADJOURN		

The Martin MPO solicits public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American 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
LOCAL COORDINATING BOARD FOR THE TRANSPORTATION
DISADVANTAGED**

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2401 SE Monterey Road, Stuart, FL 34996

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(772) 221-1498

Monday, June 23, 2025, at 10:00 A.M.

MINUTES

- 1. CALL TO ORDER** – Mayor Carmine Dipaolo, Chair called the meeting to order at 10:00 AM
- 2. ROLL CALL** – Susan Ortiz, Administrative Assistant, called roll.

Members in Attendance:

Mayor Carmine Dipaolo – Chair, Village of Indiantown
Phyl Weaver, Representative for Persons over 60
Dalia Dillon, Department of Elder Affairs
Brenda Matheny, Local Medical Community
Gayle McArdle, Representative for Persons with Disabilities
Ismir Ripley, FDOT Representative
Gregory McDonald, Career Source Research Coast
Michael Drost, Florida Department of Veteran's Affairs
Zachary Hoge, Florida Division of Vocational Rehab
Michelle Miller, Representative for the Florida Association for Community Action -
Economically Disadvantaged
Jennifer Langlois, Representative for Public Education Community District School
Board

Excused Members:

Ashman Beecher, Martin County Transit
Robert McPartlan, Vice Chair, Department of Children and Family
Milory Senat, Agency for Persons with Disabilities
Monique Robbins, Representative for Children at Risk

Staff in Attendance:

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

Others in Attendance:

Chris Stevenson, Martin County Transit (MCT) a Division of Senior Resource
Association (SRA)
Karen Deigl, MCT

Melody Hearn, Family Care Council Area 15
Tarlaymoon Hosein, member of the public
Trinity Brown-Sears, member of the public

A quorum was present for the meeting.

3. APPROVE AGENDA

A motion was made by Phyl Weaver to approve the agenda as presented and seconded by Dalia Dillon. The motion passed unanimously.

4. APPROVE MINUTES

- Regular Meeting Minutes – May 12, 2025

A motion to approve the Regular Meeting Minutes of May 12, 2025, was made by Phyl Weaver and seconded by Gregory McDonald. The motion passed unanimously.

5. COMMENTS FROM THE PUBLIC

Melody Hearn, Chair for the local Family Care Council, Area 15, which includes Martin, St. Lucie, Okeechobee, and Indian River County commented that she and other advocates are asking the Treasure Coast communities to give the rights to those with intellectual/developmental disabilities to be able to access the community. She pleaded that as a collective we find every single way to provide the transportation to TD individuals, especially those with intellectual/developmental disabilities. For them, important destinations include employment, training and life-giving services within their community. Also, to give access to caregivers to transportation to ride along with these TD individuals were applicable. Ms. Hearn stated she just got back from the State Disability Conference and transportation, housing and advocacy is the number one priority this year for the collective. She invited the LCB-TD to attend the local Family Care Council, Area 15 meetings which occur every third Thursday of the month except for the month of July. Note: there is a virtual component to these meetings. Her mission is education and empowering families and individuals with intellectual/developmental disabilities. Ms. Hearn added that she looks forward to seeing what the Florida legislators have done to provide through the Commission for the Transportation Disadvantaged (CTD) that funding that is so needed and hopes that an additional funding or at least equal funding to that was received in previous years.

6. AGENDA ITEMS

A. FY25/26 COMMUNITY TRANSPORTATION COORDINATOR (CTC) TRIP RATE MODEL

Ms. Martens introduced Chris Stephenson and Karen Deigl who proceeded to give a detailed background on the Trip & Equipment (T&E) Grant funding. Mr. Stephenson

explained that for the last 4 years the funding allocations for the T&E Grant funding have continued to decrease. This is despite that TD Trips have increased in Martin County due to allocations from the Innovative Services (ISD) Grant and the overmatch funding received from Martin County. He went on to explain that TD trips paid for with the T & E Grant funding are the only trips that are plugged into the current T & E Grant formula. Mr. Stephenson explained that 84% of the CTCs in Florida are having the same issue where the T & E grant funding keeps decreasing. At the state level, the Florida Public Transportation Association (FPTA) which Karen Deigl is the Chair of, have been actively engaging transportation stakeholders and the state legislature to advocate for the CTD to change and fix the T & E formula. He explained a strategy for the new FY 25/26, effective July 1, 2025, In the meantime, Mr. Stephenson explained they have a plan of action. The first scenario, status quo, Martin County would pay for 10% of every trip, and with the amount of local funding that they had this current fiscal year, they would be able to provide about 17,000 trips in the new fiscal year FY 25/26, with only 6,500 of those trips being reportable to the T&E Grant. With the other scenario, that they are asking the LCB-TD for approval is to use the Martin County matching funds to supplement the trip rate, so that more trips can be reported on the T & E Grant in the upcoming fiscal year. With this second scenario they could report 10,891 trips to the T & E Grant. This is all based on the assumption that they will receive the same amount of local funding. If this does not happen and they do not receive the same amount of local funding, they would have to go back to the different rates so that it does not impact the system negatively. Mr. Stephenson stated that this is a strategy that other CTCs have used to be able to report more trips on the T&E grant. All this should equate to us getting more funding in our T&E Grant funding next fiscal year 26/27. This will not require any additional local match than what we received this fiscal year. They will not know the exact overmatch funding received until September 2025, and there is a contingency plan in place in case they do not receive the same grant funding and local overmatch as last year. To summarize SRA recommendation is to rather than charge the state 90% of each trip and charge the County 10%; change it so that Martin County pays for 40% of each trip and the State pays for 60%. This way SRA can report more trips to the CTD every year starting in July 2025. Mr. Stephenson explained that the LCB-TD sets the rate for trips and the approved rate model is part of the Transportation Disadvantaged Service Plan (TDSP). He explained that SRA is seeking permission from the LCB to approve Scenario 2 which reduces trip rate charged to the T&E Grant to 60% so more trips are reportable in FY 25/26 and Martin County local match supplements 40% of each trip (rather than 10%). This sets the rates at \$26.05 for ambulatory trips and \$44.66 for wheelchair trips.

Phyl Weaver, asked for clarification on the proposed Scenario 2, Ms. Deigl explained that this year Martin County provided \$486,000 in local overmatch. In the new fiscal year, the county may choose to provide the same overmatch, lower it, or even increase it. This proposed scenario will not change the finances of the County. However, what it will do is increase the number of trips that SRA can report to the CTD for the T & E Grant. Ms. Deigl further explained that when they took over as the CTC for Martin County, they were encouraging the County to give more overmatch. In the FY 21/22 the county only provided the minimum 10% match to the T&E Grant. It wasn't until 23/24 that the County started to provide overmatch for more trips. More trips were supposed to mean more funding for

the T & E grant in the next fiscal year. In FY 24/25 the County overmatched even more with \$486,000. Unfortunately, with the T & E Grant formula the trips that are paid for with overmatch and the ISD Grant don't count towards the future allocation of the T & E Grant, and that is so incorrect at the State level. Therefore, the T & E Grant funding was not increasing over the last four years. Ms. Deigl explained that eventually at the rate the funding is decreasing the CTC will not receive any money from the CTD in the future and therefore the CTCs around the State need to advocate for the T&E Grant Formula to be examined and changed. Scenario 2 is a plan so that SRA can start to count more trips, by changing the rate amount structure that they are charging to the T & E Grant. If they can charge per trip less to the CTD (the State) with no change in dollars and increase the amount SRA is getting from the County, then those reportable trip numbers will increase for the next T & E Grant allocation funding cycle, as Mr. Stephenson explained earlier in the meeting.

Chair Dipaolo asked what designates trips the CTC can report to the T & E Grant and the ones they cannot report. Ms. Deigl explained only the trips that use T & E dollars can be reported to the CTD and used in the formula for the following year's T & E allocation. Instead of using 90% of the T & E dollars to report one trip, SRA is in Scenario 2 proposing to use only 60% of the T & E dollars to report one trip. Chair Dipaolo clarified the understanding that by changing the percentages, it would result in more reportable trips to the CTD, which in effect the County T & E allocations will increase the following fiscal year.

Phyl Weaver asked for clarification on the other grants received for the TD system. Ms. Deigl explained that the Innovative Service Development (ISD) Grant is a grant that SRA has written for 4 years. For the first few years SRA was using it for on demand dialysis trips and now they are using it to fund trips that are scheduled through the mobile app. On Thursday, June 26, 2025, SRA will find out if they will receive the full ISD grant amount of \$750,000 for FY 25/26. Again trips paid for with this ISD grant are not reportable to the CTD for the T & E Grant.

Michael Drost asked what determines the local fund amount that is given for the TD system in Martin County. Ms. Deigl clarified that the Martin County Board of County Commissioners (BCC) determine the amount of local overmatch through the budget process. Mr. Drost asked if the local overmatch could potentially decrease if the State grant funding increases. Ms. Deigl explained the demand for TD trips is here in Martin County and the \$750,000 ISD grant if awarded for FY25/26 could go away the following fiscal year.

Chair Dipaolo asked if people have insurance with transportation benefits and they need to go for a doctor's visit, can the SRA tap into that resource for tripping TD individuals. Ms. Deigl clarified that the only real insurance that does that is Medicaid. Mr. Stephenson explained that during eligibility intake SRA documents TD rider's access to other transportations programs such through Medicaid and does not trip them when they can use other transportation resources first for medical trips, however, they will trip them to the grocery store or other life-sustaining destinations.

Zachary Hoge asked if the T & E grant funding can be used for trips to access employment or the trips that Ms. Hearn talked about earlier in the meeting. SRA stated that the T & E grant can be used for these trips. And as a follow-up question Mr. Hoge asked which TD riders would be at most risk of losing transportation services if SRA and the County does not receive any ISD Grant money. Mr. Hoge continued and expressed concern brought up during the previous LCB-TD meeting where TD riders would have to investigate other transportation arrangements if funding fell short. Mr. Stephenson explained that the TDSP that the LCB-TD approves has a trip prioritization in place and Ms. Martens displayed the trip prioritization chart, where medical trips are prioritized and then employment and education trips and further down the list is quality of life trips like grocery store trips. Noting that the ISD grant will still have the 90%/10% match split and is used for the same TD population as the T & E grant population with same trip prioritization.

Ms. Martens clarified that as the LCB is going to be approving the draft TDSP Minor update document to note this is the last version and time that this TDSP document will come before the LCB. After July 1, 2025, we are going to create a new major update to the TDSP and if there are any changes in prioritizations, the LCB-TD and the CTC have that opportunity. This minor update TDSP document is more of a house-keeping document with minor updates as noted. Mr. Stephenson urged the LCB-TD to read the TDSP document that outlines the plan for providing transportation services to TD individuals in Martin County and input from the LCB-TD is highly encouraged.

A motion to approve the FY25/26 Trip Rate model pending funding allocations was made by Phyl Weaver and seconded by Michelle Miller. The motion passed unanimously.

B. TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) MINOR UPDATE

Ms. Martens explained the LCB-TD will approve the TDSP Minor Update, as discussed under the previous agenda item. The rate model approved earlier today will be plugged into page 47 of the TDSP Minor Update pending TD funding allocations, along with the minor updates previously discussed on pages 35 and 36.

A motion to approve pending to the TDSP Minor Update pending the final Trip Rate Model was made by Michelle Miller and seconded by Michael Drost. The motion passed unanimously.

C. TD FUNDING SYSTEM UPDATE

Ms. Deigl explained that Martin County Transit (MCT), LLC a division of Senior Resource Association was awarded the Marty operator contract effective July 1, 2025. She clarified that Martin Community Coach the TD Transportation System in Martin County will also be under the company MCT, LLC. In fact, the Memorandum of Agreement (MOA) for FY 25/26 between the CTD and the CTC is now under the newer company name of MCT.

She explained that the greatest outcome from MCT being both the fixed route transit operator and the CTC in Martin County, is increased coordination and partnership between the two systems. Mr. Stephenson introduced Mike Reilly as the MCT Operations Manager for MCT - Marty Transit.

Ms. Deigl explained that MCT wrote the Innovative Service Development (ISD) Grant again for FY 25/26. MCT and all of CTCs were very concerned that there would be no approval from the legislature to allow the CTD spending authority for the ISD Grant. MCT worked very closely with a lot of individuals on the Treasure Coast to educate the legislators on how important it is for the CTD to have the spending authority up to 6 million. There were nine grants written to the CTD totaling \$4 million. There was no telling where the funding authority would land at \$3 million, at nothing, or at \$6 million. Through the push and great work of Chris Stephenson, of the people in the Treasure Coast, including their lobbying activities and their visiting with State legislators; as of last Friday, June 20, 2025, when the legislators approved the State budget, the ISD spending authority was set at \$6 million. On Thursday, June 26, 2025, MCT will find out if they will receive all the funding for both the Martin County ISD Grant (\$750,000) and the Treasure Coast Advantage Ride ISD Grant (\$1.5 million).

Chair Dipaolo asked if local businesses can advertise on the Marty buses. Mr. Stephenson stated that there is a Martin County ordinance that does not permit advertising on the Marty buses. Ms. Deigl explained that the Marty buses are paid for through federal or local funding and advertising would be allowed on the Marty buses, but not unless the Martin County BOCC changes or amends the ordinance.

Gayle McArdle asked if the TD riders would notice any change in how they set up for scheduling rides. Mr. Stephenson explained that there would be no changes, the phone number stays the same. It is just that MCC will be operated by MCT which is a division of Senior Resource Association. Ms. McArdle thanked MCT for their hard work.

This item for information only.

7. COMMENTS FROM COMMITTEE MEMBERS

No comments.

8. NOTES

No notes.

9. NEXT MEETING(S)

- Public Workshop and Regular Meeting; August 25, 2025, at 9:30 am (Commission Chambers, Administration Bldg.)

10. ADJOURN 10:40 A.M.

Prepared by:

Lucine Martens, Planner

Date

Approved by:

Mayor Carmine Dipaolo, Chair

Date

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**MARTIN METROPOLITAN PLANNING ORGANIZATION
LOCAL COORDINATING BOARD (LCB-TD) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: August 25, 2025	DUE DATE: August 18, 2025	UPWP#: 6
WORDING: QUARTERLY PERFORMANCE REPORTS		
REQUESTED BY: Commission for Transportation Disadvantaged (CTD)	PREPARED BY: Lucine Martens / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: CTC Quarterly Performance Report

BACKGROUND

Martin County Transit (MCT) a Division of Senior Resource Association, the Community Transportation Coordinator (CTC), is required to provide the LCB-TD with a performance report.

ISSUES

MCT staff will provide the CTC Performance Report for FY24/25 and the CTC Performance Report for the first month of FY25/26 at the August 25, 2025, LCB-TD Meeting for review and approval.

RECOMMENDED ACTION

- a. Approve the CTC Performance Report for FY 24/25 and the month of July, FY 25/26.
- b. Provide direction.

ATTACHMENTS

- a. CTC Performance Report for the period covering FY24/25 and the month of July, FY 25/26.

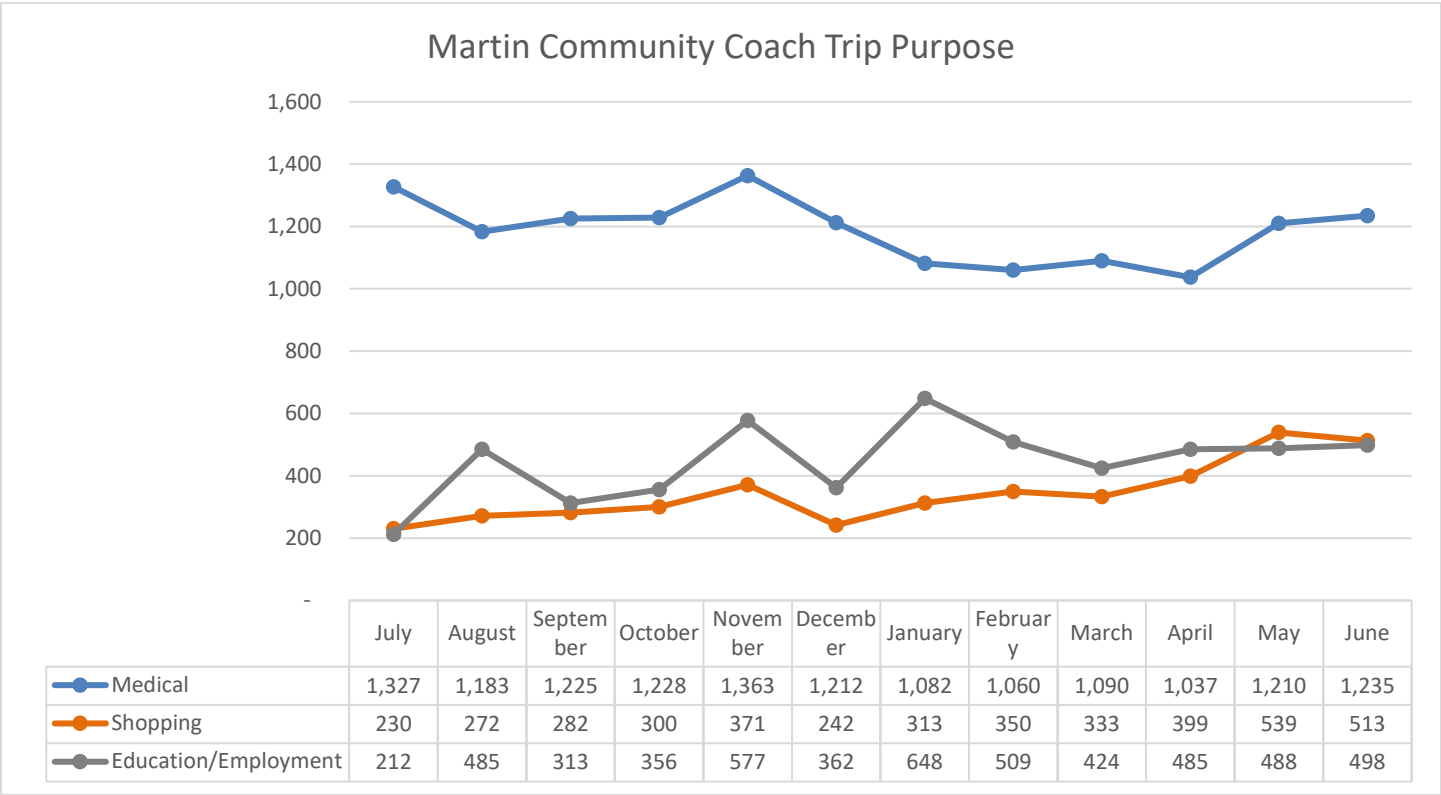
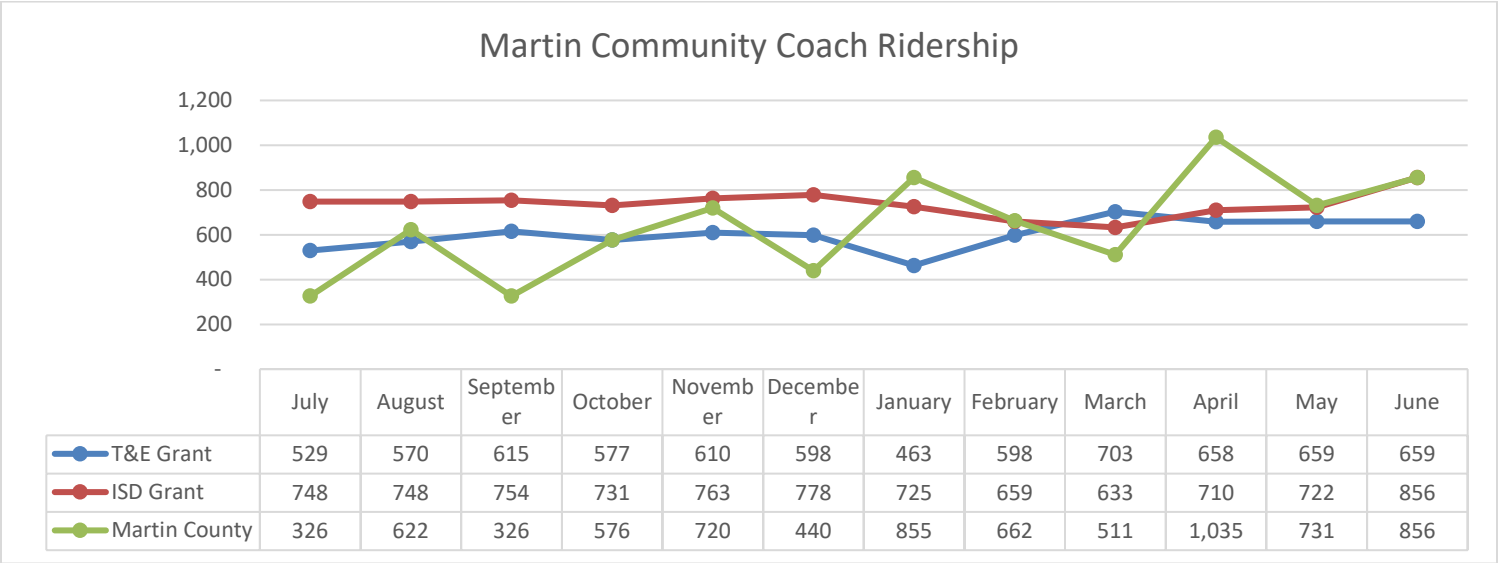
CTC Status Report July 1st, 2024-June 30th, 2025

Prepared: August 6th, 2025

By Chris Stephenson, Transportation Director

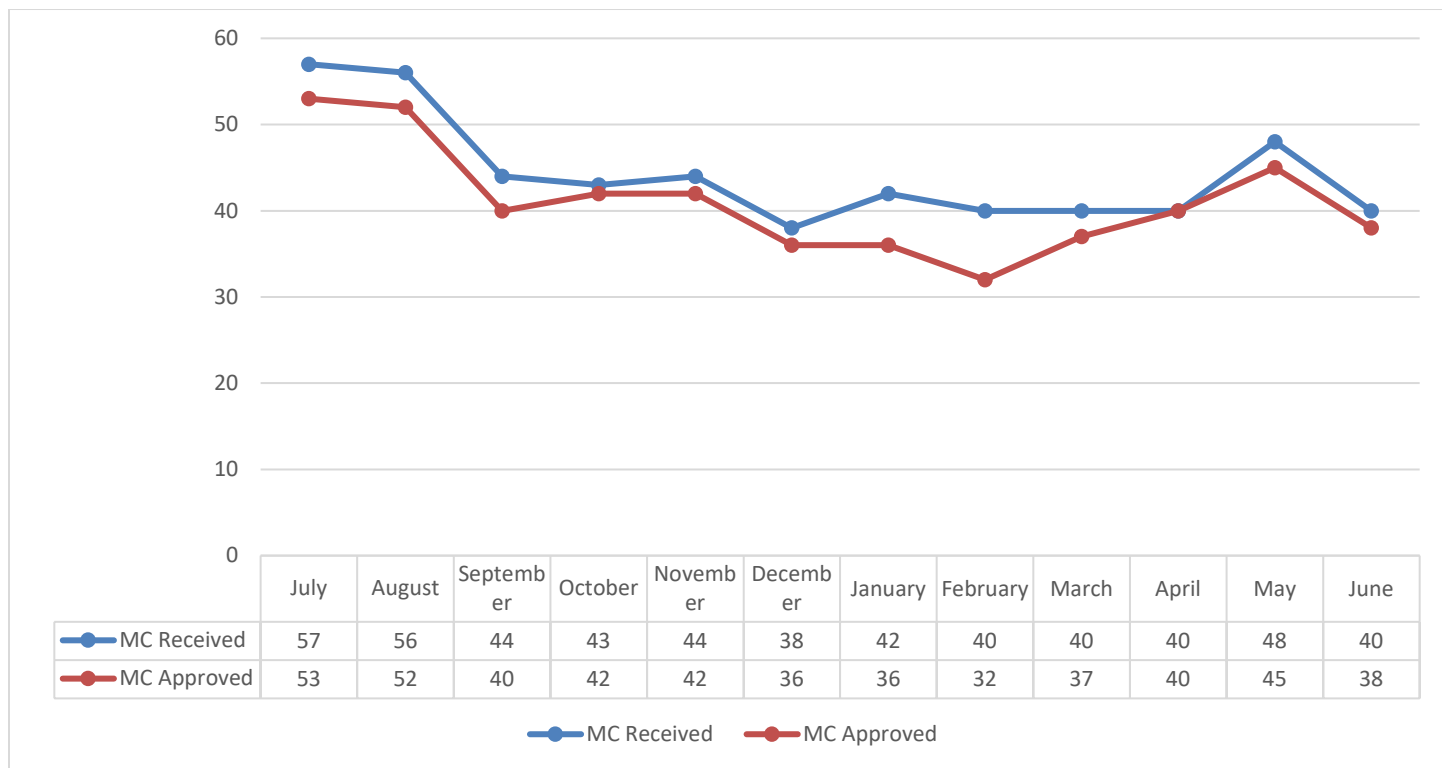
TD Trips

- 23,726 TD trips provided for the FY that ended on June 30th, 2025
 - 7,239 from the T& E Grant
 - 8,827 from the ISD Grant
 - 7,660 From the Local County



- 60% of trips in Martin County were for Medical purposes
- 17% of trips in Martin County were for shopping
- 23% of trips in Martin County were for education/employment

Demand-Response Applications Processed



- 532 applications received in FY 24/25
- 493 applications approved.
 - Applications may not be approved if there is missing information, or if the passenger is not eligible for the Martin Community Coach service

TD Passengers

- 1,108 Unduplicated Passengers Currently
- Average Age of 85 years old

TD System Complaints this FY

18 complaints have been received about Martin Community Coach this FY

- 11 regarding timeliness
- 7 regarding transportation vendors

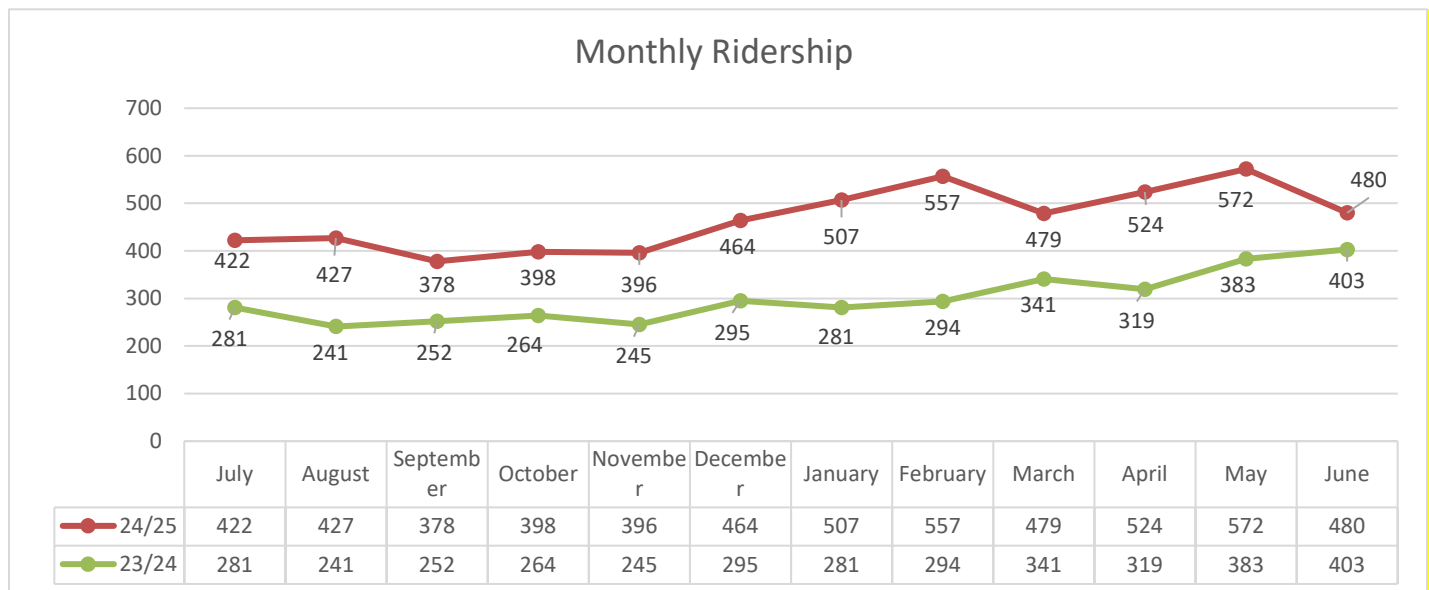
By Comparison, 22 complaints were received in FY 23/24

Future of TD Program

For FY 25/26, the ISD Grant was increased to \$750,000, so Martin County Transit Expects to do more trips in FY 25/26 than 24/25

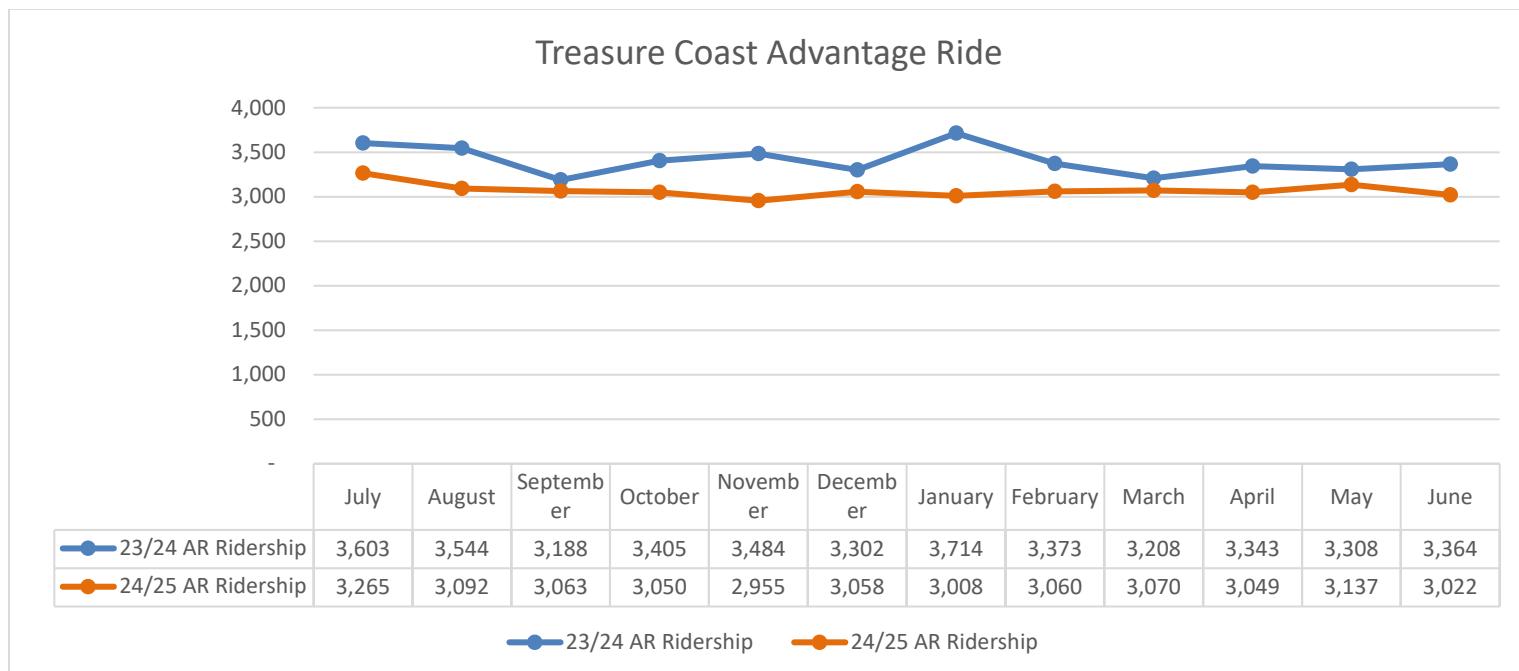
Martin County Indiantown Shuttle

- For the FY, there was a 56% increase in ridership compared to last FY



Treasure Coast Developmental Disability Advantage Ride

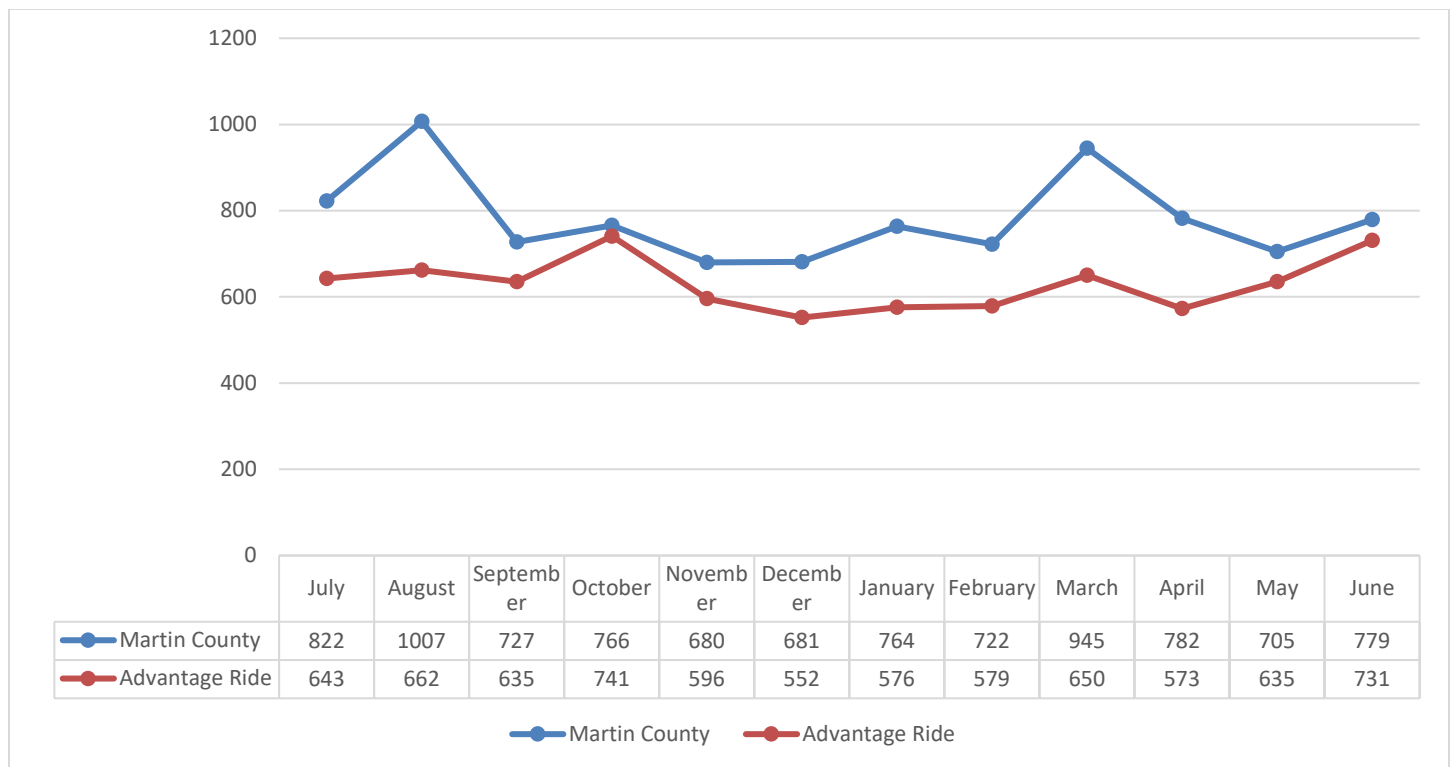
- The FY total CC Ridership was 36,829 trips. This is a 10% decrease from FY 23/24
 - Our ISD Grant award was 9.2% less in FY24/25 than FY23/24. This is why we did less trips.



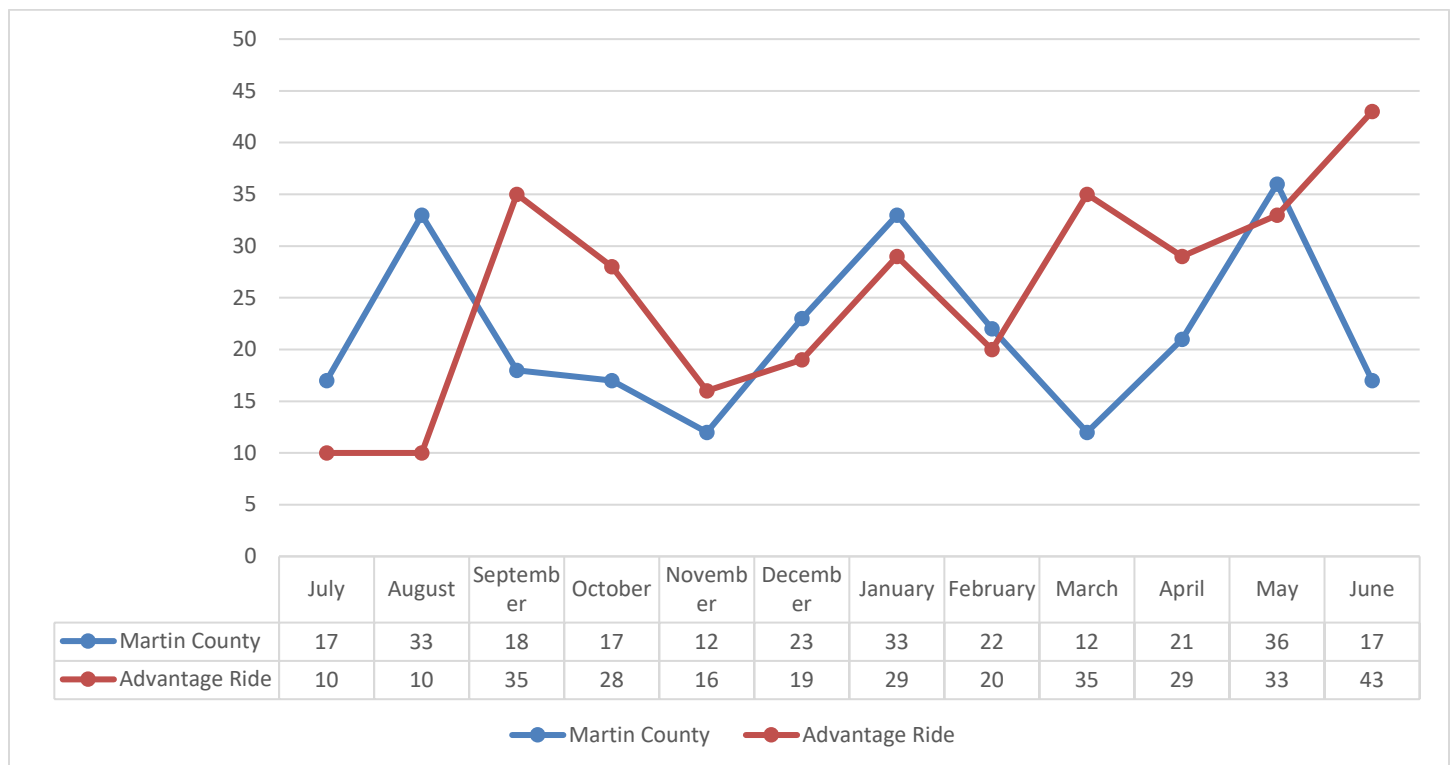
Future of TD Program

- For FY 25/26, the ISD Grant was increased to \$1,500,000, so Martin County Transit Expects to do more trips in FY 25/26 than 24/25

Phone Reports-Call Volume



Average Phone Wait Times-Seconds (Wait times do NOT include the SRA recording)



MCC received 1,290 less phone calls this year compared to last year, and answered phones 19 seconds faster
 The Adv. Ride program received 907 more phone calls this year compared to last year, and answered phones 4 seconds slower



CTC Status Report July, 2025

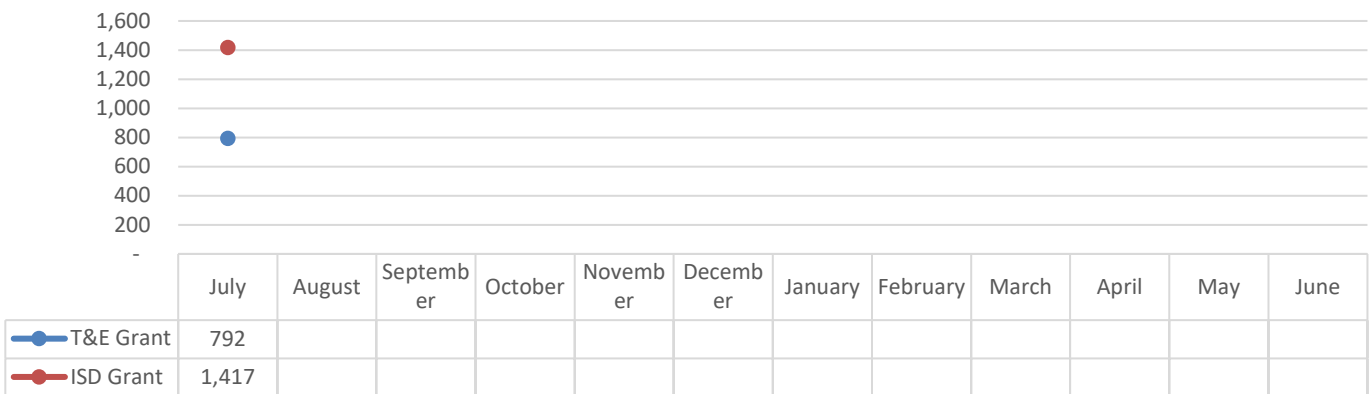
Prepared: August 7th, 2025

By Chris Stephenson, Transportation Director

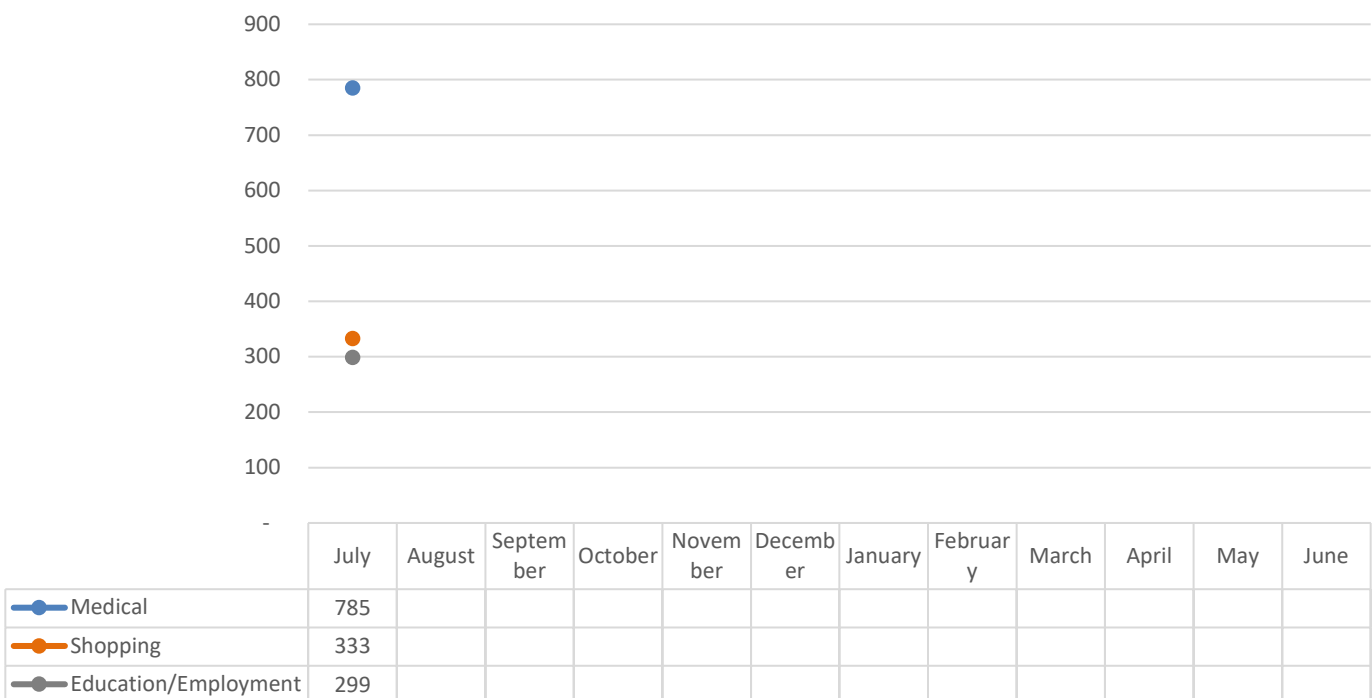
Martin Community Coach

- 2,209 TD trips provided in July, 2025
 - 792 using the T& E Grant
 - 1,417 using the ISD Grant

Martin Community Coach Ridership



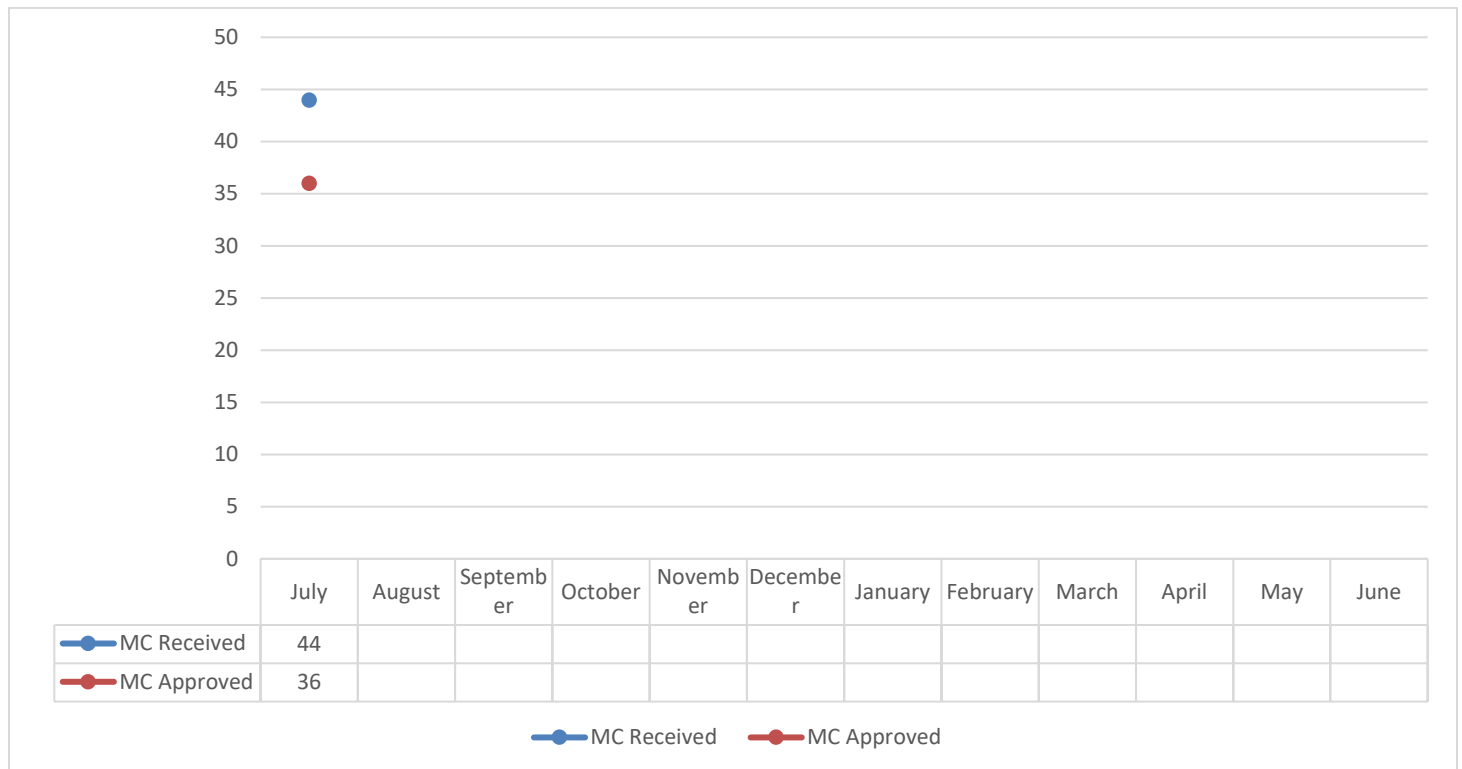
Martin Community Coach Trip Purpose





- 55% of trips in Martin County were for Medical in July, 2025
- 24% of trips in Martin County were for shopping in July, 2025
- 21% of trips in Martin County were for education/employment in July, 2025

Martin Community Coach Applications Processed



Applications may not be approved if there is missing information, or if the passenger is not eligible for the Martin Community Coach service

TD Passengers

- 1,035 Unduplicated Passengers Currently
- Average Age of 88 years old

TD System Complaints this FY

3 complaints have been received about Martin Community Coach this FY

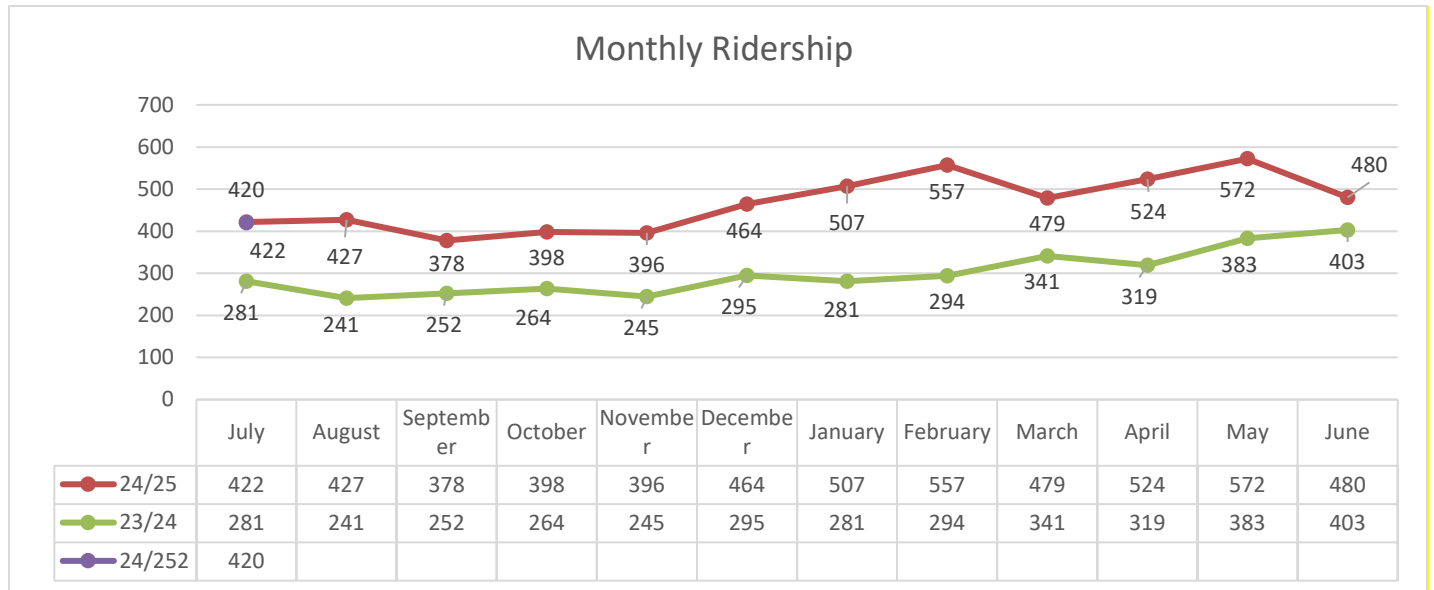
- 2 regarding timeliness
- 1 regarding transportation vendors

By Comparison, 2 complaints were received in FY 24/25



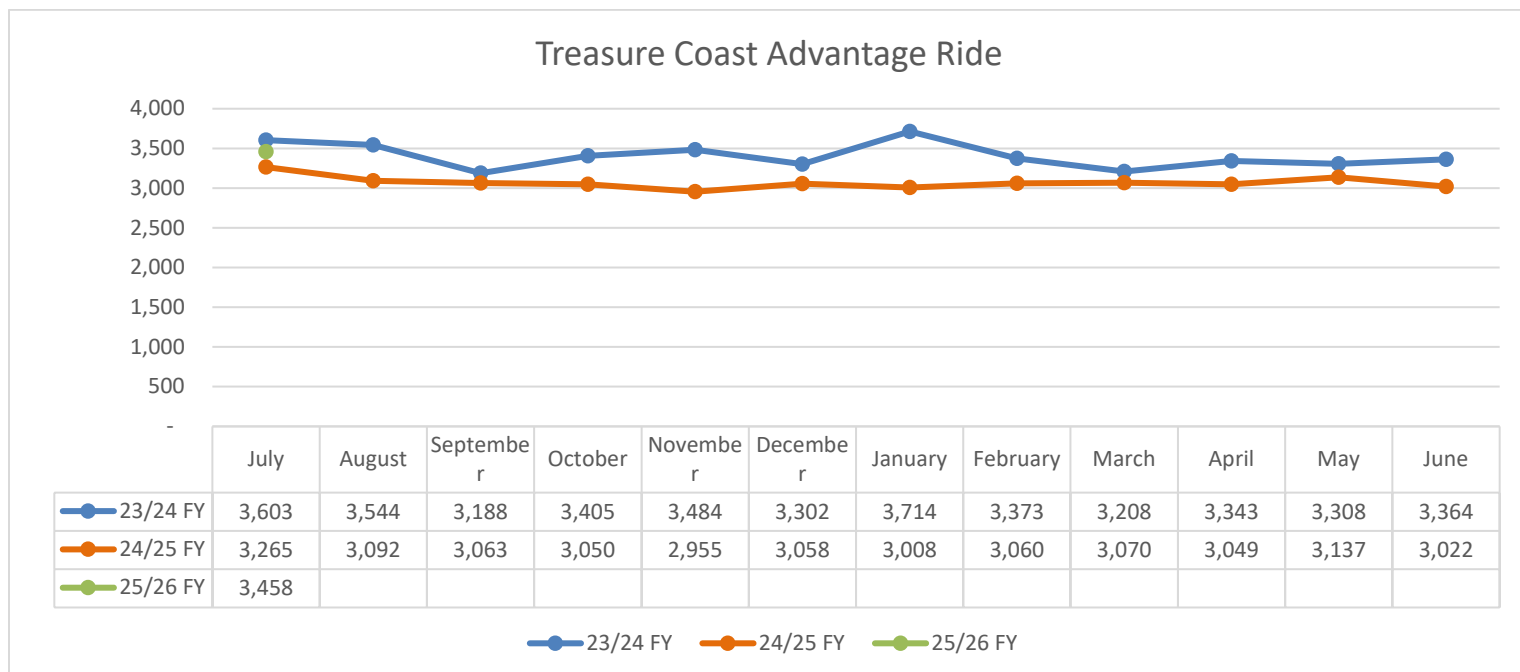
Martin County Indiantown Shuttle

- Ridership in July was 420 passengers



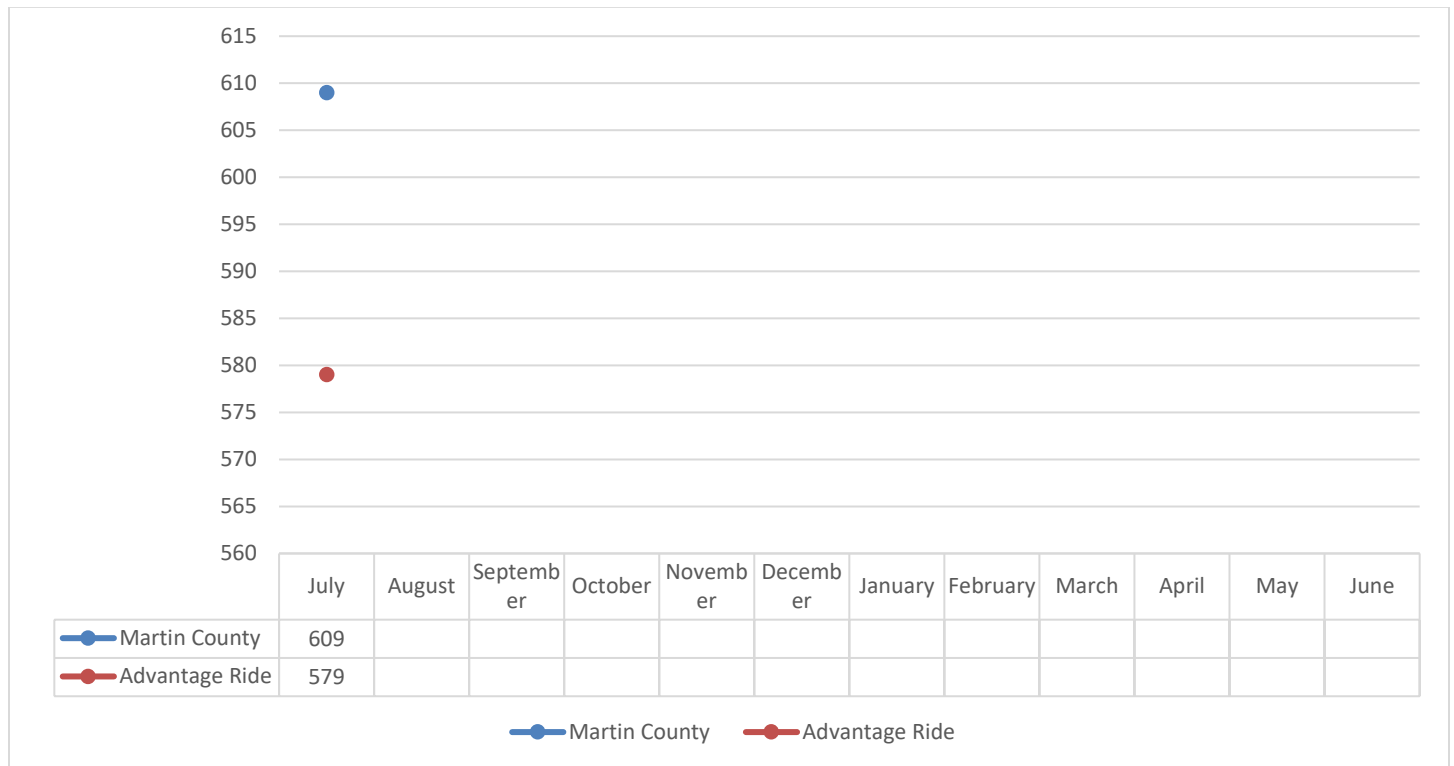
Treasure Coast Developmental Disability Advantage Ride Program

- 3,458 passenger trips for people with developmental disabilities in July 2025.
 - Trip totals should return to the 23/24 FY levels in FY 25/26

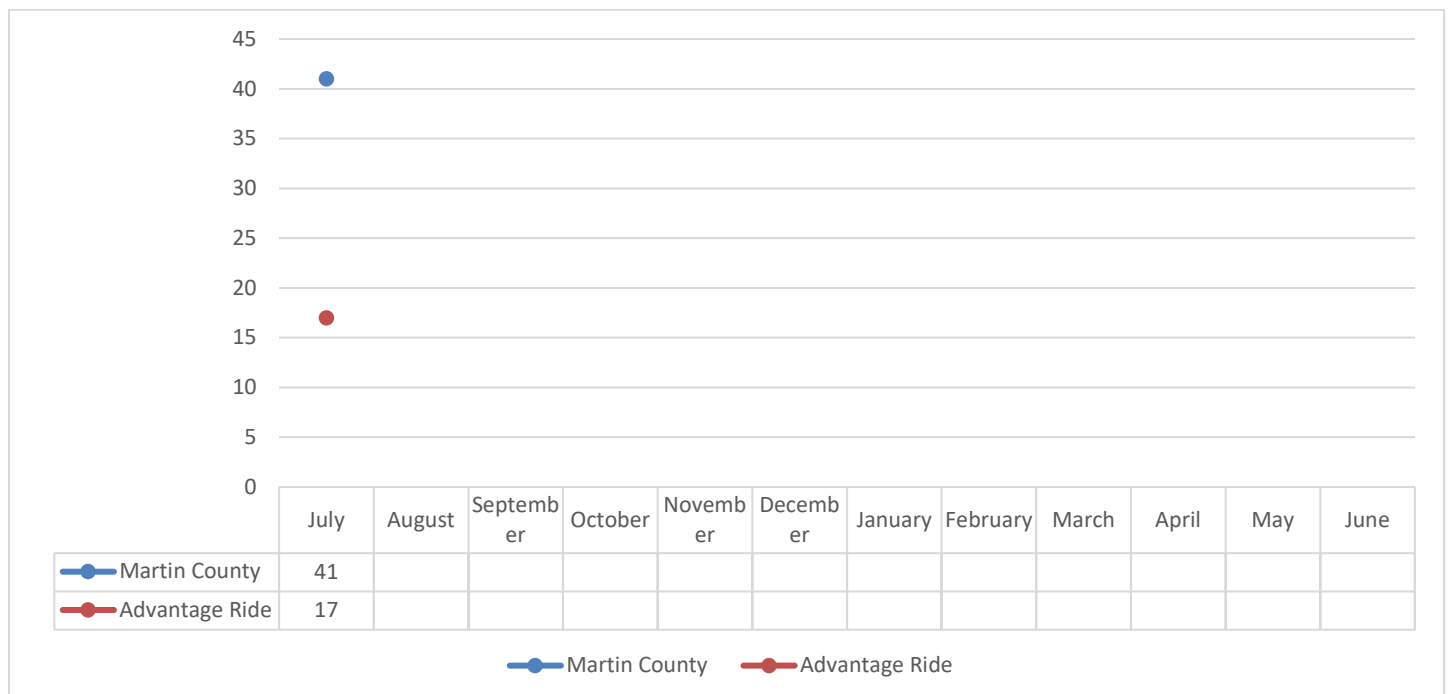




Phone Reports-Call Volume July, 2025



Average Phone Wait Times-Seconds (Wait times do NOT include the SRA recording)





MARTY Fixed Route Service

- Limited Service Began on 07/02/2025
- Regular Service Began on 07/24/2025
- Revenue Hours of Fixed Route Service in July: 2,097.9
- ADA Trips in July: 120 Trips
- Next Quarter, SRA staff will have better data for comparing ridership levels to previous FY



**MARTIN METROPOLITAN PLANNING ORGANIZATION
LOCAL COORDINATING BOARD (LCB-TD) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: August 25, 2025	DUE DATE: August 18, 2025	UPWP#: 6
WORDING: TD PROGRAM GRANTS - UPDATE		
REQUESTED BY: MPO	PREPARED BY: Lucine Martens / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

Each year the Commission for the Transportation Disadvantaged (CTD) awards the grant(s) to the Community Transportation Coordinator (CTC), Martin County Transit (MCT) a Division of Senior Resource Association. These grants provide funding for the TD trips in Martin County. All grants require a minimum 10% match. The formula grant awarded each year is the Trip and Equipment (T&E) Grant.

UPDATE

On June 26, 2025, at the CTD Business meeting the Commission for the Transportation Disadvantaged (CTD) voted unanimously to award an Innovative Service Development (ISD) Grant in the amount of \$675,000 + \$75,000 Local Match = \$750,000 to the Martin County CTC, Martin County Transit (MCT).

Here is a brief description of the Martin County ISD Grant Project FY 25/26:

- Provide same day or scheduled transportation to TD eligible individuals who reserve trips utilizing the online, self-service reservations mobile app. The Ecolane Community Coach Mobile App is available 24 hours per day, 7 days per week and allows scheduling in real time versus the current requirement to book a trip 72 hours in advance. Riders and their caregivers can reserve trips and verify trip status in real time. Plans to implement the Mobile App with real-time communication between passenger, driver, and transit office. Also to continue to survey passengers regularly to ensure quality service is being provided and adjust service delivery methods based on responses.
- Estimates providing 15,300 trips booked through the App. Estimated riders served is 1,900.

With the Trip & Equipment (T & E) Grant funding of \$284,138 for FY 25/26 and county-overmatch, there will be no trip limits imposed on the TD riders in Martin County at this time.

RECOMMENDED ACTION

This is an informational item.

ATTACHMENTS

None



**MARTIN METROPOLITAN PLANNING ORGANIZATION
LOCAL COORDINATING BOARD (LCB-TD) MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: August 25, 2025	DUE DATE: August 18, 2025	UPWP#: 6
WORDING: DRAFT 2025-2030 TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP)		
REQUESTED BY: MPO	PREPARED BY: Lucine Martens / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: DRAFT 2025-2030 TDSP

BACKGROUND

Chapter 427, F.S. requires that a Transportation Disadvantaged Service Plan (TDSP) be developed collaboratively between the Community Transportation Coordinator (CTC) and the Designated Official Planning Agency (DOPA), which is the MPO, under the guidance and approval of the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD). The plan is an annually updated tactical plan with components of development, service, and quality assurance. The TDSP should be developed every 5 years, with minor updates annually.

The Minor Update of the FY 2020-2025 TDSP was approved on June 23, 2025, by the LCB-TD. At the August 25, 2025, LCB-TD Regular Meeting, MPO staff is looking for comments and approval of the Draft 2025-2030 TDSP.

ISSUES

The Florida Commission for the Transportation Disadvantaged requires a major update to the TDSP be adopted within 120 days of a new CTC selection in order to meet the requirements to maintain eligibility for State funding.

RECOMMENDED ACTION

- a. Approve the Draft 2025-2030 Transportation Disadvantaged Service Plan (TDSP).
- b. Provide direction.

FISCAL IMPACT

TDSP is a requirement to receive funding from the Florida Commission for the Transportation Disadvantaged.

ATTACHMENTS

- a. LCB-TD Roll Call for Vote
- b. DRAFT 2025-2030 TDSP

LCB-TD ROLL CALL VOTE
Approval of Martin County's
2025/2030 Transportation Disadvantaged Service Plan
August 25, 2025

Name	Representing	Aye	Nay	Absent
Carmine Dipaolo	Chairperson, Elected Official (Commissioner)			
Ismir Ripley	Florida Department of Transportation			
Robert McPartlan	Florida Department of Children & Family Services			
Zachary Hoge	Florida Division of Vocational Services or Division of Blind Services			
Jennifer Langlois	Public Education Community			
Michael Drost	Florida Department of Veteran's Affairs			
Gayle McArdle	Person with Disabilities			
Michelle Miller	Florida Association Community Action/ Economically Disadvantaged			
Tarlaymoon Hosein	Citizens Advocate (User of the System)			
VACANT	Citizens Advocate			
Phyl Weaver	Persons over 60			
Monique Robbins	Children at Risk			
Dalia Dillon	Department of Elder Affairs			
VACANT	Florida Agency Health Care Administration (Medicaid)			
VACANT	Private Transportation Industry			
Gregory McDonald	Regional Workforce Board/Career Center			
Brenda Matheny	Local Medical Community			
Milory Senat	Agency for Persons with Disabilities			
Ashman Beecher	Martin County Transit			

Martin Community Coach Transportation Disadvantaged Service Plan (TDSP) 2025 - 2030

DRAFT



August 2025

Prepared by: Martin MPO



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Martin County
Local Coordinating Board for the Transportation Disadvantaged

Carmine Dipaolo, LCB Chair

Major Update: October- August 25, 2025

DRAFT

Martin Metropolitan Planning Organization

Florida Commission for the Transportation Disadvantaged

LCB-TD ROLL CALL VOTE
Approval of Martin County's
2025/2030 Transportation Disadvantaged Service Plan
August 25, 2025

Name	Representing	Aye	Nay	Absent
Carmine Dipaolo	Chairperson, Elected Official (Commissioner)			
Ismir Ripley	Florida Department of Transportation			
Robert McPartlan	Florida Department of Children & Family Services			
Zachary Hoge	Florida Division of Vocational Services or Division of Blind Services			
Jennifer Langlois	Public Education Community			
Michael Drost	Florida Department of Veteran's Affairs			
Gayle McArdle	Person with Disabilities			
Michelle Miller	Florida Association Community Action/ Economically Disadvantaged			
Tarlaymoon Hosein	Citizens Advocate (User of the System)			
VACANT	Citizens Advocate			
Phyl Weaver	Persons over 60			
Monique Robbins	Children at Risk			
Dalia Dillon	Department of Elder Affairs			
VACANT	Florida Agency Health Care Administration (Medicaid)			
VACANT	Private Transportation Industry			
Gregory McDonald	Regional Workforce Board/Career Center			
Brenda Matheny	Local Medical Community			
Milory Senat	Agency for Persons with Disabilities			
Ashman Beecher	Martin County Transit			

Chapter 1 - Development Plan

Introduction to the Service Area

The Transportation Disadvantaged Service Plan – A Coordinated Public Transit Human Services Transportation Plan

This Transportation Disadvantaged Service Plan (TDSP) has been prepared in accordance with the requirements of Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative Code (F.A.C) and the guidelines provided by the Commission for the Transportation Disadvantaged. In addition, the Federal Transit Administration (FTA) requires the development and adoption of a “Coordinated Public Transit-Human Services Transportation Plan” (CPTHSTP) for recipients of FTA Section 5310 (Elderly and Persons with Disabilities) grant funding program. The State of Florida has received concurrence from the Federal Transit Administration to allow the TDSP to fulfill this requirement. Consistent with the direction given by the State of Florida Department of Transportation, the Commission for Transportation Disadvantaged, and the guidelines issued by the FTA, this TDSP has been prepared as a CPTHSTP. This plan was developed through a process that included representatives of public, private, and nonprofit transportation and human services providers and participation by the public.

Background of the TD Program

Mission and People Served

The overall mission of Florida’s Transportation Disadvantaged Program is to ensure the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons. Chapter 427, F.S. defines “Transportation Disadvantaged” as:

“those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities, or children who are handicapped or high-risk or at-risk as defined in Section 411.202, Florida Statutes.”

Florida’s Transportation Disadvantaged Program is governed by Part I of Chapter 427, Florida Statutes (F.S.), and implementing rules in Rule Chapter 41-2, Florida Administrative Code (F.A.C.). Part I of Chapter 427 was enacted in 1979 and has subsequently been amended and reenacted. Amendments made in 1989 resulted in the creation of Florida Transportation Disadvantaged Commission, establishment of the Transportation Disadvantaged Trust Fund, and enhancement of local participation in the planning and delivery of coordinated

transportation services to the transportation disadvantaged through the creation of Local Coordinating Boards (LCB) and Community Transportation Coordinators (CTC).

Amendments made to Part I of Chapter 427 since 1989 have changed the name of the Florida Transportation Disadvantaged Commission to the Florida Commission for the Transportation Disadvantaged (CTD), added members to the CTD, modified the definition of “transportation disadvantaged,” and supplemented or modified the responsibilities of the CTD, Designated Official Planning Agencies, Local Coordinating Boards and CTCs.

Florida Commission for the Transportation Disadvantaged (CTD)

The Florida Commission for the Transportation Disadvantaged is an independent agency that serves as the policy development and implementing agency for Florida’s transportation disadvantaged program. According to Section 427.013, F.S. (Session Law 92-237), its purpose is to accomplish the coordination of transportation services provided to the transportation disadvantaged.

Designated Official Planning Agency (DOPA)

The Designated Official Planning Agencies (DOPAs) perform planning duties and assist the Commission and Local Coordinating Boards in implementing the Transportation Disadvantaged program. The Martin MPO performs this role in Martin County for the Local Coordinating Board for the Transportation Disadvantaged.

Local Coordinating Board (LCB)

The purpose of the Local Coordinating Board (LCB) is to identify local service needs and to provide information, advice, and direction to the CTC on the coordination of services to be provided to the transportation disadvantaged. Also, each Coordinating Board is recognized as an advisory body to the CTD in its designated service area. The CTD does require that the Local Coordinating Board review and approve applications for planning and trip/equipment grants funded out of the Transportation Disadvantaged Trust Fund.

Voting Members are in accordance with Rule 41-2.012(3), F.A.C., in addition, the Chairperson shall be an elected official from the county the LCB serves; the following agencies and groups shall be represented on the LCB as voting members:

- (1) A local representative from the Florida Department of Transportation
- (2) A local representative of the Florida Department of Children and Family Services
- (3) A local representative of the Public Education Community which could include, but not be limited to, a representative of the District School Board, School Board Transportation Office, or Headstart Program in areas where the School District is responsible

- (4) In areas where they exist, a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education
- (5) A person recommended by the Veterans Service Office representing the veterans of the county
- (6) A person who is recognized by the Florida Association for Community Action (President), representing the economically disadvantaged in the county
- (7) A person over sixty representing the elderly in the county
- (8) A person with a disability representing the disabled in the county
- (9) Two citizen advocate representatives in the county; one who must be a person who uses the transportation service(s) of the system as their primary means of transportation
- (10) A local representative for Children at Risk
- (11) In areas where they exist, the Chairperson or designee of the local Mass Transit or Public Transit System's Board, except in cases where they are also the Community Transportation Coordinator
- (12) A local representative of the Florida Department of Elderly Affairs
- (13) An experienced representative of the local private for-profit transportation industry. In areas where such representative is not available, a local private non-profit representative will be appointed, except where said representative is also the Community Transportation Coordinator
- (14) A local representative of the Florida Agency for Health Care Administration
- (15) A representative of the Regional Workforce Development Board established in Chapter 445, Florida Statutes, and
- (16) A representative of the local medical community, which may include, but not be limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community-based services, etc.
- (17) A local representative of the Agency for Persons with Disabilities

The intent of the CTD, as indicated above, is that the membership of the Local Coordinating Board represents, to the maximum degree possible, a cross section of the local community.

The Local Coordinating Board is to meet at least quarterly and is required by the CTD to hold at least one public workshop a year. The purpose of the public workshop is to provide input to the Coordinating Board on unmet needs or any other areas relating to local transportation services.

Community Transportation Coordinator (CTC)

The purpose of the CTC is to ensure the delivery of transportation services to the transportation disadvantaged in the most cost-effective, un-duplicated and efficient manner possible. More specifically, Rule 41-2.011(1), F.A.C., states that a CTC is responsible for the short-range operational planning, administration, monitoring, coordination, arrangement and delivery of transportation disadvantaged services originating within its designated service area. A CTC can be a public, private nonprofit or private for-profit entity and can provide transportation services, subcontract or broker transportation services or combine the two approaches. Under Rule 41-2.011(2), F.A.C., a CTC is required to subcontract or broker transportation services to transportation operators in situations where it is cost-effective and efficient to do so.

In order to function as a CTC and qualify for Transportation Disadvantaged Trust Fund grants, a CTC must enter into a Memorandum of Agreement (MOA) each year with the CTD. An MOA is defined in Rule 41-2.002(18), F.A.C., as the state contract for transportation disadvantaged services purchased with federal, state or local government transportation disadvantaged funds. It recognizes the CTC as being responsible for the arrangement of the provision of transportation disadvantaged services for its designated service area. Also, it requires that the CTC perform a wide range of tasks and comply with specific provisions relating to insurance, safety, protection of civil rights and other matters.

Figure 1 on page 12 represents the organizational chart of the Martin County TD Program.

Designation Date/History

Coordination for the Transportation Disadvantaged has been in effect in Martin County since 1991. Senior Resource Association (SRA) has served as the Community Transportation Coordinator (CTC) in Martin County since October 1, 2018, when SRA began operating as the CTC in Martin County. On October 28, 2020, the CTD approved the recommendation of the Martin MPO and awarded SRA with the CTC Contract through FY 25.

SRA was established as a 501 (c)(3) non-profit organization in 1974. They have operated the public transit system as well as the Transportation Disadvantaged System in Indian River County. SRA also is the operator of Martin County Transit effective July 1, 2025.

After a formal RFP process in coordination with Martin County Purchasing department, on May 12, 2025, the LCB-TD and the Martin MPO recommended that SRA be awarded the CTC contract for FY 25-FY 30.

It is important to note, effective July 1, 2025, the CTC will be referred to in name as; “Martin County Transit – a Division of Senior Resource Association” or simply “Martin County Transit (MCT)”.

On June 26, 2025, the CTD approved the recommendation of the Martin MPO and awarded Martin County Transit – a Division of Senior Resource Association with the CTC Contract through FY 30. The latest Memorandum of Agreement (MOA) was executed on July 1, 2025, with Martin County Transit – a Division of Senior Resource Association.

Martin County’s total population is approximately 158,431. During fiscal year 2023/2024, the coordinated system provided 63,043 total trips. Martin County’s Transportation Disadvantaged program serves clients from various agencies, such as Helping People Succeed, Advocates for the Rights of the Challenged (ARC), and more.

Consistency Review of Other Plans

Martin MPO Long Range Transportation Plan

The Transportation Disadvantaged Service Plan maintains consistency with the Martin MPO 2045 Long Range Transportation Plan (LRTP). Goal #3: Environmental and Equity states that the MPO will work to Preserve the natural environment and promote equity and healthy communities. Two of the objectives for this goal are to Minimize adverse impacts to minority and/or low-income populations, and to improve access to jobs in areas that have a high concentration of transportation disadvantaged population groups.

Treasure Coast Regional Long-Range Transportation Plan

The TDSP is consistent with the Treasure Coast Regional Long Range Transportation Plan (RLRTP 2045). In chapter 7, the TD population is one of the criteria used to develop the multimodal prioritization process.

Martin County Transit Development Plan

The Transportation Disadvantaged Service Plan maintains consistency with the Martin County Transit Development Plan (TDP 2025 -2034). The Martin County TDP references the TDSP in section 3.3, page 38, when discussing the Paratransit Services in Martin County.

CTD Five and Twenty-five -Year Plans

The Transportation Disadvantaged Service Plan maintains consistency with the CTD/FDOT Five Year Work Program and Twenty-five Year Plan FTP.

COUNTY COORDINATING BOARD MEMBERSHIP CERTIFICATION

Name (MPO/DOPA): Martin Metropolitan Planning Organization (MPO)

Address: 3481 SE Willoughby Boulevard, Suite 101, Stuart, FL 34994

The Metropolitan Planning Organization/Designated Official Planning Agency named above hereby certifies that:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41-2.012(3), F.A.C, does in fact represent the appropriate parties as identified in the attached list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

SIGNATURE: _____
Beth Beltran, MPO Administrator

Date: _____

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Public Participation/Outreach

Pursuant to Chapter 427, Florida statutes, the purpose of the Local Coordinating Board (LCB) is to identify local service needs and to provide information, advice, and direction to the Community Transportation Coordinator on the coordination of services to be provided to the Transportation disadvantaged. In addition to the requirement of meeting on a quarterly basis, the LCB reviews and approves the TDSP, evaluates the services provided in its jurisdiction, and assists the CTC with many issues related to the delivery of transportation disadvantaged services.

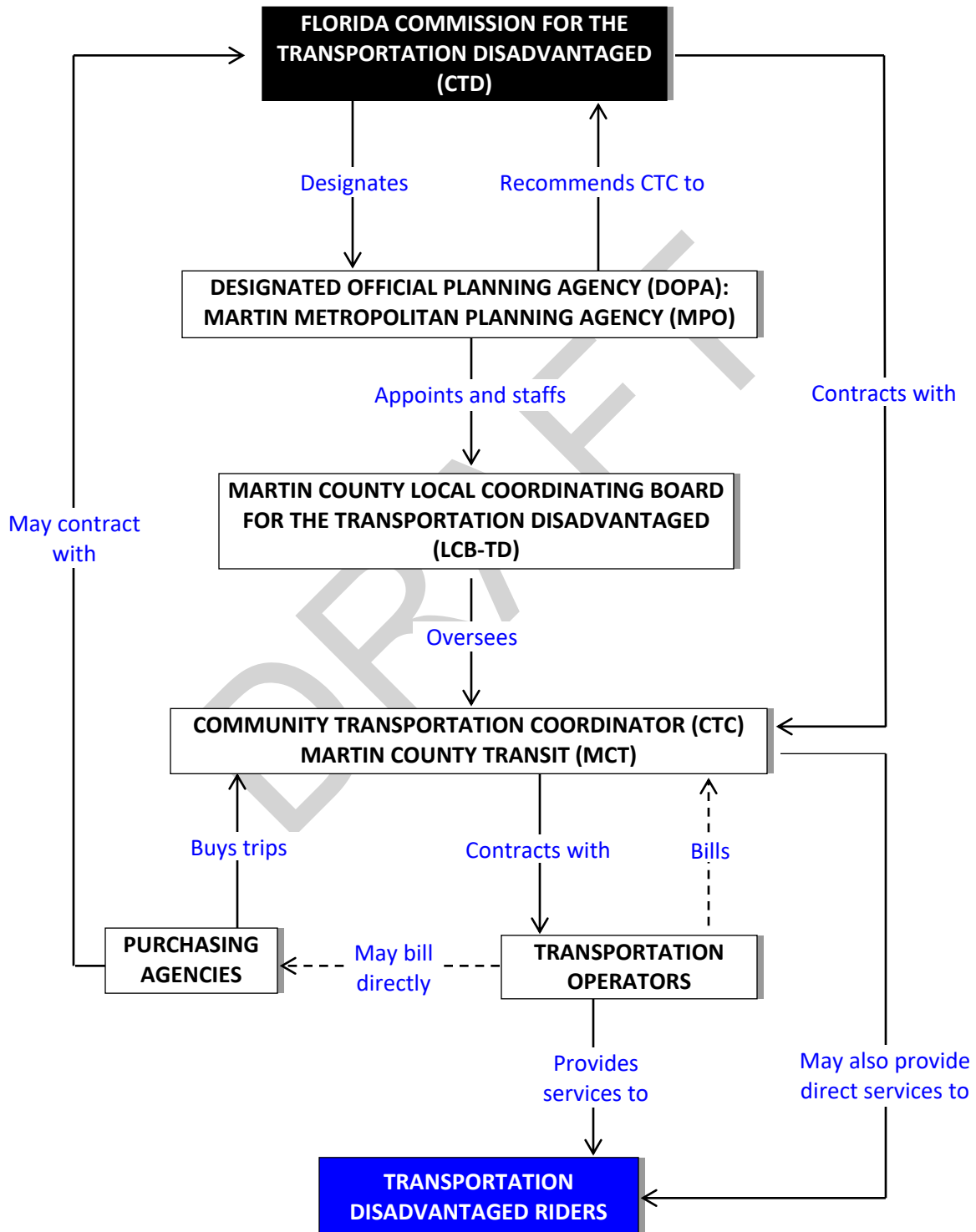
The Local Coordinating Board meetings are held in accessible locations and open to the public. The Martin County LCB seeks input from the public at all of its meetings and makes a concerted effort to include many community partners and advocacy groups in the planning, evaluation, and service development processes throughout the year. In addition, an annual public workshop is held and advertised to the public as required under the CTD regulations. The most recent public hearing/workshop was held on August 25, 2025.

Public involvement and outreach is also conducted by members of staff of the Martin Metropolitan Planning Organization (MPO). The Martin MPO has an extensive documented public involvement process that is used to satisfy federal, state, and local citizen input requirements.

As part of the development of this TDSP document, input was solicited from the Martin MPO, Martin County LCB, and Martin County Health and Human Services. LCB Members received the draft TDSP on August 18, 2025, before the scheduled August 25, 2025, meeting.

Martin County Transportation Disadvantaged Program

Figure 1 TD Organizational Chart



Chapter 2 - Service Area Profile and Demographics

Service Area Description

Martin County is located on the east coast of Florida. Adjacent counties include St. Lucie County to the north, Palm Beach County to the South and Okeechobee County to the west. Martin County is 753 square miles in size with just over 591.6 square miles of land area and the balance of 209 square miles in water. Incorporated areas include the City of Stuart, Village of Indiantown, and the towns of Jupiter Island, Ocean Breeze, and Sewall's Point. Other communities include Jensen Beach, Port Salerno, Hutchinson Island, Palm City, Hobe Sound, Rio, North River Shores, Beau Rivage and Golden Gate.

Demographics

Land Use

The overall land use in Martin County is dominated by single family residential developments and low density urban commercial developments. Development is concentrated in the County east of Interstate 95. Mixed use development is limited, although the County's Growth Management Plan, Land Use Map does designate areas for mixed use development.

Population

The American Community Survey (ACS) is an annual demographics survey program conducted by the United States Census Bureau. According to the ACS 2023 5-Year Estimates, Martin County has a total population of 160,464. The most populated area in Martin County is Stuart, with an estimated population of 17,425. The Town of Sewall's point has an estimate population of 2,240; the Town of Jupiter Island, 941; the Town of Ocean Breeze, 355; and the Village of Indiantown, 6,560.

Table 1 Population and Population Density

Area	Population (2020)	Population (2023)	Population Per Sq. Mile (2020)	Population Growth (2020-2023)
Martin County	158,431	160,464	291	1.28%
Florida	21,538,187	21,928,881	401	1.81%

Source: US Census Bureau 2020 Decennial Census, ACS 2023 5-year Estimates

Table 1 displays population growth, and population density for Martin County and the State of Florida is shown for comparison. From 2020 to 2023, Martin County grew at a rate of 1.28% while the population of the State of Florida grew at 1.81%. The population density of Martin County is 27.4% percent less than that of the State, with approximately 291 persons per square mile.

Age

Table 2 Population Age Distribution

Area	0-9	10-19	20-34	35-54	55-64	65+
Martin County	8.6%	9.3%	13.5%	21%	15.7%	31.8%
Florida	10.4%	11.6%	18.4%	24.9%	13.6%	21.2%

Source: ACS 2023 5-Year Estimates

Table 2 displays the percentages of age groups for both Martin County and Florida. According to the American Community Survey 2023 5-Year Estimates, Martin County has fewer individuals within every age category until the age of 55-64 age group. More than a 31% of the population in Martin County is over the age of 65.

Income

Table 3 Annual Household Income Distribution

Area	\$0-\$9,999	\$10,000-\$24,999	\$25,000-\$34,999	\$35,000-\$49,999	\$50,000-\$74,999	\$75,000-\$99,999	\$100,000 or more
Martin County	4.8%	8.4%	7.6%	11.1%	14.6%	13.0%	40.4%
Florida	5.1%	10.4%	7.7%	11.6%	17.3%	13.1%	34.9%

Source: ACS 2023 5-Year Estimates

Table 3 displays the distribution of income in Martin County and Florida. The percent of households in Martin County with incomes over \$100,000 is higher than that for the State, with 40.4% percent of households in this bracket. Martin County has a lower percentage than the State in the income brackets from \$0 to \$99,999. The median household income in Martin County is \$80,701, compared to the median household income of Florida at \$71,711.

Martin County has considerably more households receiving Social Security and other retirement income than the overall population of Florida. According to the ACS 2023 5-Year Estimates, approximately 48.8% of households have reported receiving Social Security in Martin County and 35.3% reported receiving other retirement incomes. In the State of Florida, 36.7% of households reported receiving Social Security and 25.8% reported receiving other retirement income.

The percentage of families and individuals whose income is below the federal poverty threshold is notably higher in Martin County than in the State of Florida. In Martin County, 15.0% of families and individuals are living below the poverty level compared to 12.3% in the State of Florida, according to the 2023 ACS 5-Year Estimates.

Employment Characteristics

Table 4 Employment Characteristics

Area	Civilian Labor Force	Number Employed	Percentage of Labor Force Employed
Martin County	72,067	68,562	95.1%
Florida	11,191,144	10,731,195	95.9%

Source: 2023 ACS 5-Year Estimates

Table 4 compares the size of the civilian labor force, 16 years of age and older, to the actual percent of the labor force that is employed for both Martin County and the State of Florida (does not include members of the military or retirees). Both Martin County and Florida have over 95% of the labor force employed. According to the U.S. Bureau of Labor Statistics report, *Persons with a Disability: Labor Force Characteristics – 2024*, the unemployment rate for persons with a disability in the Country was 7.5 %, almost twice that of those with no disability, which was 3.8%.

Largest Employers

Table 5 lists the ten largest employers in Martin County.

Table 5 Martin County Largest Employers

Employer	Total Employees
Cleveland Clinic	3,891
Martin County School District	2,893
Martin County Government	1,735
Publix Supermarket	1,674
HealthPro Heritage	479
Walmart	419
Home Depot	389
Wealth Recovery Solutions	355
First National Bank & Trust	320
Visiting Nurses Association	293

Source: Martin County, Florida Comprehensive Annual Financial Report 2024

Housing

Table 6 Selected Housing Characteristics

Area	Total Housing Units	Owner Occupied	Renter Occupied	Owner Occupied Units with Mortgage	Owner Occupied Units w/o Mortgage
Martin County	81,371	66.7%	18.3%	43.7%	56.3%
Florida	9,865,350	61.9%	29%	55.7%	44.3%

Source: ACS 2023 5-Year Estimates

Table 6 compares selected housing characteristics of Martin County and Florida. Martin County has a higher percentage of owner-occupied houses at (66.7%), and a smaller portion of houses that are renter occupied, at (18.3%). Martin County has more owner-occupied housing without a mortgage (56.3%) than it has owner occupied housing with a mortgage (43.7%).

Education

Table 7 Educational Attainment

Area	High School Graduate	Associate Degree	Bachelor Degree	Graduate or Professional Degree
Martin County	92.1%	9.2%	26.3%	15.3%
Florida	90.2%	10.1%	21.6%	13.3%

Source: ACS 2023 5-Year Estimates for population 25 years and older

Table 7 displays the educational attainment of the residents in Martin County and compares it to the State of Florida. Martin County has higher percentages of educational attainment in every category except for individuals who have received associate degrees.

Vehicle Availability

Table 8 Vehicle Availability Distribution

Area	Zero Vehicles Available	1 Vehicle Available	2+ Vehicles Available
Martin County	4.4%	44.1%	35.6%
Florida	5.8%	39.1%	38.3%

Source: 2023 ACS 5-Year Estimate

Table 8 displays the vehicle availability per household. In Martin County, 4.4% of households have no vehicles available. This is less than the State of Florida with approximately 5.8% of households having no access to a vehicle.

Travel to Work

Table 9 Travel to Work – Commute Times for Martin County

Area	Less than 10 min.	10-19 min.	20-29 min.	30-44 min.	45-59 min.	60+min.
Martin County	10.2%	28%	18.4%	24.7%	9.4%	9.2%
Florida	8.9%	26%	22.5%	24.7%	9.4%	8.6%

Source: 2023 ACS 5-Year Estimates

Table 9 compares the distribution of travel time to work for Martin County and Florida. Most of Martin County's residents have a commute time of less than 30 minutes with 56.6 % of residents falling into that category. While the State of Florida has 57.4 % of residents who have a commute time of less than 30 minutes. Approximately 18% of residents in Martin County and Florida have commute times of more than 45 minutes.

Mode of Travel to Work

Table 10 Mode of Travel to Work

Area	Drive Alone	Car/Vanpool	Public Transportation	Bike/Walk/Other	Work At Home
Martin County	73.6%	8.8%	0.2%	3.6%	13.8%
Florida	72.1%	9%	1.2%	3.8%	13.9%

Source: 2023 ACS 5-Year Estimates

Table 10 compares the mode of travel that people use in Martin County and Florida. Martin County has a higher percentage of individuals who drive alone in the County at 73.6 %. Martin County also has a slightly lower percentage of individuals who work from home at 13.8%. Public transportation is a mode that Martin County residents do not use frequently, with only 0.2% of the population using public transportation.

Major Trip Generators

Table 11 Major Paratransit Trip Generators and Attractors

Medical Facilities	
Volunteers in Medicine	Fresenius Kidney Care Salerno
Cleveland Clinic Family Health and Physicians	Fresenius Kidney Care Martin County
Martin Health Laboratory Services	Coastal Orthopedic Martin County
Cleveland Clinic Martin North	Stuart Eye Institute
Martin Health Laboratory Services	Florida Vision Institute
Assisted Living Facilities/ Nursing Home	
Sodalis Healthcare Parkway Senior Living	The Sheridan at Hobe Sound ALF
Seabranh Health and Rehab Center	Grand Oaks Assistant Living
Shopping/Pharmacies/Nutrition	
Publix	Walmart
Aldi	Home Depot
Dollar Tree	McDonalds
Barnes and Nobles	Winn Dixie
Treasure Coast Square Mall	CVS/ Walgreens
Government Centers/ Libraries/Educational Institutions	
Martin County High School	Anderson Middle School
Indian River State College Martin County	Blake Library
Robert Morgade Library	Jensen Beach High School
Other Generators/Attractors	
ARC of Martin County	The RISE Center
Helping People Succeed	Love and Hope in Action-LAHIA
YMCA of the Treasure Coast	Immanuel of Stuart
Day Medical Center The Kane Center	Advanced Employment Services
Stuart Web Inc	Grace Place Church
New Horizons 1111 Se Federal Hwy Ste 230	

Source: Martin County CTC May 2025

Inventory of Available Transportation Services

Table 14 on page 39 lists the transportation and their services that are all a part of the Martin County coordinated system.

Chapter 3 - Service Analysis

The spreadsheets contained in this chapter were developed by the “Center for Urban Transportation Research” – CUTR at USF, together with the 2013 National Center for Transit Research “Forecasting Paratransit Service Demand – Review and Recommendations.”

Page 20 is the Data Input Page which shows the total population by age, poverty level by age, and total population with a disability by age and again poverty by age.

Page 21 is a more detailed view of the general TD population in the county.

Page 22 is a calculation of the critical needs TD population in the county. This is further analyzed by age, income, and disability.

Finally, page 23 is a forecast of the general and critical need TD populations in the county.

DRAFT

DATA INPUT PAGE

Yellow cells indicate required data input

Area **Martin County**

Last Year of Census Data Used: **2023**

Percent Transit Coverage: **35%**

Number of Annual Service Days: **312**

DRAFT

County Population By Age	Total Pop by Age	Population Below Poverty Level by Age	Total Population with a Disability by Age	Total Pop with Disability and Below Poverty Level by Age
< 5 Years of Age	6,391	1,202	0	0
5-17	22,308	3,633	933	507
18-34	21,769	2,809	1,820	147
35-64	59,004	6,119	7,250	1,473
Total Non Elderly	109,472	13,763	10,003	2,127
65-74	25,312	4,054	4,907	869
75+	25,680	-	10,778	1,450
Total Elderly	50,992	4,054	15,685	2,319
Total	160,464	17,817	25,688	4,446

County Population Projections	
2015	150,062
2020	158,431
2025	166,800
2030	175,169
2035	183,538
2040	191,907

5-year growth Annual % Growth
8,369 1.12%

CALCULATION OF GENERAL TRANSPORTATION DISADVANTAGED POPULATION

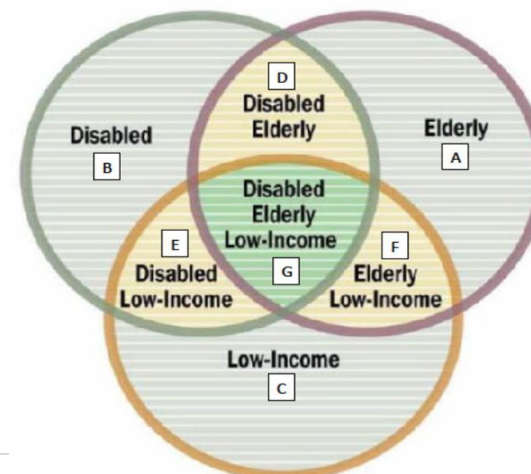
Martin County

Census Data from 2023

County Pop. By Age	Total Pop by Age	% of Total Pop	Population Below Poverty Level by Age	% of Total Pop Below Poverty Level by Age	Total Population with a Disability by Age	% of Total Pop with a Disability by Age	Total Pop with Disability and Below Poverty Level by Age	% Total Pop with a Disability and Below Poverty Level by Age
< 5 Years of Age	6,391	4.0%	1,202	0.7%	0	0.0%	0	0.00%
5-17	22,308	13.9%	3,633	2.3%	933	0.6%	507	0.32%
18-34	21,769	13.6%	2,809	1.8%	1,820	1.1%	147	0.09%
35-64	59,004	36.8%	6,119	3.8%	7,250	4.5%	1,473	0.92%
Total Non Elderly	109,472	68.2%	13,763	8.6%	10,003	6.2%	2,127	1.33%
65-74	25,312	15.8%	4,054	2.5%	4,907	3.1%	869	0.54%
75+	25,680	16.0%	-	0.0%	10,778	6.7%	1,450	0.90%
Total Elderly	50,992	31.8%	4,054	2.5%	15,685	9.8%	2,319	1.45%
Total	160,464	100%	17,817	11.1%	25,688	16.0%	4,446	2.77%

Double Counts Calculations		
E - Estimate non-elderly/disabled/ low income	From Base Data (I11)	2,127
B - Estimate non-elderly/ disabled/not low income	Subtract I11 from G11	7,876
G - Estimate elderly/disabled/low income	From Base Data (I14)	2,319
D - Estimate elderly/ disabled/not low income	Subtract I14 from G14	13,366
F - Estimate elderly/non-disabled/low income	Subtract I14 from E14	1,735
A - Estimate elderly/non-disabled/not low income	Subtract sum of J17, J18 and J19 from C14	33,572
C - Estimate low income/not elderly/not disabled	Subtract I11 from E11	11,636
Total - Non-Duplicated		72,631

General TD Population		% of Total
Non-Duplicated General TD Population Estimate	72,631	45.3%



CALCULATION OF CRITICAL NEED TRANSPORTATION DISADVANTAGED POPULATION

Martin County

Census Data from: 2023

County Pop. By Age	Total Population with a Disability by Age	% with a Severe Disability by Age	Total Population with a Severe Disability by Age	% of Total Pop with Severe Disability by Age
< 5 Years of Age	0	4.20%	-	-
5-17	933	4.20%	39	0.18%
18-34	1,820	6.30%	115	0.53%
35-64	7,250	13.84%	1,003	1.70%
Total Non Elderly	10,003		1,157	1.06%
65-74	4,907	27.12%	1,331	5.26%
75+	10,778	46.55%	5,017	19.54%
Total Elderly	15,685		6,348	12.45%
Total	25,688		7,505	4.68%

% of Severe Disability Below Poverty Level	Total Severe Disability Below Poverty Level
28.60%	331
11.70%	743
	1,074

Critical Need - Severely Disabled TD Population			
	Not Low Income	Low Income	Totals
<i>Non-Elderly</i>	826	331	1,157
<i>Elderly</i>	5,605	743	6,348
TOTAL	6,432	1,074	7,505

TRIP RATES USED	
<i>Low Income Non Disabled Trip Rate</i>	
Total	2.400
<u>Less</u>	
Transit	0.389
School Bus	0.063
Special Transit	0.049
	1.899
<i>Severely Disabled Trip Rate</i>	
Special Transit	0.049

Low Income & Not Disabled = C + F			
<u>Assumes</u>	13,371		
27.2%	xx % without auto access	3,637	
65.0%	xx % without transit access	2,364	
Calculation of Daily Trips			
Total Actual Critical TD Population		Daily Trip Rates Per Person	Total Daily Trips
<i>Severely Disabled</i>	7,505	0.049	368
<i>Low Income ND</i>	2,364	1.899	4,489
Totals	9,869		4,857

CALCULATION OF DAILY TRIPS
FOR THE
CRITICAL NEED TD POPULATION

FORECAST OF GENERAL AND CRITICAL NEED TRANSPORTATION DISADVANTAGED POPULATIONS

Martin County

General TD Population Forecast	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Overlapping Circle Component											
E - Estimate non-elderly/disabled/ low income	2,127	2,151	2,175	2,199	2,223	2,248	2,273	2,299	2,324	2,350	2,377
B - Estimate non-elderly/ disabled/not low income	7,876	7,964	8,053	8,142	8,233	8,325	8,418	8,512	8,607	8,703	8,800
G - Estimate elderly/disabled/low income	2,319	2,345	2,371	2,397	2,424	2,451	2,479	2,506	2,534	2,562	2,591
D - Estimate elderly/ disabled/not low income	13,366	13,515	13,666	13,818	13,972	14,128	14,286	14,445	14,606	14,769	14,934
F - Estimate elderly/non-disabled/low income	1,735	1,754	1,774	1,794	1,814	1,834	1,854	1,875	1,896	1,917	1,939
A - Estimate elderly/non-disabled/not low income	33,572	33,946	34,325	34,708	35,095	35,487	35,882	36,283	36,687	37,097	37,510
C - Estimate low income/not elderly/not disabled	11,636	11,766	11,897	12,030	12,164	12,300	12,437	12,575	12,716	12,858	13,001
TOTAL GENERAL TD POPULATION	72,631	73,441	74,260	75,089	75,926	76,773	77,629	78,495	79,371	80,256	81,151
TOTAL POPULATION	160,464	162,254	164,064	165,894	167,744	169,615	171,507	173,420	175,354	177,310	179,288

Martin County

Critical Need TD Population Forecast	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Total Critical TD Population											
Disabled	7,505	7,589	7,674	7,759	7,846	7,933	8,022	8,111	8,202	8,293	8,386
Low Income Not Disabled No Auto/Transit	2,364	2,390	2,417	2,444	2,471	2,499	2,527	2,555	2,583	2,612	2,641
Total Critical Need TD Population	9,869	9,979	10,091	10,203	10,317	10,432	10,548	10,666	10,785	10,905	11,027
Daily Trips - Critical Need TD Population											
Severely Disabled	368	372	376	380	384	389	393	397	402	406	411
Low Income - Not Disabled - No Access	4,489	4,539	4,590	4,641	4,693	4,745	4,798	4,852	4,906	4,961	5,016
Total Daily Trips Critical Need TD Population	4,857	4,939	5,023	5,107	5,194	5,286	5,379	5,474	5,571	5,670	5,759
Annual Trips	1,515,377	1,540,986	1,567,029	1,593,512	1,620,442	1,649,124	1,678,314	1,708,020	1,738,252	1,769,019	1,796,792

Assumes Annual Service Days = 312

Annual Population Growth (as a percent) 1.12%

MPO Planning Areas and Census Block Group Analysis

Methodology

The MPO's Community Characteristics report provided socioeconomic and demographic characteristics in ten MPO planning areas. There are five specific TD categories of characteristics: population 65 years of age and older, households with persons with a disability, under 18 years of age group, low-income households (those individuals making under \$15,650 per year), and zero-vehicle households. Table 12 below summarizes the percentage distribution for each socioeconomic and demographic characteristic in each MPO planning area. The percentage distributions were analyzed and compared to the block averages of 2023 ACS 5-Year Estimates in all five categories.

The planning area with a higher number of TD characteristics greater than or equal to the average planning area data are highlighted. Those planning areas that had 2 to 4 TD categories with percentages higher than or equal to the planning area average were considered more likely to be transit dependent or TD eligible.

Table 12- Planning Area Socioeconomic and Demographic Characteristics

Planning Area	Over 65	Households w/ Persons with Disability	Under 18	Persons below Poverty Level	Zero-vehicle Households
Hobe Sound	32.2%	28.7%	15.6%	11.5%	5.2%
Hutchinson Island	65.6%	26.1%	4.2%	3.0%	2.2%
Mid County	26.6%	33.4%	18.0%	3.0%	1.4%
North County	31.0%	28.8%	14.9%	13.8%	5.5%
North River Shores	27.9%	23.6%	16.7%	12.1%	5.1%
Palm City	27.8%	21.2%	20.0%	6.3%	3.6%
Port Salerno	30.1%	25.8%	17.4%	11.0%	3.7%
South County	45.9%	23.1%	9.5%	5.4%	4.1%
Stuart Urban	36.3%	30.6%	14.1%	12.9%	8.7%
West County	12.5%	27.0%	25.2%	23.3%	8.5%
*MPO's Community Characteristics Report Planning Areas Average	33.6%	26.8%	15.6%	10.2%	4.8%
2023 ACS 5-Year Estimates Census Block Group Averages	32.9%	26.5%	15.8%	11.4%	4.8%

* Note: The MPO's Community Characteristics Report used information from the US Census Bureau's 2020 Decennial Census and the ACS 2020 5-Year Estimates

Five maps with the planning areas base map were developed for each of the five TD categories: population 65 years of age and older, households with persons with a disability, under 18 years of age group, low-income households (those individuals making under \$15,650 per year), and zero-vehicle households.

Figure 2 on page 26 depicts the MPO Planning Areas and Figures 3 through 7 display each map with the respective percentage distribution of categories in each MPO planning area.

Results and Conclusions

Citizens aged 65 and older are eligible for instant TD qualification. Almost a third of Martin County residents fall into this category, making Martin County a highly TD dependent county. Table 12 depicts Martin County's average for residents at or above the age of 65 is 33.6 percent. Hutchison Island, South County which includes Jupiter Island and Stuart Urban are greater than the county average.

Mid County, Stuart Urban, North County, Hobe Sound and West County have higher than average households with persons with a disability.

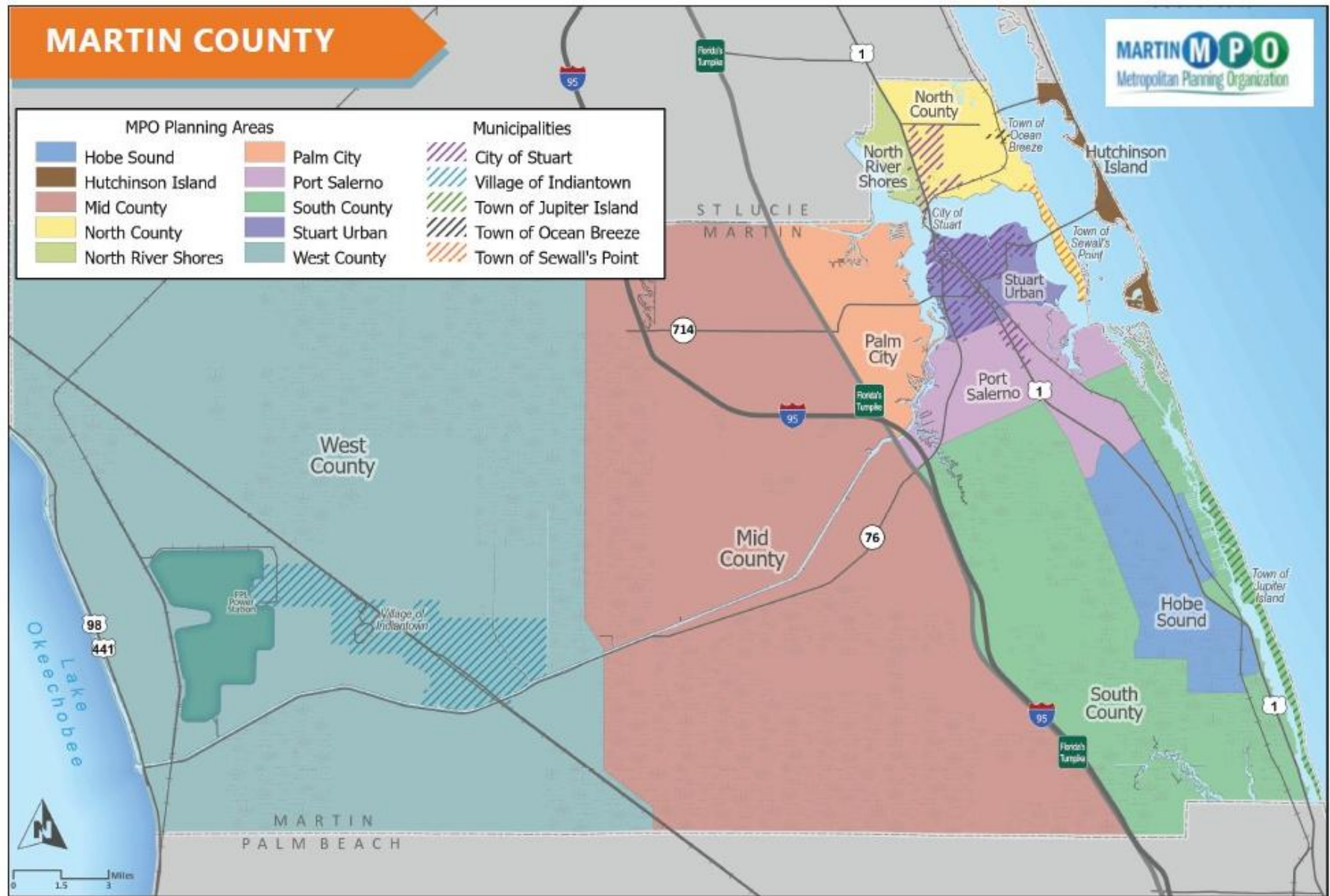
The characteristic of persons under the age of 18 is displayed on Table 12. This group of individuals is highly transit dependent because most are under the legal driving age, and many choose not to drive until they are well into their twenties. The block average for Martin County is 15.8 percent. West County (which includes the Village of Indiantown) and Palm City stands out as having a higher percentage of individuals under the age of 18, along with Mid County, Port Salerno, North River Shores and Hobe Sound having higher than average.

Low-income is measured by the percentage of households below poverty (those making under \$15,650 per year.) The Martin County planning area average for households below poverty is 10.2 percent. West County (which includes the Village of Indiantown) has over double the average planning area with persons living at or below the poverty level. North County, Stuart Urban, North River Shores and Hobe Sound have slightly higher than average. Figure 6 shows that areas along the US1 corridor through Stuart and Port Salerno are above the county average, as well as Hobe Sound west of Dixie Highway, and a significant portion of southwest side of Warfield boulevard.

Household without a vehicle represent the most transit dependent persons, and the planning area average for Martin County is 4.8 percent. Stuart Urban and West County (which includes the Village of Indiantown) stand out as having almost double the average zero-vehicle households with North County, Hobe Sound and North River Shores also having higher than average. In West County (which includes the Village of Indiantown), Figure 7 shows a characteristic relationship between high percentage of individuals under 18, who live at or below the poverty level have no access to a vehicle. Of note North River Shores also reflects a characteristic relationship between a high percentage of individuals under 18, who live at or below the poverty level have no access to a vehicle. Also, seeing as many elderly people decide to relinquish their vehicle as they age, the relationship between this characteristic is evident that the older someone becomes, the less likely they will be driving.

Overall, a large portion of the Western County area, the Stuart Urban area and the Hobe Sound area stand out as the most TD dependent areas per the planning area socioeconomic data and demographics.

Figure 2: MPO Planning Areas Map



Source: MPO's Community Characteristics Report 2023

Figure 3: Persons Aged +65

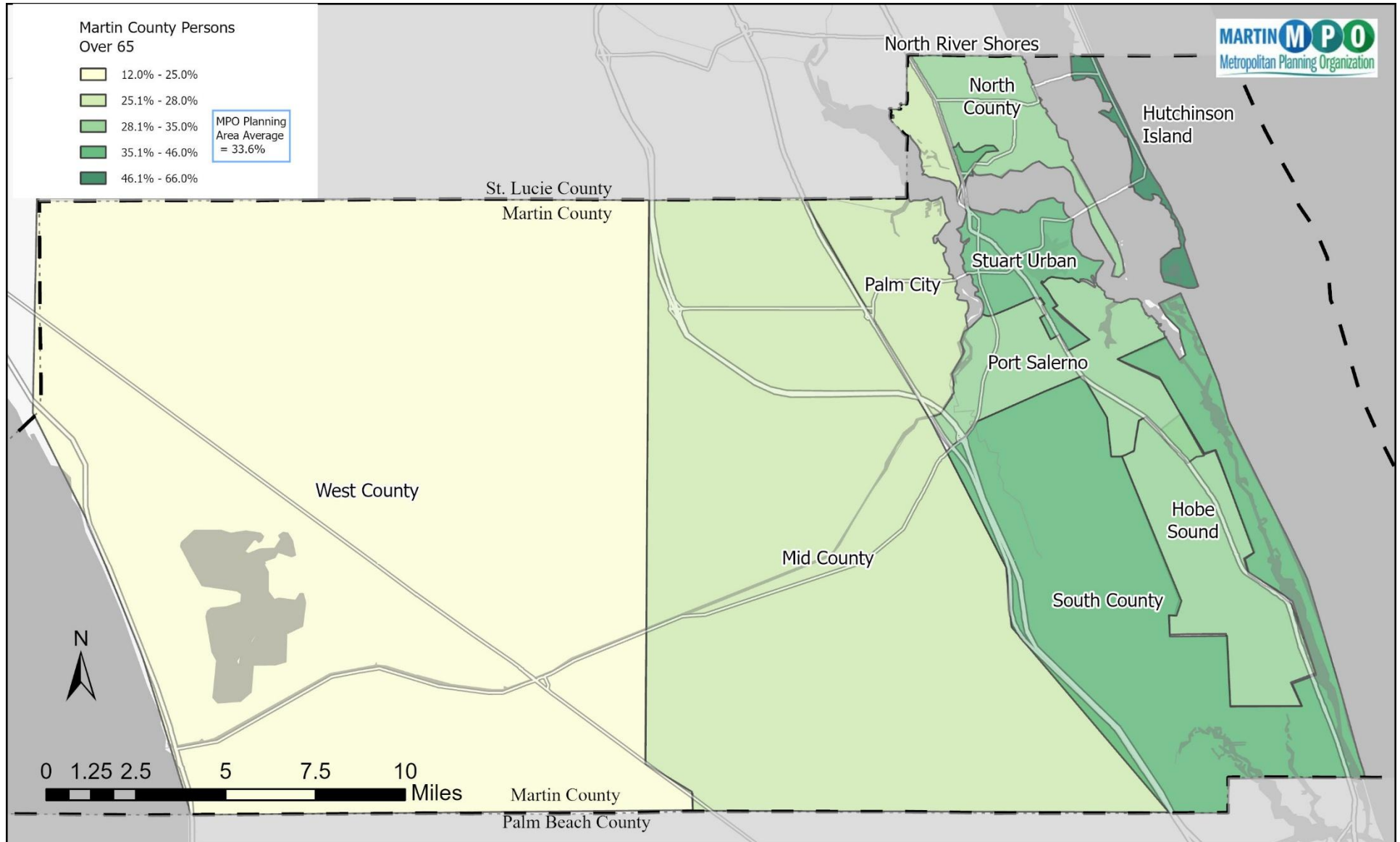


Figure 4: Households with Person(s) With A Disability

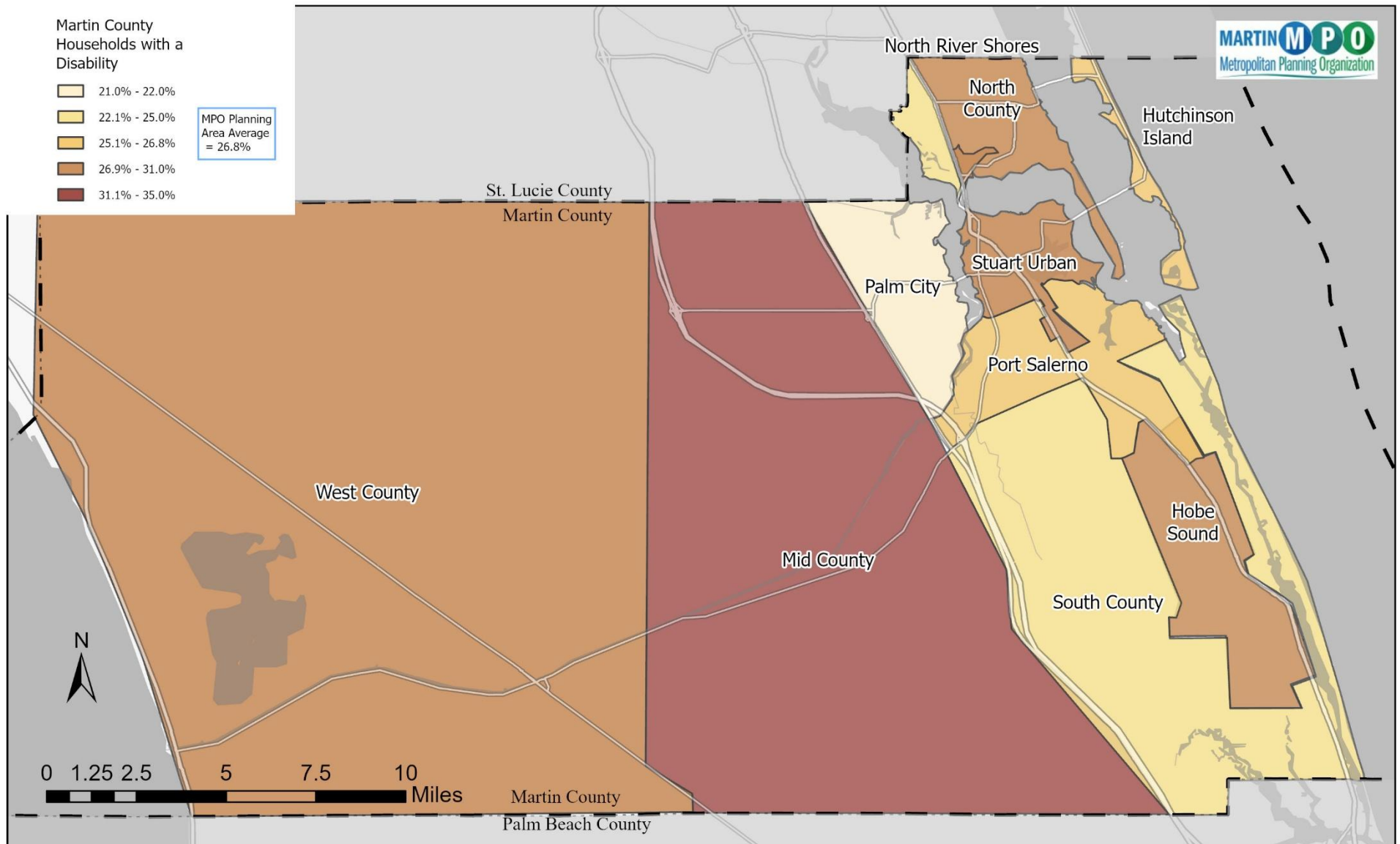


Figure 5: Persons Under 18 Years of Age

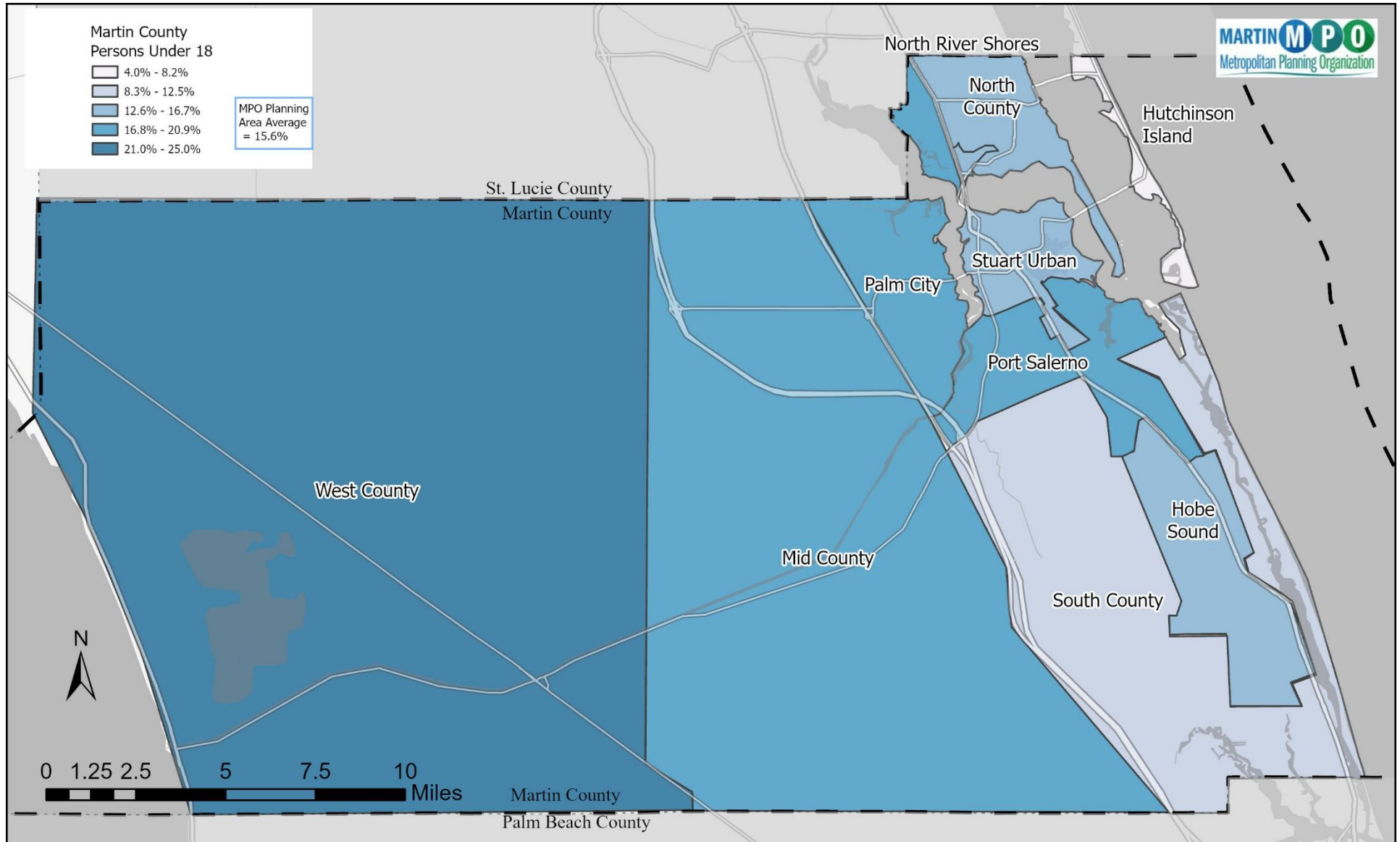


Figure 6: Persons Below Poverty Level

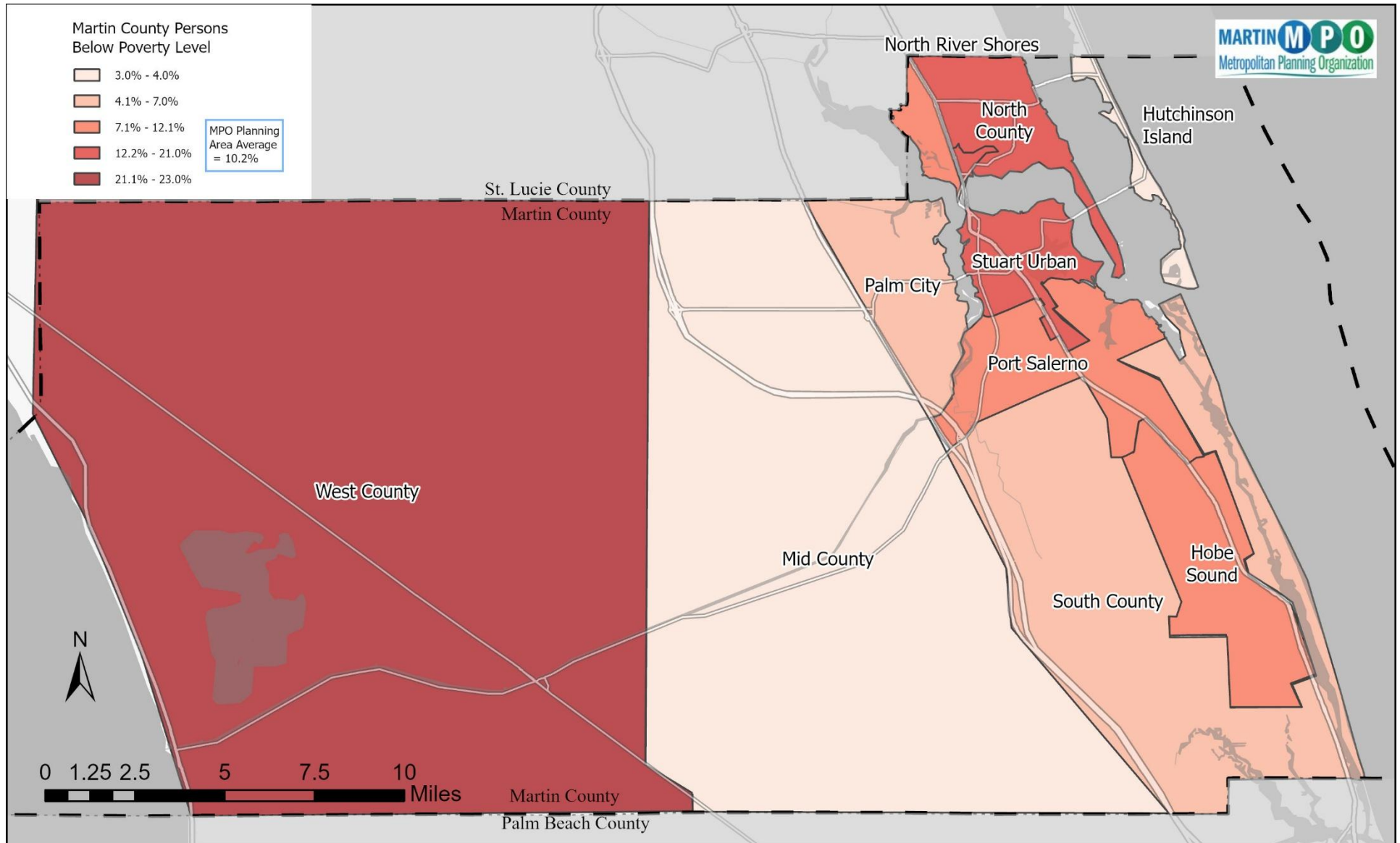
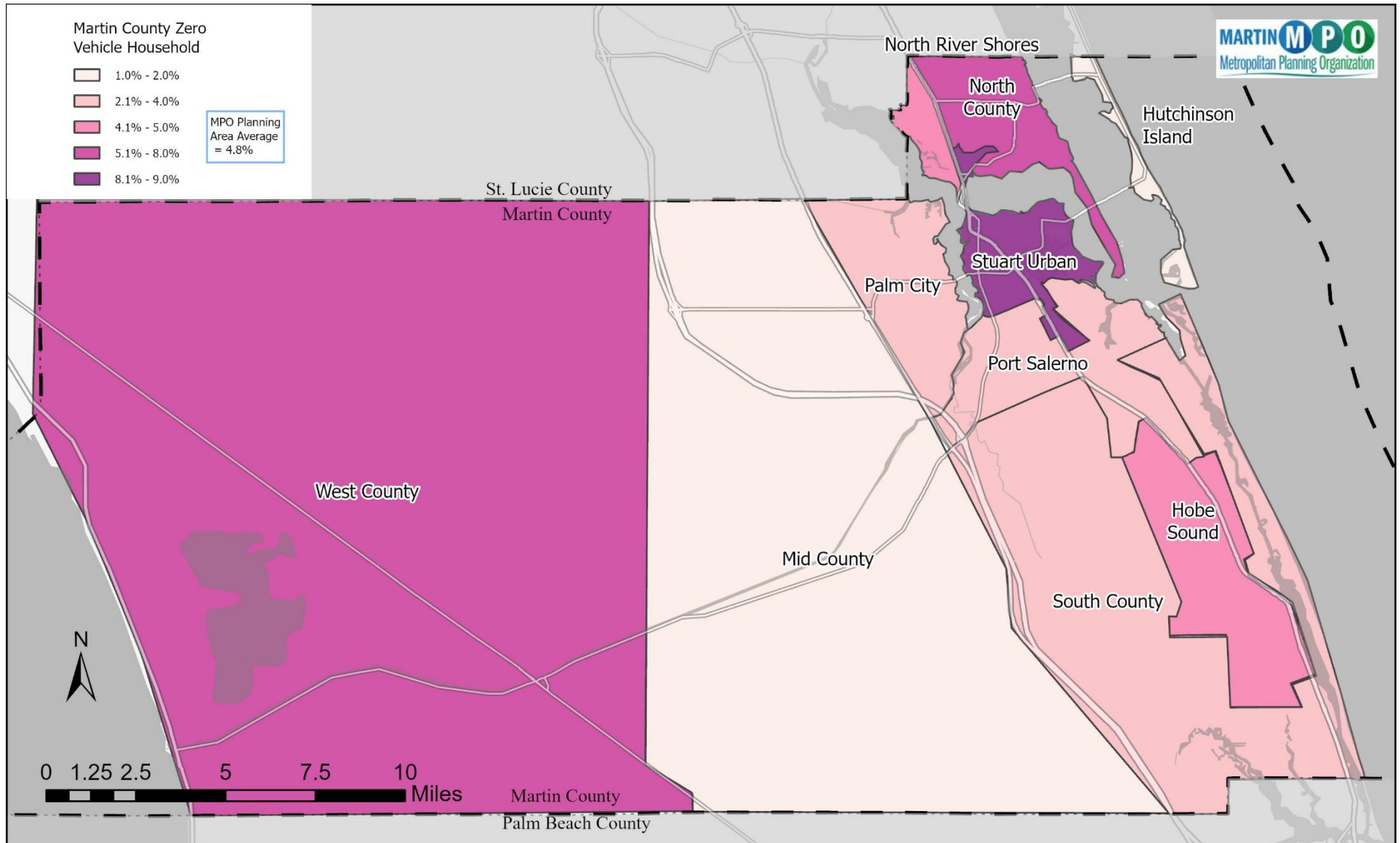


Figure 7: Zero Vehicle Households



Barriers to Coordination for Transportation Disadvantaged Services

Currently, there are no federal, state, or local government policies in place that prohibit or reduce the coordination of inter-county coordination and intra-county coordination. Although there are still barriers that exist in making coordination difficult. These include:

- Lack of coordination between neighboring counties and limited intergovernmental coordination agreements in place to provide trips over county lines.
- Due to the lack of transit service area coverage in the County, there are many residents in the county who are unable to receive the ADA door-to-door paratransit service. This lack of service area coverage increases the demand on the TD system.
- Lack of funding within the public transit system in the County also increases the demand for the TD system.

Chapter 4 - Goals, Objectives, and Strategies

To determine if a plan has been fulfilled, goals and objectives must be set to measure progress. The goals listed below provide the Martin County Local Coordinating Board, the Community Transportation Coordinator, and the Designated Official Planning Agency a clear understanding of the direction that they wish to take this service, and how they will make decisions to benefit the transportation disadvantaged population.

Goal 1) Coordination of Services

Objective 1.1) Coordinate with public or private (non-profit and for profit) agencies and other providers of transportation services to develop and implement a coordinated system that meets the need of the TD population of Martin County, both sponsored and non-sponsored.

Strategy 1.1.1) The CTC will communicate and coordinate with state and local governments, planning agencies, local coordinating boards, social service agencies, and others who provide subsidy, planning assistance, and/or purchase transportation service.

Strategy 1.1.2) The CTC will communicate and coordinate with CTCs in other counties to promote ride-sharing practices and create cost efficient and effective transportation arrangements.

Strategy 1.1.3) The CTC will coordinate with doctor's offices, out-patient clinics, pharmacies, health and human services offices, medical facilities and any office, agency or area in which trips are being provided to provide a timely and cost efficient and effective transportation service.

Strategy 1.1.4) The CTC will coordinate with Martin County Public Transit (MCPT) to efficiently schedule and assign trips as needed.

Goal 2) Provision of Service and Safety

Objective 2.1) Provide cost-efficient, cost-effective service that meets the needs the needs of the transportation disadvantaged population of Martin County.

Strategy 2.1.1) As new resources and volunteer opportunities become available, the CTC will attempt to increase the number of trips to the transportation disadvantaged.

Strategy 2.1.2) Research and analyze any new subcontracting opportunities that become available to increase the number of trips that are provided to the TD population.

Objective 2.2) Operate a safe coordinated transportation system as set forth in the CTC "Systems Safety Program Plan" (SSPP)

Strategy 2.2.1) Make safety and loss prevention the responsibility of all personnel.

Strategy 2.2.2) Conduct annual safety checks on all vehicles and equipment.

Strategy 2.2.3) Make sure that all personnel who work in the TD system undergo drug and alcohol testing.

Strategy 2.2.4) The CTC shall verify that the subcontractor providing contract drivers to the CTC have the appropriate liability insurance coverage in the event that subcontractor's employee causes an accident.

Strategy 2.2.5) The CTC will attempt to keep accidents to a minimum.

Goal 3) Marketing of Transportation Service

Objective 3.1) Market and promote transportation services that can be provided in the County.

Strategy 3.1.1) Carry out a public information program to assist current and potential riders in the proper use of the transportation system.

Strategy 3.1.2) The CTC will ensure that vehicles transporting TD riders have access to brochures, reservation information, complaint and grievance procedures, and other useful information.

Strategy 3.1.3) The CTC will help educate TD riders of the public transit system in the County and promote the fixed route service when possible.

Strategy 3.1.4) The CTC will educate all new riders of the system of the reservation process, the prioritization of trips, and the eligibility requirement that are set forth in the TDSP.

Goal 4) Providing Quality Service

Objective 4.1) Assure that transportation of the highest quality is being provided.

Strategy 4.1.1) The CTC will conduct a random sample survey to the riders periodically throughout the fiscal year to evaluate the transportation service that is being provided. CTC staff will present a report to the LCB when available.

Strategy 4.1.2) The CTC will handle complaints and grievances in a timely manner detailed in the Complaint and Grievance procedures.

Strategy 4.1.3) The CTC will provide quarterly reports of complaints and grievances, and a summary of how they were resolved to the LCB at the regularly scheduled LCB meetings.

Strategy 4.1.4) The CTC will make riders aware of their ability to register complaints by always posting signs with the TD Helpline toll free number in vehicles.

Goal 5) Resource Management and Implementation and Review of Policies and Performance

Objective 5.1) Maximize the use of human and financial resources and equipment.

Strategy 5.1.1) Monitor and analyze costs of operations and administration of the TD service. Apply for the Section 5310 grant when available and consider applying for other federal/state transit funds.

Strategy 5.1.2) The CTC will make every effort to direct riders who are within ¾ of a mile from a transit stop to the ADA door-to-door paratransit service of the Martin County Public Transit to efficiently use the TD funds available.

Objective 5.2) Ensure that all Commission Standards and all local standards are addressed in the Martin County TDSP.

Strategy 5.2.1) Annually review documents to ensure that policies are identified and developed as necessary. The LCB will review and update the TDSP on an annual basis.

Strategy 5.2.2) Monitor existing policies and amend when needed. The LCB will review the By-laws and Grievance policies on an annual basis.

Strategy 5.2.3) The LCB, on a quarterly basis, will review the quarterly reports provided by the CTC and provide comments on performance.

Strategy 5.2.4) The LCB, along with the assistance of the Designated Official Planning Agency (DOPA), will conduct an annual evaluation of the CTC as required by Chapter 427 F.S. and 41-2 F.A.C.

Table 13 Goals, Objectives, and Strategies Implementation

See Appendix G for Implementation Schedule	
Accomplishment Date	
As of <u>August 25, 2025</u> , TDSP Major Update the CTC, DOPA, and the LCB are currently adhering to the implementation schedule as shown in Appendix G.	
The implementation schedule is tied to the goals objectives and strategies. Some of the operations are ongoing, while others are date specific. Most costs related to the accomplishment of these goals are covered in staff, planning, operations and maintenance grant funding or match from each level of government.	

Service Improvements/Expansions

On July 1, 2025, Martin County Transit (MCT) was awarded an Innovation and Service Development Grant from the CTD. This grant provides financial assistance for the provision of eligible door-to-door trips to TD riders in Martin County who use the mobile application to book their trips. This grant helps increase the number of trips for all other purposes.

In August 2020, SRA was approached by staff from the Florida Developmental Disabilities Council (FDDC) and tasked with putting together a pilot program to help individuals with developmental disabilities have access to more mobility options. From this suggestion, the Treasure Coast Developmental Mobility Advantage Ride program was born. This pilot program began October 1st and will continue until at least September 30, 2026. The program serves all four counties along the treasure coast (Indian River, Martin, St. Lucie, and Okeechobee). Anyone who has a developmental disability is eligible to book trips, and all trips are carried out by drivers that have had training specific for working with people with developmental disabilities. This program has provided over 190,000 trips in the last 5 years.

Chapter 5- Service Plan

Types, Hours, and Days of Service

As the CTC, MCT operating Martin Community Coach (MCC) handles transportation requests throughout Martin County through a subcontracted transportation provider network. This network consists of transportation providers that meet the demands of the community providing public transportation, ambulatory, and wheelchair services.

Clients who are funded under the Transportation Disadvantaged Program will contact MCC at a toll-free number 772-469-2063. Riders of the public transportation system will contact Martin County Public Transit (MCPT) also known as Marty at 772-463-2860 or log on to MCPT website at <https://www.martin.fl.us/transit>

The program is operating with six transportation provider companies. Service is available based on the community's needs.

Trips are available six days a week:

Monday – Friday from 6 a.m. to 9 p.m.

Saturday from 7 a.m. to 7 p.m.

Accessing Services

Martin County clients will schedule transportation with MCC's well-trained staff using proven processes. Friendly, professional Customer Care Agents (CCAs) are available 6 days a week. Normal routine hours to arrange transportation is 6 a.m. to 9 p.m. Monday through Friday.

Eligibility

If an individual is Medicaid eligible, they shall use the Medicaid transportation provider for medical trips; if they are potentially TD eligible, they must go through the eligibility process of the CTC.

During the call intake process, the CCA's will screen for eligibility and qualify the caller on a series of questions to determine their funding source. If it is identified that the client utilizes public transportation, the client will be referred to Martin County Public Transit at 772-463-2860.

For first time callers, MCT will determine if the caller can complete a TD Application. If yes, the CCA's will inform the caller they will send the TD Application in the mail to be completed by the client. The client can also complete the application online. MCT also requires that the Level of Need (LON) Assessment Form be completed by a licensed medical professional to determine the most appropriate mode of transportation based on functional abilities. The LON must also be returned to MCT. Once MCT receives the TD Application and LON, all the information is loaded into MCT's paratransit scheduling software for future trip requests.

The CTC will obtain at least the following information either on the phone or through a combination of LON & TD Application documents. A file with the information will be established for each client.

TD application can be found in Appendix F.

At a minimum, the CTC shall use the following criteria to determine eligibility for utilizing the Martin County TD program. The member must meet at least one of the criteria:

- Member must be 65 or older
- Member must be at or below 100% of the 2025 Federal Poverty Level Scale
- Member must have a physician document the disability (and assistive devices required when transporting the member) on the LON form
- A child with a documented disability or “at risk”

The most appropriate level of service is determined by the client’s special needs.

MCT requires a 72-hour advance notice* for all trip requests.

*MCT does accommodate same day trips when available, especially when the TD client uses the mobile application.

MCT will prioritize a trip request per expenditures of Commission of Transportation Disadvantaged (CTD). The CCA will schedule the request based on the priority approved on August 25, 2025, by the Local Coordinating Board (LCB) of Martin County. Trip priorities, are as follows:

Medical
Employment
Education
Grocery Shopping / Nutritional
Service Agency Trips
Other Social / Life Sustaining Trips

Subscription/recurring trips include Dialysis, Employment and Education. Only 50% of monthly allocation can be used for recurring or subscription trips. If the client can utilize public transportation, the CCA will refer the member to the Martin County Public Transit (MCPT) and provide their number.

Cancellations/No Shows

At the end of each call, the CCA CSR educates the client to call the toll-free number in the event the trip request has changed or they need to cancel their appointment. If the client calls more than one (1) hour before the trip request to report a cancellation, MCT will not count the trip as a no show and will notify the transportation provider immediately of the cancellation.

A “No Show” is defined as a client who is not home (or the designated pick-up destination) at the scheduled pick- up time and has not notified MCT within one (1) hour prior to pick up time. A cancellation at the door is considered a “No Show”.

1st No Show – MCT will call passenger.

2nd No Show – A letter of warning documenting the number of no shows accumulated in a specific period of time will be sent from MCT to the client.

3rd No Show – If a third no show occurs within a 60-day period, a letter notifying the client of their suspension from service for a 30-day period will be sent from MCT to the client.

After the first reinstatement to the Transportation Program, the “No Show” policy will be enforced as described above and the suspension of service will be increased to 45 days as of the 3rd No Show.

After the second reinstatement to the Transportation Program, the “No Show” policy will be enforced as described above and the suspension of service will be increased to 60 days as of the 3rd No Show.

Transportation Operators

MCT manages a complete brokerage system within Martin County with six transportation contractors responsible for the provision of all public transportation services. Table 14 lists all transportation providers currently under contract.

Table 14 Transportation Operators

Name	Service	Clients
ARC of Martin County	A and W	TD
A Martin Transportation	A and W	TD and Indiantown Shuttle
An Answer to Care Transportation	A and W	TD
The Council on Aging of St. Lucie County	A and W	TD
Round the Clock Transportation	A and W	TD
Ultimate Comfort Transportation	A and W	TD

Service: A = Ambulatory; W = Wheelchair

The following items are incorporated in MCT’s review and selection of transportation providers:

- Capabilities of the transportation provider
- Age of company and previous experience
- Management qualifications and experience
- Qualifications of staff
- Ability to obtain and maintain required insurance
- Training program
- Safety program and accident history
- Knowledge of the community
- Contract monitoring methods
- Reporting capabilities
- Financial strength
- Price
- Responsiveness to solicitation

Public Transit Utilization

Public transit utilization is an integral part of the overall CTC network. Martin County operates the fixed route system known as Marty; Monday – Friday from 6am – 8pm. MCT will continue to work with Martin County Public Transit (MCPT) to transition TD riders that can utilize fixed-route transportation to for their transportation needs.

School Bus Utilization

MCT will not utilize school bus transportation within the coordinated system.

Public Transit Agency Safety Plan

Appendix B contains the Public Transit Agency Safety Plan.

Inter-County Services

Martin County shares an urbanized area boundary with St. Lucie County and MCT will utilize the coordinated fixed route service to transport members to St. Lucie County whenever possible. Trip services will be provided cross-county lines if it is determined to be more cost efficient than to remain within the County boundary. MCT will continue to coordinate with neighboring counties in St. Lucie and Palm Beach to provide opportunities to move TD riders across county lines.

Natural Disaster/Emergency Preparedness and Response

MCT will assist the Martin County Emergency Operations Center and the County in evacuations, as necessary.

Service Standards and Policies

To assess quality assurance of the delivery of transportation services, it is necessary to have service standards and policies established. The Commission for the Transportation Disadvantaged has several requirements of its transportation providers, which is the basis for the following standards and policies. These service standards and policies are the basis for the annual review of the Community Transportation Coordinator by the Local Coordinating Board.

Drug and Alcohol Testing

MCT complies with applicable Federal Transit Administration requirements for all those in safety-sensitive positions. In addition, MCT maintains a Drug Free Workplace policy and a Drug and Alcohol policy that includes procedures addressing violations of drug use and alcohol misuse. All MCT transportation providers and their drivers will adhere to this policy to ensure that passengers are transported in the safest manner possible.

Escorts and Children

In an effort to enhance safe travel, children under the age of 14 will be required to travel with an adult. Individuals requiring special travel/boarding assistance will be required to travel with a caregiver/personal care attendant (PCA)/parent. The caregiver/parent will be subject to the same fare as the child or individual requiring assistance. Personal Care Attendants may ride for free.

Child Restraints

All passengers under the age of five (5) and/or under 45 pounds must be secured in a child restraint device. This restraint device must be provided by the parent/caregiver at the point and time of transport. Children in child restraint devices will not be placed in the front seat of a vehicle.

Passenger Property

Each client will be permitted to carry two pieces of personal property. The size of these articles must be small enough to rest comfortably on the client's lap or be easily stowed under the seat. Clients, adults, and/or caregiver/ aides will be personally responsible for independently loading these articles. Drivers may provide limited assistance, but will not be responsible for damage to packages, articles, etc.

Transfer Points

Pickup and drop off stops will be in safe, secure locations. A dedicated toll-free number is available for compliments, comments, and complaints. This number is posted in all vehicles used in the coordinated system. The local Phone Number is 772-469-2063.

If complaints cannot be resolved locally, individuals do have the option to contact the statewide Transportation Disadvantaged Ombudsman Hotline. The number for the Ombudsman is 1-800-983-2435.

Out of Area Service

In an effort to better coordinate with neighboring counties/other CTCs and serve the needs of the TD population, MCT may arrange for the provision of out-of-service-area trips for sponsored trips only upon receipt of all required documentation and authorizations. If the trip can be accommodated, transportation services will be provided.

Vehicle Cleanliness

Vehicles must be clean, mechanically safe, and road worthy. All vehicles in use for MCT services must have:

- Functional door handles
- Accurate speedometers and odometers
- Functioning interior lighting
- Adequate sidewall padding and ceiling covering one (1) interior rear view mirror
- Two (2) exterior rear view mirrors – one on each side of the vehicle
- Passenger compartments that are clear and free from unsightly and potentially hazardous, torn upholstery, torn floor covering or dangling seat belts
- Safety equipment/requirements consistent with Chapter 14-90, Florida Administrative Code

Vehicles in use for MCT services must not have:

- Damaged or broken seats or seat belts Protruding or sharp edges
- Dirt, oil, grease, or litter in the vehicle
- Broken mirrors or windows (other than small rock chips) Excessive grime, rust, chipped- paint or major dents

Transportation providers will be required to remove from service any vehicles found to be in unsatisfactory condition based on the items listed in this section, or if it is determined there are safety or road worthiness issues, until repairs have been completed.

Billing

Transportation providers will provide invoices to MCT on forms, at times, and in a manner acceptable to MCT. MCT submits payment based on their payment schedule and in accordance with the Florida TD Commission and Florida Statutes to a transportation provider once all invoices are signed off by transportation provider for services rendered.

Passenger/Trip Data

During the call intake process, the MCT CCA will collect critical trip information from the passenger and will provide necessary information to the transportation provider assigned the trip. MCT collects the data on all clients and presents a monthly utilization report identifying funding source, mode of transportation, trip reason, and other key measurable components. These reports are submitted to the LCB on a quarterly basis.

Seating

Passengers are required to use seat belts properly. Drivers may assist in fastening seat belts where necessary. If passengers refuse to comply with this requirement, the driver is authorized to deny transportation.

Infants/children are required to be in proper infant/child restraint devices as required by state or federal law. In the event a proper seat is not available, or the use of proper child restraints is refused, the driver is authorized to deny transportation.

Driver Identification

Transportation providers are required to provide drivers with an employee picture identification card (which must be placed in a location visible to passengers), picture identification badge or uniform with name identified for security and identification purposes.

Passenger Loading Assistance

Drivers will routinely assist passengers to and from the ground floor and door-to-door. Drivers will assist all passengers needing assistance from the threshold of their homes to a securely seated position on the vehicle. Drivers will offer their assistance to any passenger who appears to need assistance or who requests assistance with boarding or alighting from the vehicle. Drivers are not permitted to enter into a member's residence or to escort a member into an appointment that prevents him/her from having full view of the vehicle.

Smoking, Drinking and Eating

Drivers are not permitted to smoke in the vehicle or in the presence of, or while assisting, any MCT

passengers. Smoking is not permitted in any vehicles in the coordinated system and “No Smoking” signs are posted in all vehicles. Drivers are not permitted to eat while driving MCT passengers. Passengers are not allowed to smoke in the vehicles or eat anything, unless medically necessary, while being transported in vehicle.

Communication Equipment

All vehicles will be equipped with two-way communication devices. Drivers will be adequately trained on the use of this equipment.

Vehicle Air Conditioning and Heating Equipment

All vehicles in the coordinated system must have working air conditioning, heating, and ventilation systems.

First Aid Policy

MCT requires transportation providers to provide training to all system drivers, including Basic First Aid, Defensive Driving, Assisting Passengers with Disabilities, Transportation Provider’s Emergency Procedures, Universal Precautions for Bloodborne Pathogens, and use of the fire extinguisher.

Cardiopulmonary Resuscitation (CPR)

MCT’s transportation providers are not required to train their drivers on CPR or to perform CPR in the event of an onboard emergency. Drivers are instructed to phone 911.

Pick-Up Window

The pick-up window is 60 minutes, providing the passenger will arrive at their destination on time. Drivers are not required to wait longer than fifteen minutes after scheduled pick up time.

On-Board Travel Time

Transportation providers must maintain that all trips do not exceed one (1) hour “in vehicle” riding time, except in those cases in which an unusual driving distance is involved.

On-Time Performance

The CTC will have a 90% on-time performance rate for all completed trips. MCT will monitor this activity through transportation provider reconciliation and reporting of pick-up and drop off times for each leg of a trip.

Accidents

There should be no more than 2.0 accidents per 100,000 miles.

Road calls

There should be no less than 20,000 miles between each road call.

Call-Hold

Ninety-five percent of calls must be answered within 60 seconds or less. The call abandonment rate is 5 percent or less.

Driver Background Checks

To the extent permitted by law, all drivers, including new drivers, must be subjected to a level 2 background check through the appropriate state agency if such information is not included in the criminal background check. Results must be documented in the driver's file. The record of the background check must be provided to MCT.

No driver may perform transportation services for MCT until the appropriate criminal background check, child abuse/neglect background check, and elder abuse background check have been obtained and no disqualifying incidents are indicated. Appropriate evidence of the results must be provided to MCT.

Transportation Providers must not use any driver or attendant with any of the following convictions or substantiated incidents:

- Child abuse or neglect spousal abuse
- A crime against a child
- A crime against an elderly or infirm individual
- A crime involving rape, sexual assault, or other sexual offense
- Homicide

Transportation Providers must not use any driver or attendant who has the following return notification from the Background Screening/Investigation Unit of the Children's Division (or similar agency):

"Category" is shown as physical abuse or sexual maltreatment;

"Severity" is shown as moderate, serious/severe, permanent damage, or fatal;

"Conclusion" is listed as court adjudicated or probable cause.

Transportation Provider must not use any person as a driver or attendant whose name appears on the Department of Social Services, the Department of Mental Health, or the Department of Health and Senior Services Employee Disqualification List (EDL), or on other similar agency list(s).

Transportation Provider must not use any person as a driver or attendant whose name, when checked against the Family Care Registry (or similar agency registry), registers a "hit" on any list maintained and checked by the registry.

Transportation Provider must not use any person as a driver or attendant in the conduct of MCT services who has a felony criminal conviction of a felony offense within the immediate past five (5) years. Further, any

conviction (misdemeanor or felony) for any of the following driving offenses within the previous five (5) years shall disqualify a driver from performing MCT services:

- DUI or DWI, or other alcohol related offense, or
- Careless and imprudent, or reckless driving.

Transportation providers must maintain a file on all drivers who provide passenger services. Each file must include:

- Documentation of training
- Copy of current driver's license
- Driver evaluations
- Results of criminal background check
- Results of child abuse or neglect background check
- Results of an elderly abuse background check
- Results of Florida Department of Law Enforcement (FDLE) and DMV record checks
- Signed Drug-Free Workplace Policy

Transportation providers must notify MCT immediately (within 24 hours) of a conviction of any of the above.

Driver Training

Transportation providers must develop and maintain a specific Transportation Provider Driver Training Policy for providing appropriate training for newly hired vehicle operators (drivers), and a Driver In-Service Training Policy for annual training of current drivers. Suggested training activities may be a combination of reading materials, film or video media presentations, verbal instruction and on-the-job training.

MCT requires transportation providers to provide all drivers with training in Basic First Aid, Defensive Driving, Assisting Passengers with Disabilities, Transportation Provider's Established Emergency Procedures, Universal Precautions for Bloodborne Pathogens, and the use of a fire extinguisher.

All drivers responsible for transporting passengers in wheelchairs must be trained in proper loading, unloading and wheelchair tie-down procedures prior to transporting MCT wheelchair passengers. The training must be documented in the employee's file.

All required training must be completed within 90 days of the driver's hire date, and must be documented as determined by SRA in driver's file, in order to continue to transport MCT passengers.

Service Animals

MCT will allow service animals to board their vehicles. The care or supervision of a service animal is solely the

responsibility of his or her owner. The CCA must be notified of the need to also transport the service animal at the time of the trip reservation.

Consumer Comments/Complaints

A client who is dissatisfied with their transportation service/experience will call the transportation toll free number to file a complaint. Complaints can either verbally or in writing within one (1) year of the incident that resulted. All MCT personnel are trained to forward all calls and/or written correspondence regarding transportation provider complaints to the CCA responsible for complaints that will intake, document, investigate, resolve, follow up, and report the complaint. All MCT staff will immediately report all complaints of high visibility or potential serious consequence to MCT executive management as necessary. Transportation providers must respond to complaints within forty-eight (48) hours and to provide resolution and/or a corrective action plan approved by MCT.

Complaints will be resolved within ten (10) days of their filing or otherwise identified by client contract. MCT shall maintain records of complaints, whether received verbally or in writing, that includes a short, dated summary of the problem, name of the complainant, date of the complaint, date of the decision, and the disposition.

Complaints will be tracked and trended presented to the Martin County Local Coordinating Board.

The LCB annually evaluates the CTC based upon the number of complaints that are resolved, versus unresolved. Any noticeable increase in the number of complaints is recorded in the CTC's quarterly report and will be discussed by the LCB.

The local toll-free number for compliments, comments or complaints in Martin Community Coach is posted on each vehicle. If complaints cannot be resolved locally, individuals do have the option to contact the statewide Transportation Disadvantaged Ombudsman Hotline. The number for the Ombudsman is 1-800-983-2435.

The Martin County Local Coordinating Board has adopted a grievance procedure. A copy of the Martin County LCB Grievance Procedures is provided in Appendix E. There has also been a formal grievance process developed by the Florida Commission for Transportation Disadvantaged. This grievance process may be used if all local options have been attempted without resolution. The Commission's grievance procedures are available at the TD Commission's website.

<http://www.fdot.gov/ctd/docs/DoingBusinessDocs/CTD%20Grievance%20Procedures%2020150526.pdf>

CTC Monitoring Procedures of Operators and Coordination Contractors

Transportation vendors/operators are essential to the TD program at MCT. In Indian River County, the CTC shall use vendors/operators only as a last resort to ensure all potential TD money is used, and as many TD trips can be provided as possible. MCT will use its own drivers whenever possible to fulfill trip requests.

In Martin County, transportation vendors are the sole source of TD trips, which the CTC coordinates and schedules through its offices in Vero Beach.

MCT must have a contract in place with any transportation operators/vendors that does TD trips. The standard CTD contract provided by John Irvine in 2018 shall be used.

Customer Care Agents shall schedule trips with vendors and the Transportation Director sends them to each vendor via email after running the "Vendor Run" report in the EcoLane software. Files are sent in excel or csv formats.

Whether it is MCT or a transportation vendor providing the trip, the same level of safety and customer service can be expected for the TD passengers.

MCT's direct involvement in **day-to-day operations** of service for transportation operators might include, but is not limited to:

1. On-street monitoring of drivers and vehicles
 - MCT's on-street monitoring shall include, but is not limited to:
 - on-time performance
 - knowledge of service area and routing
 - driver assistance
 - manifest accuracy and completeness
 - driver appearance
 - vehicle appearance
 - wheelchair lift condition and operation
 - wheelchair securement systems condition and use
 - safety equipment
 - compliance with Florida Motor Vehicle Regulations.
2. Inspections of equipment
3. Customer service functions
4. Contract compliance oversight
5. Quality control.
6. MCT reserves the right, through its agreements with the Providers, in its sole discretion, **at any time**, to inspect vehicles and maintenance facilities during normal working hours and review Provider's maintenance records.
 - MCT staff inspect all vehicles, wheelchair lifts or ramps and wheelchair securement devices at least **annually**.
 - Any vehicle found in violation of any contractual standard is removed from service until violation is remedied.
 - Any corrective action for Provider must take place before MCT will send more trips to provider

MCT also performs **annual** evaluations of Providers every December, ensuring compliance with

1. Locally approved standards
 2. Florida Commission for the Transportation Disadvantaged (CTD) standards
 3. Florida Department of Transportation (FDOT) standards
 4. MCT insurance requirements
- a. Providers are required to provide MCT with Driver Files.
 - Each file shall indicate:
 - driver's name
 - relevant training
 - Drug and Alcohol test results
 - Motor Vehicle Record review
 - Latest criminal record check.
 - b. Providers are required to maintain updated Driver Rosters.
 - c. Providers must provide MCT with evidence all drivers have completed a training program
 - d. Provider must have procedures to review periodically their drivers' Motor Vehicle Reports.
 - MCT staff monitors compliance
 - MCT requests State of Florida Motor Vehicle Reports for Provider's drivers on a periodic basis.
 - If a report shows evidence of violations MCT will promptly notify Provider.
 - Any corrective action must take place before MCT will send more trips to provider

Vendor Complaint Monitoring

- MCT works closely with FCTD's Ombudsman Program to resolve all service complaints and inquiries.
- All complaints are referred to MCT's Paratransit Customer Service.
- Providers shall not respond directly to complainants who desire to file service complaints.
- MCT personnel will make initial contact with Provider to obtain a response and determine validity and resolution of complaint.
- Providers' response are due within three (3) business days of receipt of complaint.
- Complaints of a serious nature, such as injury, driver misconduct and client safety issues require an end of the business day response.
- Complaints are tallied each month, indicating total number of complaints, and type of complaints for each Provider
- Any corrective action for Provider must take place before MCT will send more trips to provider. An excess number of complaints could result in loss of contract with CTC

Coordination Contract Evaluation Criteria

An evaluation of coordination contracts is conducted on an annual basis to determine if existing coordination contracts should be maintained and to determine if other agencies should be offered coordination contracts. The agencies are evaluated based on the ability to provide transportation services, availability of equipment and drivers, the ability to ensure satisfactory continuing control of vehicles procured with Federal Transit Administration funding, i.e., Section 5310 Program funds, and the fiscal and managerial capacity of the organization.

Chapter 6 - Cost/Revenue Allocation and Fare Structure Justification

Cost Revenue Allocation

The rate structure is based on the type of trip in the service area. Trips for individuals are the costliest, with centralized and subscription group trips costing less. These rates reflect both those for the fixed-route and paratransit systems.

The FY 25/26 trip rates by the Martin County CTC are:

- Ambulatory \$ 26.05 per passenger trip
- Wheelchair \$ 44.66 per passenger trip

The Cost Revenue Allocation and Fare Structure Justification worksheets can be accessed from the TD Commission’s website.

<https://ctd.fdot.gov/docs/DoingBusinessDocs/CTDRateCalcTemplatev1.5Revised20180129.xls>

Rate and Fare Structure

Fares are as follows:

Table 15 Rates and Fare Structure

Transportation Disadvantaged (TD)	Fare
Per Trip	\$1.00 for one-way trips

Passenger Co-Pay (Fare)

There is a mandatory fare policy for TD trips of \$1.00 per one-way trip.

Chapter 7 - Quality Assurance

Local Grievance Procedure/Process

The grievance procedure for Martin County developed and adopted by the Martin County LCB is provided in the Appendix.

CTC Evaluation Process

An annual evaluation of the Martin County CTC is conducted by the LCB Evaluation Subcommittee, based on the Standards, Goals, and Objectives set forth in the local TDSP and using the evaluation workbook of the CTD. The Evaluation Subcommittee may also conduct surveys and interviews as part of the evaluation process. The purpose of this evaluation is to ensure that the most cost-effective, efficient, reliable, and accountable transportation services are provided to the Martin TD population. Additional information can be found at <https://ctd.fdot.gov/doingbusiness.htm>

At each LCB meeting, the CTC provides the board with a quarterly performance report. This executive summary details the recent happenings of the CTC and any information which may impact the TD coordinated system such as public transit events. Quarterly reports may contain the following information:

- Call volume
- Call abandonment
- TD trip requests
- TD trip denials
- Public transportation (if applicable)
- Complaints
- Member no-shows
- Monthly reports
- Transportation contractor management
- Additional relevant information

Chapter 8 - Trend and Peer Analysis

CTC Trend Analysis

A trend comparison was completed to compare the performance of the Martin County CTC over the last five years. The trend comparison analyzed data for Fiscal Years 2020 through 2024.

Table 16 Trend and Analysis for Martin County CTC

Indicator/Measure	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Total Passenger Trips	43,671	56,985	46,299	61,610	63,043
Total Vehicle Miles	386,203	324,544	272,161	356,534	397,816
Total Revenue Miles	-	-	-	-	-
Average Trips per Driver Hour	-	-	-	-	-
Average Trips per Paratransit Passenger	95.35	120.22	64.84	53.81	54.07
Operating Expense	\$928,877	\$1,006,661	\$757,712	\$1,664,541	\$2,145,000
Operating Expense per Paratransit Passenger	\$21.27	\$17.67	\$16.37	\$27.02	\$34.02
Operating Expense per Passenger Trip	\$21.27	\$17.67	\$16.37	\$27.02	\$34.02
Operating Expense per Vehicle Miles	\$2.41	\$3.10	\$2.78	\$4.67	\$5.39
Accidents per 100,000 Miles	0	0	0	0	0
Vehicle Miles Between Road calls	21,456	64,909	45,360	89,134	198,908

Source: CTD Annual Performance Reports, 2020-2024

Table 16 shows the performance indicators and measures for each of the past five fiscal years. This trend analysis represents a combined set of statistics for all TD transportation services coordinated through the CTC. The source for each of these data sets is obtained through the Annual Operating Reports (AOR) released by the Commission for Transportation Disadvantaged. The AORs are based upon locally reported data. Many factors and policies can affect these numbers. As such, they are presented for informational purposes only.

CTC Peer Review Analysis

In this section, demographic characteristics of Martin County will be compared to those of peer Community Transportation Coordinators in Florida. In addition to a comparison of demographic characteristics, the review will compare performance measures within the TD program. Data contained in Table 17, the Demographic Comparison Peer Data, was obtained from the 2024 AOR data submitted to the CTD, and the 2023 American Community Survey 5-Year Estimates. The actual performance measures for peer CTCs were obtained from the individual systems AORs for 2024.

Martin County was compared to its CTC peers, which were selected based on its similarity with peers in the following five categories:

- Demographic characteristics
- System size (measured in terms of annual TD ridership)
- Operating environment (urban or rural service area designation).
- Organization type (transit agency, government, private non-profit, or private for-profit).
- Network type (sole provider, partial brokerage, or complete brokerage)
- Proximity (St. Lucie County is also included)

The four counties that were selected for the Martin County CTC peer review are:

- Indian River County
- Hernando County
- Lake County
- St. Lucie County

Comparative Demographics

Table 17 Demographic Comparison of Peer CTCs (2024)

Characteristics	Indian River	Hernando	Lake	Martin	St. Lucie	Mean
Total Population	163,856	201,512	398,696	160,464	346,237	254,153
Population Density (pop/square mile)	318	411	404	291	576	400
Median Age	55	48.1	46.7	53.2	45.3	49.7
% Pop. Age 65 and over	34.2%	26.6%	26.6%	31.8%	24.5%	28.7%
% of Households with less than \$15,000	5.5%	5.5%	3.8%	4%	4.3%	4.6%
Median Household Income	\$71,049	\$63,193	\$69,956	\$80,701	\$69,027	\$70,785
% of Households with No Vehicle	4.3%	5%	4%	4.4%	4.5%	4.4%

Source: 2023 ACS 5-Year Estimates

Table 17 displays the information for each of the four peer counties on total population, potential transportation disadvantaged population, population density, median age, percentage of population age 65 and over, percentage of households with annual incomes less than \$15,000, mean household income, and percentages of households with no access to a vehicle. Martin County is below the mean of the peer group in all indicators except for the mean age and mean household income.

Martin County has the second largest population of people age 65 and older, with almost a third of the population falling into that category. A category of major significance is the mean household income, with Martin County being above all other peers in this review. In regard to households with an income less than \$15,000, Martin County is close to the mean for all counties. Martin County is at the mean number of households with no access to vehicles.

Comparative Performance Measures

Table 18 Performance Measures for Peer CTCs (2024)

Measure	Indian River	Hernando	Lake	Martin	St. Lucie	Mean
Total Passenger Trips	73,995	56,729	135,378	63,043	358,162	137,461
Total Operating Expenses	\$2,980,246	\$1,569,989	\$7,206,656	\$2,145,000	\$9,985,536	\$4,777,485
Total Vehicle Miles	475,106	511,073	1,298,896	397,816	2,719,410	1,080,460
Cost Per Paratransit Trip	\$40.28	\$27.68	\$53.23	\$34.02	\$28.56	\$36.75
Cost Per Trip	\$40.28	\$27.68	\$53.23	\$34.02	\$27.88	\$36.62
Cost Per Total Mile	\$6.27	\$3.07	\$5.55	\$5.39	\$3.67	\$4.79
Accidents per 100,000 miles	0	0	1	0	.63	.33
Vehicle Miles Between Road calls	52,790	102,215	35,105	198,908	32,374	84,278

Source: CTD Annual Performance Report, 2024

Table 18 displays the performance measures for Martin County and all four peer CTCs. Martin County is below the mean for all performance measures except for cost per total mile and vehicle miles between road calls.

Conclusions

These comparisons provide helpful insight into how the Martin County CTC performs statistically versus other counties. One must keep in mind though that many factors affect performance measures, and this review should not be used as the sole measure to make inferences about the quality of service in Martin County, or any other county. Each of the peer systems represented have different operating environments and different funding source dynamics and demands.

Many of these statistics can be improved. Better utilization and efficiencies can be realized with the implementation of other alternative delivery methods to provide trips to the greater number of passengers. See next chapter for alternate modes of transportation for the TD population in Martin County.

Chapter 9 – Alternate Modes of Transportation

Much of the data and statistics identified in previous chapters can be improved with increased use of fixed-route services, MCPT programs, other programs that the CTC may provide, and other community transportation options. Listed are a few of the county wide and regional options that the eligible TD population can take advantage of in the event they are not able to get transportation with Martin Community Coach.

The Treasure Coast Advantage Ride Program

Advantage Ride is a program funded by the State of Florida and locally to provide safe, reliable, and accessible transportation for eligible individuals with intellectual or developmental disabilities. The Advantage Ride program offers a shared ride door-to-door service available to qualified riders 24 hours a day, seven days a week. This program serves Okeechobee, Indian River, St. Lucie, and Martin Counties, and trips must originate in St. Lucie County. For more information on the Treasure Coast Advantage Ride Program go to: <https://www.stlucieco.gov/departments-and-services/area-regional-transit/our-services/advantage-ride>.

The Martin County On-Demand Veterans Transportation Program

The Martin County On-Demand Veterans Transportation Program (ODVTP) provides free UBER rides to eligible Veterans residing in Martin County. Uber trips will be performed 7 days a week at any time but must be reserved during County office hours Mon – Fri from 8 AM to 5PM. This includes trips for: health, nutrition, access to local government buildings, economic stability and first mile/ last mile connections to the Marty fixed routes. For more information on the On-Demand Veterans Transportation Program go to: <https://www.martin.fl.us/BusSchedule> or call 772-288-5460.

The United Way of Martin County Ride United Program

Ride United offers temporary, pre-scheduled LYFT rides to connect eligible Martin County residents to education, employment, health care and other critical services. Those in need of transportation assistance should reach out to a participating agency to determine eligibility or schedule a ride. For more information on the Ride United Program go to: <https://www.unitedwaymartin.org/RideUnited>.

Appendices

Appendix A – Public Transit Agency Safety Plan

Appendix B – Complaint & Grievance Procedures

Appendix C – Cost Revenue Allocation Rate Structure Justification

Appendix D – Glossary

Appendix E – Application Forms

Appendix F – Vehicle Inventory

Appendix G – Goals, Objectives, Strategies, and Implementation Schedule

DRAFT

PTASP Certification

ANNUAL SAFETY CERTIFICATION AND ADOPTION

Date: January 22, 2025

Name: Senior Resource Association
Indian River Transit
GoLine
Community Coach

Address: 4385 43rd Avenue
Vero Beach, Florida 32967

In accordance with FTA 49 CFR Part 673 Final Rule, the Board of Directors of the bus system named above hereby adopts and certifies to the following:

1. The adoption of the Safety Management System for calendar year 2025
2. Compliance with adopted standards of the Public Transportation Agency Safety Plan (PTASP), for calendar year 2025
3. Performance of safety inspections on all buses operated in accordance with Rule 14-90.009, for calendar year 2025

Signature _____

Name: Lisa Thompson Barnes
Title: Chair of the Board of Directors, Senior Resource Association

Signature _____

Name: Karen B. Rose Deigl
Title: Chief Executive Officer, Senior Resource Association

3. Safety Policy

SMS Safety Policy Statement

Safety and customer service are our two core business functions. Senior Resource Association is committed to developing, implementing, maintaining, and constantly improving processes to ensure that all our transit service delivery activities take place under a balanced allocation of organizational resources aimed at achieving the highest level of safety performance and meeting established standards. All levels of management and all employees are accountable for the delivery of this highest level of safety performance, starting with the Chief Executive Officer (CEO). The SMS Program is managed under my authority by the Director Transportation.

Senior Resource Association's commitment is to:

- **Support** the management of safety through the provision of appropriate resources, that will result in an organizational culture that fosters safe practices and encourages effective employee safety reporting and communication.
- **Integrate** the management of safety among the primary responsibilities of all employees;
- **Clearly define** for all staff, responsibilities for the delivery of the safety performance;
- **Establish and operate** hazard identification and analysis, and safety risk evaluation activities, including an employee safety reporting program as a fundamental source for safety concerns and hazard identification, in order to eliminate or mitigate the safety risks of the consequences of hazards to a point which is consistent with our acceptable level of safety performance;
- **Ensure** that no action will be taken against any employee who discloses a safety concern through the employee safety reporting program, unless disclosure indicates, beyond any reasonable doubt, an illegal act, or a deliberate or willful disregard of regulations or procedures;
- **Comply with**, and exceed, legislative and regulatory requirements and standards;
- **Ensure** that all staff are provided with adequate and appropriate safety-related information and training, are competent in safety management matters
- **Establish** and measure safety performance against realistic & data-driven indicators and targets
- **Continually improve** our safety performance through management processes that ensure that appropriate safety management action is taken and is effective;

Values and guiding principles

- Integrity, Trust, Teamwork, Respect, Customer Service
- Commitment to Safety
- Commitment to Continuous Improvement
- Commitment to Compliance



Karen Deigl
CEO and Accountable Executive

**MARTIN COUNTY
TRANSPORTATION DISADVANTAGED PROGRAM
COMPLAINT & GRIEVANCE PROCEDURES**

**Adopted: March 7, 2011
Re-Adopted: March 5, 2012
Re-Adopted: March 4, 2013
Re-Adopted: March 3, 2014
Re-Adopted: March 2, 2015
Re-Adopted: March 7, 2016
Re-Adopted: March 6, 2017
Re-Adopted: March 26, 2018
Re-Adopted: March 4, 2019
Re-Adopted: March 2, 2020
Re-Adopted: June 7, 2021
Re-Adopted: March 7, 2022
Re-Adopted: March 6, 2023
Re-Adopted: March 4, 2024
Re-Adopted: March 31, 2025**

**CTD OMBUDSMAN
HELP-LINE: 1-800-983-2435**
Florida Commission for the
Transportation Disadvantaged
605 Suwannee St., MS-49
Tallahassee, FL 32399-0450
www.dot.state.fl.us/ctd

B-1

INTRODUCTION

The purpose of this document is to provide transportation disadvantaged riders with a course of action to remedy the situation in which a complaint or grievance arose. This document also serves as the local grievance system as mandated by Chapter 427, Florida Statutes and Rule 41, Florida Administrative Code. It complies with requirements set forth in §641.511, F.S.; 42 CFR 431.200; and 42 CFR 438.

These procedures apply to transportation disadvantaged riders.

During the complaint, grievance, and appeal process the rider or his/her representative has the right to contact the Commission for the Transportation Disadvantaged (CTD) by:

- Phone: TD Helpline 1-800-983-2435
- Mail: Florida Commission for the Transportation Disadvantaged
605 Suwannee St., MS-49
Tallahassee, FL, 32399-0450
www.dot.state.fl.us/ctd

If a customer is unable to submit a written complaint, grievance, or appeal, the Community Transportation Coordinator (CTC) will assist the customer in submitting such a request.

The CTC shall ensure no punitive action is taken against the customer, his/her representative, or other persons involved in the processes listed below.

All records of the complaint, grievance, and appeal processes, to include the Coordinator's, Grievance & Appeal Committees' reports, will be maintained by the Coordinator and made available upon request.

DEFINITIONS

Action – The denial or limited authorization of a requested service, including the type or level of service;
the reduction, suspension or termination of a previously authorized service;
the denial, in whole or in part, of payment for a service;
the failure to provide services in a timely manner, or the failure to act within the timeframes provided in 42 CFR 438.408 (as described within this document).

Appeal – Requests for review of an *Action* taken by the Community Transportation Coordinator or the Subcontracted Transportation Provider.

Complaint – Expressions of dissatisfaction related to the quality of care provided by a provider or any matter other than an *Action* that can be resolved at the Point of Contact rather than through filing a formal *Grievance*.

Grievance – Expressions of dissatisfaction about any matter other than an *Action*.

RESPONSIBLE PARTIES

Community Transportation Coordinator
Senior Resource Association
694 14th Street
Vero Beach, FL 32960
1-866-836-7034

*Local Coordinating Board for the
Transportation Disadvantaged*
c/o Martin MPO
3481 SE Willoughby Blvd, Suite 101
Stuart, FL 334994
772-221-1498

COMMITTEES

The Local Coordinating Board (LCB) for the Transportation Disadvantaged appoints membership of the Grievance Committee as follows:

- (1) An Area Agency on Aging Representative;
- (1) A Florida Department of Transportation Representative;
- (1) A Division of Vocational Rehab Representative;
- (1) A Veteran Service Office Representative; and
- (1) A Disadvantaged citizen over 60.

At least 3 Committee members must be present during the meeting to render a decision.

The LCB also appoints membership of the Appeal Committee as follows:

- (1) An LCB Member,
- (1) An MPO Staff Member, and
- (1) A CTC Staff Member.

Members of the Appeal Committee may not have been involved in the determination of the initial action. Members must be able to meet within 72 hours notice in order to address Expedited Appeal Requests.

COMPLAINT PROCEDURES

FIRST LINE OF RESOLUTION PROCESS

1. Community Transportation Coordinator (CTC) representative receives verbal or written complaint from customer within 90 calendar days of incident.

2. CTC representative documents complaint and works to resolve complaint within 15 business days.
3. If unable to resolve within 15 business days, CTC extends for an additional 10 business days. The CTC provides notice to customer of extension and the reasons for the extension.
4. Once complaint is resolved, CTC provides written notification of the resolution to customer within 5 business days. Include the following in written notice:
 - The action the CTC has taken or intends to take.
 - The reasons for this action.
 - Notice of right to file a grievance through Grievance Committee.
 - Information on the CTD Ombudsman Program.
5. CTC forwards copy of the notification of the resolution to Chairperson of the Local Coordinating Board (LCB) and the MPO Administrator.

GRIEVANCE PROCEDURES

SECOND LINE OF RESOLUTION PROCESS

1. CTC receives verbal or written grievance within 1 year of incident.
2. CTC forwards copy of grievance to Chairperson of the LCB and the MPO Administrator. Upon receipt of the grievance, the CTC will have up to 10 business days to schedule the initial Grievance Committee meeting. The meeting must be held within 15 business days of the initial filing of the grievance. Further meetings may be held at the discretion of the Committee.
3. The CTC will provide all relevant documents to the Grievance Committee at least 3 business days prior to the meeting(s). At least 3 Committee members must be present during the meeting.
4. If unable to resolve within 90 calendar days, the Grievance Committee extends for an additional 14 calendar days. The CTC provides notice to customer of the extension and the reasons for the extension.
5. Once grievance is resolved, CTC provides written notification of the resolution to customer within 30 calendar days. Include the following in the written notice:
 - The action the CTC has taken or intends to take.
 - The reasons for this action.
 - Notice of right to file an appeal.
 - The procedures for exercising these rights.

- The circumstances for which an expedited appeal is available and the procedures to request it.
- Notice of right to have benefits continue pending resolution of the appeal, how to request exercise this right, and the circumstances under which the customer would be required to pay the costs of these services.
- Information on the CTD Ombudsman Program.

6. The CTC forwards copy of the notification of the resolution to the Chairperson of the Local Coordinating Board (LCB), the MPO Administrator, and the Florida Commission for the Transportation Disadvantaged (CTD) upon request.

APPEAL PROCEDURES

THIRD LINE OF RESOLUTION PROCESS

1. The CTC receives verbal or written appeal within 30 calendar days of the customer's receipt of notice of action. If request is made verbally, CTC notifies customer within 10 business days of need to file written request. The CTC acknowledges the receipt of the appeal in writing.
2. The CTC forwards a copy of the appeal to the Chairperson of the LCB, the MPO Administrator, and the CTD. Upon receipt of the appeal, the CTC will have up to 10 business days to schedule the initial Appeal Committee meeting. The meeting must be held within 15 business days of the initial filing of the appeal. Further meetings may be held at the discretion of the Committee.
3. The CTC will provide all relevant documents to the Appeal Committee at least three 3 business days prior to the meeting(s). At least three 3 Committee members must be present during the meeting.
4. If unable to resolve within 45 calendar days, the Appeal Committee extends for an additional 14 calendar days. The CTC provides notice to customer of the extension and the reasons for the extension.
5. Once the appeal is resolved, CTC provides written notification of the resolution to customer within 2 business days. Include the following in the written notice:
 - The action the CTC has taken or intends to take.
 - The reasons for this action.
 - Notice of the right to file a grievance with the CTD.
 - The procedures for exercising these rights.
 - Information on the CTD Ombudsman Program.

6. The CTC forwards a copy of the notification of the resolution to the Chairperson of the Local Coordinating Board (LCB), the MPO Administrator, and the CTD.

EXPEDITED APPEAL PROCEDURES

1. The CTC receives verbal or written request for an expedited appeal within 30 calendar days of the customer's receipt of notice of action. The request must be based on conditions which would seriously jeopardize the customer's life, health, or ability to attain, maintain or regain maximum function.

2. The CTC must notify the customer of the limited time available to provide allegations of fact or law. The CTC acknowledges the receipt of the appeal in writing.

3. The CTC forwards a copy of the request for an expedited appeal to the Chairperson of the LCB, the MPO Administrator, and the CTD. The CTC will have up to 72 hours (3 calendar days) to schedule an Appeal Committee meeting, review relevant evidence, and to resolve the Expedited Appeal.

5. Once the appeal is resolved, the CTC makes reasonable efforts to provide immediate verbal notification to the customer of the resolution. The CTC also provides written notification of the resolution to customer within 2 business days. Include the following in the written notice:

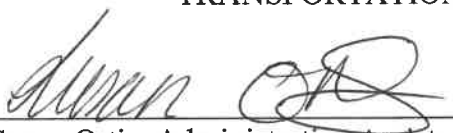
- The action the CTC has taken or intends to take.
- The reasons for this action.
- Notice of the right to file a grievance with the CTD.
- The procedures for exercising these rights.
- Information on the CTD Ombudsman Program.

6. The CTC forwards copy of the notification of the resolution to the Chairperson of the Local Coordinating Board (LCB), the MPO Administrator, and the CTD.

ADOPTED THIS 31st DAY OF MARCH 2025

MARTIN COUNTY LOCAL COORDINATING BOARD for the
TRANSPORTATION DISADVANTAGED

Attest:


Susan Ortiz, Administrative Assistant


Carmine Dipaolo, Local Coordinating Board Chair

B - 6

Worksheet for Multiple Service Rates

CTC: Martin County
County: Martin

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the **DARK RED** prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION I: Services Provided

1. Will the CTC be providing any of these Services to transportation disadvantaged passengers in the upcoming budget year?.....

Ambulatory	Wheelchair	Stretcher	Group
<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
Go to Section II for Ambulatory Service	Go to Section II for Wheelchair Service	STOP! Do NOT Complete Sections II - V for Stretcher Service	STOP! Do NOT Complete Sections II - V for Group Service

SECTION II: Contracted Services

1. Will the CTC be contracting out any of these Services TOTALLY in the upcoming budget year?....

Ambulatory	Wheelchair	Stretcher	Group
<input checked="" type="radio"/> Yes <input type="radio"/> No	<input checked="" type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No
Answer # 2 for Ambulatory Service	Answer # 2 for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

2. If you answered YES to #1 above, do you want to arrive at the billing rate by simply dividing the proposed contract amount by the projected Passenger Miles / passenger trips?.....

Ambulatory	Wheelchair	Stretcher	Group
<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No	<input type="radio"/> Yes <input checked="" type="radio"/> No

3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the service?

How many of the total projected Passenger Miles relate to the contracted service?
How many of the total projected passenger trips relate to the contracted service?

Ambulatory	Wheelchair	Stretcher	Group
Leave Blank	Leave Blank	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

Effective Rate for Contracted Services:

per Passenger Mile =

per Passenger Trip =

Ambulatory	Wheelchair	Stretcher	Group
Go to Section III for Ambulatory Service	Go to Section III for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

4. If you answered # 3 & want a Combined Rate per Trip PLUS a per Mile add-on for 1 or more services, INPUT the Desired per Trip Rate (but must be less than per trip rate in #3 above =
Rate per Passenger Mile for Balance =

Combination Trip and Mile Rate			
Leave Blank and Go to Section III for Ambulatory Service	Leave Blank and Go to Section III for Wheelchair Service	Do NOT Complete Section II for Stretcher Service	Do NOT Complete Section II for Group Service

C-1

Worksheet for Multiple Service Rates

1. Answer the questions by completing the GREEN cells starting in Section I for all services

2. Follow the **DARK RED** prompts directing you to skip or go to certain questions and sections based on previous answers

CTC: **Martin County** Version 1.4
County: **Martin**

SECTION III: Escort Service

1. Do you want to charge all escorts a fee?.....

☐ Yes
☒ No

Skip #2 - 4 and
Section IV and
Go to Section V

2. If you answered Yes to #1, do you want to charge the fee per passenger trip OR

per passenger mile?.....

☒ Pass. Trip
☐ Pass. Mile

Leave Blank

3. If you answered Yes to # 1 and completed # 2, for how many of the projected

Passenger Trips / Passenger Miles will a passenger be accompanied by an escort?

Leave Blank

4. How much will you charge each escort?.....

Leave Blank

SECTION IV: Group Service Loading

1. If the message "You Must Complete This Section" appears to the right, what is the projected total number of Group Service Passenger Miles? (otherwise leave blank).....

Do NOT
Complete
Section IV

..... And what is the projected total number of Group Vehicle Revenue Miles?

Loading Rate
0.00 to 1.00

SECTION V: Rate Calculations for Multiple Services:

1. Input Projected Passenger Miles and Passenger Trips for each Service in the GREEN cells and the Rates for each Service will be calculated automatically

* Miles and Trips you input must sum to the total for all Services entered on the "Program-wide Rates" Worksheet, MINUS miles and trips for contracted services IF the rates were calculated in the Section II above

* Be sure to leave the service BLANK if you answered NO in Section I or YES to question #2 in Section II

RATES FOR FY: 2025 - 2026				
Ambul	Wheel Chair	Stretcher	Group	
		Leave Blank	Leave Blank	
Projected Passenger Miles (excluding totally contracted services addressed in Section II) = 361,248	= 275,237	+ 86,011	+ 0	
Rate per Passenger Mile =	\$2.51	\$4.31	\$0.00	\$0.00
			per passenger	per group

Ambul	Wheel Chair	Stretcher	Group	
		Leave Blank	Leave Blank	
Projected Passenger Trips (excluding totally contracted services addressed in Section II) = 34,860	= 26,560	+ 8,300	+ 0	
Rate per Passenger Trip =	\$26.05	\$44.66	\$0.00	\$0.00
			per passenger	per group

2 If you answered # 1 above and want a COMBINED Rate per Trip PLUS a per Mile add-on for 1 or more services,...

Combination Trip and Mile Rate				
Ambul	Wheel Chair	Stretcher	Group	
		Leave Blank	Leave Blank	
...INPUT the Desired Rate per Trip (but must be less than per trip rate above) =				\$0.00
Rate per Passenger Mile for Balance =	\$2.51	\$4.31	\$0.00	\$0.00
			per passenger	per group

C-2

Worksheet for Multiple Service Rates

- 1. Answer the questions by completing the GREEN cells starting in Section I for all services
- 2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

CTC: Martin County Tiv
County: Martin

Rates If No Revenue Funds Were Identified As Subsidy Funds				
Ambul	Wheel Chair	Stretcher	Group	
\$2.56	\$4.39	\$0.00	\$0.00	\$0.00
			per passenger	per group
Ambul	Wheel Chair	Stretcher	Group	
\$26.54	\$45.50	\$0.00	\$0.00	\$0.00
			per passenger	per group
Program These Rates Into Your Medicaid Encounter Data				

DRAFT

GLOSSARY OF TERMS AND ABBREVIATIONS USED WITHIN THE FLORIDA COORDINATED TRANSPORTATION SYSTEM

SOURCE: *Florida Commission for the Transportation Disadvantaged*

Accidents: when used in reference to the AOR, the total number of reportable accidents that occurred whereby the result was either property damage of \$1000.00 or more, or personal injury that required evacuation to a medical facility, or a combination of both.

(AER) Actual Expenditure Report: an annual report completed by each state member agency and each official planning agency, to inform the Commission in writing, before September 15 of each year, of the specific amount of funds the agency expended for transportation disadvantaged services.

Advance Reservation Service: shared or individual paratransit service that is readily delivered with at least prior day notification, seven days a week, 24 hours a day.

Adverse Incident Reporting: pursuant to s. 427.021, F.S., each transportation service provider should develop and implement procedures regarding the receipt and investigation of adverse incidents that occur during the provision of paratransit services to persons with disabilities.

Agency: an official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the state or of a city, town, municipality, county, or other local governing body or a private non-profit transportation service providing entity.

(ADA) Americans with Disabilities Act: a federal law, P.L. 101-336, signed by the President of the United States on July 26, 1990 providing protection for persons with disabilities.

(AOR) Annual Operating Report: an annual report prepared by the community transportation coordinator detailing its designated service area operating statistics for the most recent operating year.

(APR) Annual Performance Report: an annual report issued by the Commission for the Transportation Disadvantaged that combines all the data submitted in the Annual Operating Reports and the CTD Annual Report.

(ASE) Automotive Service Excellence: a series of tests that certify the skills of automotive technicians in a variety of maintenance areas.

Availability: a measure of the capability of a transportation system to be used by potential riders, such as the hours the system is in operation, the route spacing, the seating availability, and the pick-up and delivery time parameters.

Bus: any motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons for compensation.

Bus Lane: a street or highway lane intended primarily for buses, either all day or during specified periods.

Bus Stop: a waiting, boarding, and disembarking area, usually designated by distinctive signs and by curbs or pavement markings.

(CUTR) Center for Urban Transportation Research: a research group located at the University of South Florida's College of Engineering.

(CMBE) Certified Minority Business Enterprise: any small business concern which is organized to engage in commercial transactions, which is domiciled in Florida, and which is at least 51 percent owned by minority persons and whose management and daily operations are controlled by such persons. These businesses should be certified by the Florida Department of Management Services.

Chapter 427, Florida Statutes: the Florida statute establishing the Commission for the Transportation Disadvantaged and prescribing its duties and responsibilities.

Commendation: any documented compliment of any aspect of the coordinated system, including personnel, vehicle, service, etc.

(CDL) Commercial Driver's License: a license required if a driver operates a commercial motor vehicle, including a vehicle that carries 16 or more passengers (including the driver), or a vehicle weighing more than 26,000 pounds.

Commission: the Commission for the Transportation Disadvantaged as authorized in Section 427.013, Florida Statutes.

(CTD) Commission for the Transportation Disadvantaged: an independent agency created in 1989 to accomplish the coordination of transportation services provided to the transportation disadvantaged.

(CTC) Community Transportation Coordinator: (formerly referred to as "coordinated community transportation provider") a transportation entity competitively procured or recommended by the appropriate official planning agency and local Coordinating Board and approved by the Commission, to ensure that safe, quality coordinated transportation services are provided or arranged in a cost effective manner to serve the transportation disadvantaged in a designated service area.

Competitive Procurement: obtaining a transportation operator or other services through a competitive process based upon Commission-approved procurement guidelines.

Complaint: any documented customer concern involving timeliness, vehicle condition, quality of service, personnel behavior, and other operational policies.

Complete (or Full) Brokerage: type of CTC network in which the CTC does not provide any on-street transportation services itself, but contracts with transportation operators or coordination contractors for the delivery of all transportation services.

Coordinated Transportation System: includes the CTC, the transportation operators and coordination contractors under contract with the CTC, the official planning agency, and local Coordinating Board involved in the provision of service delivery to the transportation disadvantaged within the designated service area.

Coordinated Trips: passenger trips provided by or arranged through a CTC.

Coordinating Board: an entity in each designated service area composed of representatives who provide assistance to the community transportation coordinator relative to the coordination of transportation disadvantaged services.

Coordination: the arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost effective, safe, efficient, and reduces fragmentation and duplication of services. Coordination is not the same as total consolidation of transportation disadvantaged services in any given service area.

Coordination Contract: a written contract between the community transportation coordinator and an agency who receives transportation disadvantaged funds and performs some, if not all of, its own services, as well as services to others, when such service has been analyzed by the CTC and proven to be a safer, more effective and more efficient service from a total system perspective. The Commission's standard contract reflects the specific terms and conditions that will apply to those agencies who perform their own transportation, as well as joint utilization and cost provisions for transportation services to and from the coordinator.

Deadhead: the miles or hours that a vehicle travels when out of revenue service. From dispatch point to first pick-up, and from last drop-off to home base, or movements from home base to maintenance garage or fuel depot, and return.

Demand Response: a paratransit service that is readily delivered with less than prior day notification, seven days a week, 24 hours a day. This service can be either an individual or shared ride.

Designated Service Area: a geographical area subject to approval by the Commission, which defines the community where coordinated transportation services will be provided to the transportation disadvantaged.

Disabled Passenger: anyone with a physical or mental impairment that substantially limits at least one of the major life activities (i.e., caring for one's self, walking, seeing, hearing, speaking, learning).

Dispatcher: the person responsible for having every scheduled run leave the yard or garage on time and maintain a schedule, matching the work force with the work load on a minute-by-minute basis.

Driver Hour: the period of one hour that a person works whose main responsibility is to drive vehicles.

Economies of Scale: cost savings resulting from combined resources (e.g., joint purchasing agreements that result in a lower cost per gallon or quantity discount for fuel).

Effectiveness Measure: a performance measure that indicates the level of consumption per unit of output. Passenger trips per vehicle mile are an example of an effectiveness measure.

Efficiency Measure: a performance measure that evaluates the level of resources expended to achieve a given level of output. An example of an efficiency measure is operating cost per vehicle mile.

Emergency: any occurrence, or threat thereof, whether accidental, natural or caused by man, in war or in peace, which results or may result in substantial denial of services to a designated service area for the transportation disadvantaged.

Emergency Fund: transportation disadvantaged trust fund monies set aside to address emergency situations and which can be utilized by direct contract, without competitive bidding, between the Commission and an entity to handle transportation services during a time of emergency.

Employees: the total number of persons employed in an organization.

Fixed Route: (also known as Fixed Route/Fixed Schedule) service in which the vehicle (s) repeatedly follows a consistent time schedule and stopping points over the same route, whereby such schedule, route or service is not at the users request (e.g. conventional city bus, fixed guideway).

(FAC) Florida Administrative Code: a set of administrative codes regulating the state of Florida.

(FCTS) Florida Coordinated Transportation System: a transportation system responsible for coordination and service provisions for the transportation disadvantaged as outlined in Chapter 427, Florida Statutes.

(FDOT) Florida Department Of Transportation: a governmental entity. The CTD is housed under the Florida Department of Transportation for administrative purposes.

(FS) Florida Statutes: the laws governing the state of Florida.

(FTE) Full Time Equivalent: a measure used to determine the number of employees based on a 40-hour work week. One FTE equals 40 work hours per week.

(FAC) Fully Allocated Costs: the total cost, including the value of donations, contributions, grants or subsidies, of providing coordinated transportation, including those services which are purchased through transportation operators or provided through coordination contracts.

General Trips: passenger trips by individuals to destinations of their choice, not associated with any agency program.

Goal: broad conditions that define what the organization hopes to achieve.

Grievance Process: a formal plan that provides a channel for the adjustment of grievances through discussions at progressively higher levels of authority, culminating in mediation, if necessary.

In Service: the time a vehicle begins the route to provide transportation service to the time the route is completed.

In-Take Clerk/Reservationist: an individual whose primary responsibility is to accept requests for trips, enter dates on requests, determine eligibility and provide customer service.

Latent Demand: demand that is not active (i.e., the potential demand of persons who are not presently in the market for a good or service).

Limited Access: the inability of a vehicle, facility or equipment to permit entry or exit to all persons. Lack of accessibility of vehicle, facility or other equipment.

Load Factor: the ratio of use to capacity of equipment or a facility during a specified time period.

Local Government: an elected and/or appointed public body existing to govern, plan, fund, and administer public services within a designated, limited geographic area of the state.

Local Government Comprehensive Plan: a plan that meets the requirements of Sections 163.3177 and 163.3178, Florida Statutes.

(LCB) Local Coordinating Board: an entity in each designated service area composed of representatives appointed by the official planning agency. Its purpose is to provide assistance to the community transportation coordinator concerning the coordination of transportation disadvantaged services.

(MIS) Management Information System: the mechanism that collects and reports key operating and financial information for managers on a continuing and regular basis.

(MOA) Memorandum of Agreement: the state contract included in the transportation disadvantaged service plan for transportation disadvantaged services purchased by federal, state, or local government transportation disadvantaged funds. This agreement is between the Commission and the community transportation coordinator and recognizes the community transportation coordinator as being responsible for the arrangement of the provision of transportation disadvantaged services for a designated service area.

(MPO) Metropolitan Planning Organization: the area-wide organization responsible for conducting the continuous, cooperative and comprehensive transportation planning and programming in accordance with the provisions of 23 U.S.C. s. 134, as provided in 23 U.S.C. s. 104(f)(3). Also serves as the official planning agency referred to in Chapter 427, F.S.

Network type: describes how a community transportation coordinator provides service, whether as a complete brokerage, partial brokerage, or sole provider.

Non-coordinated Trip: a trip provided by an agency, entity, or operator who is in whole or in part subsidized by local, state, or federal funds, and who does not have coordination/operator contract with the community transportation coordinator.

Non-sponsored Trip: transportation disadvantaged services that are sponsored in whole by the Transportation Disadvantaged Trust Fund.

Objective: specific, measurable conditions that the organization establishes to achieve its goals.

Off Peak: a period of day or night during which travel activity is generally low and a minimum of transit service is operated.

(OPA) Official Planning Agency: the official body or agency designated by the Commission to fulfill the functions of transportation disadvantaged planning. The Metropolitan Planning Organization shall serve as the planning agency in areas covered by such organizations.

Operating Cost: the sum of all expenditures that can be associated with the operation and maintenance of the system during the particular period under consideration.

Operating Cost per Driver Hour: operating costs divided by the number of driver hours, a measure of the cost efficiency of delivered service.

Operating Cost per Passenger Trip: operating costs divided by the total number of passenger trips, a measure of the efficiency of transporting riders. One of the key indicators of comparative performance of transit properties since it reflects both the efficiency with which service is delivered and the market demand for the service.

Operating Cost per Vehicle Mile: operating costs divided by the number of vehicle miles, a measure of the cost efficiency of delivered service.

Operating Environment: describes whether the community transportation coordinator provides service in an urban or rural service area.

Operating Expenses: sum of all expenses associated with the operation and maintenance of a transportation system.

Operating Revenues: all revenues and subsidies utilized by the operator in the provision of transportation services.

Operating Statistics: data on various characteristics of operations, including passenger trips, vehicle miles, operating costs, revenues, vehicles, employees, accidents, and roadcalls.

Operator Contract: a written contract between the community transportation coordinator and a transportation operator to perform transportation services.

Organization Type: describes the structure of a community transportation coordinator, whether it is a private-for-profit, private non-profit, government, quasi- government, or transit agency.

Paratransit: elements of public transit that provide service between specific origins and destinations selected by the individual user with such service being provided at a time that is agreed upon between the user and the provider of the service. Paratransit services are provided by sedans, vans, buses, and other vehicles.

Partial Brokerage: type of CTC network in which the CTC provides some of the on- street transportation services and contracts with one or more other transportation operators, including coordination

contractors, to provide the other portion of the on- street transportation disadvantaged services, including coordination contractors.

Passenger Miles: a measure of service utilization which represents the cumulative sum of the distances ridden by each passenger. This is a duplicated mileage count. For example: If 10 people ride together for 10 miles, there would be 100 passenger miles.

Passenger Trip: a unit of service provided each time a passenger enters the vehicle, is transported, and then exits the vehicle. Each different destination would constitute a passenger trip. This unit of service is also known as a one-way passenger trip.

Passenger Trips per Driver Hour: a performance measure used to evaluate service effectiveness by calculating the total number of passenger trips divided by the number of driver hours.

Passenger Trips per Vehicle Mile: a performance measure used to evaluate service effectiveness by calculating the total number of passenger trips divided by the number of vehicle miles.

Performance Measure: statistical representation of how well an activity, task, or function is being performed. Usually computed from operating statistics by relating a measure of service output or utilization to a measure of service input or cost.

Potential TD Population: (formerly referred to as TD Category I) includes persons with disabilities, senior citizens, low income persons, and high risk or at risk children. These persons are eligible to receive certain governmental and social service agency subsidies for program-related trips.

Program Trip: a passenger trip supplied or sponsored by a human service agency for the purpose of transporting clients to and from a program of that agency (e.g., sheltered workshops, congregate dining, and job training).

Public Transit: means the transporting of people by conveyances or systems of conveyances traveling on land or water, local or regional in nature, and available for use by the public. Public transit systems may be governmental or privately owned. Public transit specifically includes those forms of transportation commonly known as paratransit.

Purchased Transportation: transportation services provided for an entity by a public or private transportation provider based on a written contract.

(RFB) Request for Bids: a competitive procurement process.

(RFP) Request for Proposals: a competitive procurement process.

(RFQ) Request for Qualifications: a competitive procurement process.

Reserve Fund: transportation disadvantaged trust fund monies set aside each budget year to insure adequate cash is available for incoming reimbursement requests when estimated revenues do not materialize.

Revenue Hours: total vehicle hours used in providing passenger transportation, excluding deadhead time.

Revenue Miles: the total number of paratransit service miles driven while TD passengers are actually riding on the vehicles. This figure should be calculated from first passenger pick-up until the last passenger drop-off, excluding any breaks in actual passenger transport. For example: if 10 passengers rode 10 miles together, there would be 10 revenue miles.

Ridesharing: the sharing of a vehicle by clients of two or more agencies, thus allowing for greater cost efficiency and improved vehicle utilization.

Roadcall: any in-service interruptions caused by failure of some functionally necessary element of the vehicle, whether the rider is transferred or not. Roadcalls exclude accidents.

Rule 41-2, F.A.C.: the rule adopted by the Commission for the Transportation Disadvantaged to implement provisions established in Chapter 427, F.S.

Scheduler: a person who prepares an operating schedule for vehicles on the basis of passenger demand, level of service, and other operating elements such as travel times or equipment availability.

Shuttle: a transit service that operates on a short route, or in a small geographical area, often as an extension to the service of a longer route.

Sole Source: (also referred to as Sole Provider) network type in which the CTC provides all of the transportation disadvantaged services.

Sponsored Trip: a passenger trip that is subsidized in part or in whole by a local, state, or federal government funding source (not including monies provided by the TD Trust Fund).

Standard: something established by authority, custom, or general consent as a model or example.

Stretcher Service: a form of non-emergency paratransit service whereby the rider is transported on a stretcher, litter, gurney, or other device that does not meet the dimensions of a wheelchair as defined in the Americans with Disabilities Act.

Subscription Service: a regular and recurring service in which schedules are prearranged, to meet the travel needs of riders who sign up for the service in advance. The service is characterized by the fact that the same passengers are picked up at the same location and time and are transported to the same location, and then returned to the point of origin in the same manner.

(SSPP) System Safety Program Plan: a documented organized approach and guide to accomplishing a system safety program set forth in Florida Rule 14-90.

Total Fleet: this includes all revenue vehicles held at the end of the fiscal year, including those in storage, emergency contingency, awaiting sale, etc.

(TQM) Total Quality Management: a management philosophy utilizing measurable goals and objectives to achieve quality management practices.

Transportation Alternative: those specific transportation services that are approved by rule to be acceptable transportation alternatives, and defined in s. 427.018, F. S.

(TD) Transportation Disadvantaged: those persons, including children as defined in s.411.202 F.S., who because of physical or mental disability, income status, or inability to drive due to age or disability are unable to transport themselves or to purchase transportation and have no other form of transportation available. These persons are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, or medically necessary or life-sustaining activities.

Transportation Disadvantaged Funds: any local government, state or available federal funds that are for the transportation of the transportation disadvantaged. Such funds may include, but are not limited to, funds for planning, transportation provided pursuant to the ADA, administration of transportation disadvantaged services, operation, procurement and maintenance of vehicles or equipment, and capital investments. Transportation disadvantaged funds do not include funds expended by school districts for the transportation of children to public schools or to receive service as a part of their educational program.

Transportation Disadvantaged Population: (formerly referred to as TD Category II) persons, including children, who, because of disability, income status, or inability to drive due to age or disability are unable to transport themselves.

(TDSP) Transportation Disadvantaged Service Plan: a five-year implementation plan, with annual updates developed by the CTC and the planning agency which contains the provisions of service delivery in the coordinated transportation system. The plan shall be reviewed and recommended by the local Coordinating Board.

Transportation Disadvantaged Trust Fund: a fund administered by the Commission for the Transportation Disadvantaged in which all fees collected for the transportation disadvantaged program shall be deposited. The funds deposited will be appropriated by the legislature to the Commission to carry out the Commission's responsibilities. Funds that are deposited may be used to subsidize a portion of a transportation disadvantaged person's transportation costs which are not sponsored by an agency.

Transportation Operator: a public, private for profit, or private non-profit entity engaged by the community transportation coordinator to provide service to the transportation disadvantaged pursuant to an approved coordinated transportation system transportation disadvantaged service plan.

Transportation Operator Contract: the Commission's standard coordination/operator contract between the community transportation coordinator and the transportation operator that outlines the terms and conditions for any services to be performed.

Trend Analysis: a common technique used to analyze the performance of an organization over a period of time.

Trip Priorities: various methods for restricting or rationing trips.

Trip Sheet: a record kept of specific information required by ordinance, rule or operating procedure for a period of time worked by the driver of a public passenger vehicle in demand-response service. Also known as a driver log.

(UPHC) Unduplicated Passenger Head Count: the actual number of people that were provided paratransit transportation services, not including personal care attendants, non-paying escorts, or persons provided fixed schedule/fixed route service.

Unmet Demand: the number of trips desired but not provided because of insufficient service supply.

Urbanized Area: a city (or twin cities) that has a population of 50,000 or more (central city) and surrounding incorporated and unincorporated areas that meet certain criteria of population size of density.

(USDHHS) U.S. Department of Health and Human Services: a federal agency regulating health and human services.

(USDOT) U.S. Department of Transportation: a federal agency regulating the transportation field.

Van Pool: a prearranged ride-sharing service in which a number of people travel together on a regular basis in a van. Van pools are commonly a company- sponsored van that has a regular volunteer driver.

Vehicle Inventory: an inventory of vehicles used by the CTC, transportation operators, and coordination contractors for the provision of transportation disadvantaged services.

Vehicle Miles: the total distance traveled by revenue vehicles, including both revenue miles and deadhead miles.

Vehicle Miles per Vehicle: a performance measure used to evaluate resource utilization and rate of vehicle depreciation, calculated by dividing the number of vehicle miles by the total number of vehicles.

Vehicles: number of vehicles owned by the transit agency that are available for use in providing services.

Volunteers: individuals who do selected tasks for the community transportation coordinator or its contracted operator, for little or no compensation.

Will-Calls: these are trips that are requested on a demand response basis, usually for a return trip. The transportation provider generally knows to expect a request for a will-call trip, but cannot schedule the trip in advance because the provider does not know the exact time a passenger will call to request his/her trip.

Martin Community Coach Transportation Application

Thank you for your interest in becoming a Martin Community Coach (MCC) client. We welcome the opportunity to meet your transportation needs and provide you with excellent service. MCC is for the Transportation Disadvantaged community. Martin County residents who qualify must fall under one or more of the following categories:

- Age 65 or older
- Disabled
- Adults aged 18 or older who live under the 100% poverty level and have no other means of transportation

Included with this application are the Beneficiary Intake (BI) and Level of Need (LON) forms. The LON must be completed by a medical professional. Please return **all** documents to our Paratransit Eligibility Department. All forms are required prior to transportation approval, including completion of the proof of income section on the Beneficiary Intake form. The forms may be submitted by USPS, fax or email to the following:

- Mail all completed forms to:
Senior Resource Association
Attn: MCC Paratransit Eligibility Department
694 14th St.
Vero Beach, FL 32960
- Fax all completed forms to: **(772) 324-7110**
- Email all completed forms to: martincc@sramail.org

Please allow up to ten (10) business days for MCC to receive and process your transportation application. We look forward to helping you travel to essential destinations throughout Martin County. If you have any questions regarding the forms or eligibility requirements, contact the MCC office at **772.469.2063**

Martin Community Coach Beneficiary Intake Form

Important Notes:

Please answer all questions. Failure to do so may result in your transportation benefits being denied. If you do not know the answer, please write "do not know." If a question does not apply to you, please write "N/A." Additional documentation may be required.

Last Name: _____ First Name: _____ MI: _____

DOB: _____ Female Male

Medicaid #: _____ Email: _____

Address: _____ City: _____

Zip: _____ State: _____

Phone #: _____

Emergency Contact: _____ Relationship: _____

Phone #: _____

Do you drive? Yes No

Do you own a car? Yes No

Do you have any of the following that can provide you with transportation?

Family Yes No Friend Yes No
Volunteer Yes No Other: _____

Annual household income: _____ # of household members: _____

Are you frail, disabled, or do you have any other physical or mental limitations? Yes No

How do you get to the grocery store?

☐ Drive Self ☐ Friend/Family
☐ Walk ☐ Bus/Public transportation

Do you live within ¾ mile from a bus stop? Yes No I don't know

Is there any reason you cannot walk to your appointment? Yes No

If yes, please explain: _____

Martin Community Coach Beneficiary Intake Form

Do you live in a facility that provides transportation? Yes No
If yes, could they transport you to medical appointments? Yes No I don't know

Is there any reason you cannot take public transportation to your medical appointments? Yes No

Are you enrolled in any other programs that will pay for or provide transportation? Yes No
If yes, please explain: _____

Please check or list any special needs or services you require during transportation

- ☐ Powered Wheelchair
- ☐ Manual Wheelchair
- ☐ Walker
- ☐ Cane
- ☐ Portable Oxygen
- ☐ Service Animal
- ☐ Scooter
- ☐ Personal Care Attendant
- ☐ Other:

Please be aware the fare is a \$1.00 per single trip. (\$2.00 roundtrip)

I understand and affirm that the information provided in this application for Non- Emergency Transportation (NET) to TD services is true and correct, to the best of my knowledge, and will be kept confidential and shared only with services and appointments. I understand providing false and/or misleading information, making fraudulent claims and making false statements constitutes a felony under the laws of the state of Florida.

Beneficiary Signature: _____ Date: _____

MCC USE ONLY

Approved
Denied

Date: _____ Signature: _____

694 14th St. | Vero Beach, FL 32960 | P: 772.469.2063 | F: 772.324.7110 | martincc@sramail.org

Martin Community Coach

Level of Need Form

Dear Medical Professional:

The Martin Community Coach office has received a request for transportation from one of your patients. Please complete this Level of Need assessment form in its entirety. The form will be used to determine the Beneficiary's most appropriate mode of transportation based on their functional abilities and limitations. Please provide any information that will assist us in identifying the mode of transportation that best fits the Beneficiary's needs. Upon completion, fax it to: (772) 324.7110

Beneficiary Info	First Name:	Last Name:	Date of Birth:
	Medicaid #	Trip #	Plan ID
	Address:	City:	State: Zip:
Diagnosis Info	Diagnosis		Diagnosis is Permanent
			Temporary
Living Arrangement	Lives Alone	Nursing Facility	Group Home
	Residential Rehab Facility	Comments:	
	# of Steps:	Note: MCC is unable to transport individuals requiring assistance up or down more than three (3) stair-steps from door to curb	
Physical Abilities and Equipment	Does Patient use any of the following assistive devices?		
	Crutches	Walker	Cane
	Electronic Wheelchair	Manual Wheelchair	Can patient Self propel?
	Can patient self-transfer into vehicle? <input type="checkbox"/> Yes <input type="checkbox"/> No		
	Does patient require portable oxygen? <input type="checkbox"/> Yes <input type="checkbox"/> No		
	Has there been a decline in functionality? <input type="checkbox"/> Yes (please explain) <input type="checkbox"/> No		
Cognitive Abilities	What is the patient's cognitive ability?		
	<input type="checkbox"/> Alert and Oriented	<input type="checkbox"/> Alert and Mildly Confused	<input type="checkbox"/> Confused (dementia, Alzheimer)
	Comments:		
Sensory Abilities	Vision	<input type="checkbox"/> Normal	<input type="checkbox"/> Cataracts
		<input type="checkbox"/> Glasses/contacts	
	Speech and Hearing	<input type="checkbox"/> Legally Blind	<input type="checkbox"/> Service Animal Due to Blindness?
		<input type="checkbox"/> Normal <input type="checkbox"/> Wears Hearing Aid	
Physician Info	Printed Name:	Phone:	
	Signature	NPI#	

Please fax this completed form to **772.324.7110**

Questions? Please call the Paratransit Eligibility Department at: **772-469-2063**

Fleet #	Year	Make	Model	Color	Vendor	VIN	Amb. Capacity	WC Capacity
6	2005	Ford	Freestyle	White	Answer To Care	2FMZA51695BA27252	6	2
A-1	2005	Buick	Century	White	Answer To Care	2G4WS52J951109216	4	2
265	2005	Dodge	Caravan	White	A Martin Transportation	2D4RN4DE4AR228695	4	1
A-4	2006	Cadillac	DTS	White	Answer To Care	1G6KD57Y36U257065	4	2
12	2007	Dodge	Van	White	Answer To Care	1D4G25B07B153849	3	1
81	2008	Dodge	Caravan	White	Ultimate Comfort Transportation	2D8HN54P28R142992	3	2
3	2008	Dodge	Caravan	White	Ultimate Comfort Transportation	2D8HN44H18R676505	3	2
77	2008	Dodge	Caravan	White	Ultimate Comfort Transportation	2D8HN44H58R112954	3	2
262	2008	Ford	E-150	White	A Martin Transportation	1FDWE35L23HB40066	7	2
263	2008	Ford	E-250	White	A Martin Transportation	1FDWE35L63HB40068	7	2
A-7	2009	Chrysler	Town & Country	White	Answer To Care	2A8HR54X69R675456	5	2
261	2009	Ford	E-150	White	A Martin Transportation	1FTSS34L82HA66311	7	2
A-3	2010	Chrysler	Town & Country	White	Answer To Care	2A4RR5D15AR198492	7	2
33	2010	Dodge	Caravan	White	Ultimate Comfort Transportation	2D4RN4DE9AR360948	3	2
264	2010	Dodge	Caravan	White	A Martin Transportation	2D4RN4DE0AR228693	4	2
A-5	2011	Ford	Flex	White	Answer To Care	2FMGK5DD4BBD26845	5	2
9	2012	Dodge	Caravan	White	Ultimate Comfort Transportation	2C4RDGCG9CR399420	3	2
A-6	2013	Dodge	Grand Caravan	White	Answer To Care	2C4RDGCG7DR591470	5	2
54	2013	Dodge	Caravan	White	Ultimate Comfort Transportation	2C4RDGBG3DR643842	3	2
W12	2013	Dodge	Caravan	White	Ultimate Comfort Transportation	2C4RDGCG7DR716970	3	2
W13	2013	Dodge	Caravan	White	Ultimate Comfort Transportation	2C4RDGBG4DR541997	3	2
1	2014	Dodge	Caravan	White	Answer To Care	2C4RDGBG5ER457723	3	2
2	2015	Dodge	Caravan	White	Answer To Care	2C4RDGBGXR686321	3	2
8	2015	Toyota	Sienna	White	Ultimate Comfort Transportation	5TDKK3DC4FS578696	3	2
3	2016	Dodge	Caravan	White	Answer To Care	2C4RDGBG6GR172578	3	2
5	2016	Ford	T-350 Transit	White	Answer To Care	1FBZX2CM1GKA11198	10	1
8	2016	Dodge	Caravan	White	Answer To Care	2C4RDGCG0GR355943	3	2
15	2016	Ford	T150 Transit	White	Answer To Care	1FTYE2CG3GKB15151	10	2
16	2016	Ford	T-150 Transit	White	Answer To Care	1FTYE1CGXGKB15139	10	2
A-2	2016	Chevy	Impala	White	Answer To Care	2G1WBE5E38G1102366	4	2
14-04	2016	BRAUN	CARAVAN	White	Council on Aging	2C7WDGCG7GR144325	3	2
15-04	2016	BRAUN	CARAVAN	White	Council on Aging	2C7WDGCG0GR144327	3	2
15-05	2016	BRAUN	CARAVAN	White	Council on Aging	2C7WDGCG5GR144324	3	2
16-02	2016	BRAUN	CARAVAN	White	Council on Aging	2C7WDGCG5GR388393	3	2
16-03	2016	BRAUN	CARAVAN	White	Council on Aging	2C7WDGCG7GR388394	3	2
68	2016	Dodge	Caravan	Red	Ultimate Comfort Transportation	2C4RDGBG3GR118249	3	2
6	2016	Dodge	Caravan	Red	Ultimate Comfort Transportation	2C4RDGBG7GR108789	3	2
RTC1	2016	Nissan	NV 200	Yellow	Round The Clock Transportation	3N8CM0JT5GK699420	4	2
RTC2	2016	Nissan	NV 200	Yellow	Round The Clock Transportation	3N8CM0JT2GK701009	4	2
Am1	2016	Dodge	Caravan	White	TMC Transport	2C4RDGEG8GR209495	4	2
9	2017	Dodge	Caravan	White	Answer To Care	2C4RDGBG7HR718385	3	2
10	2017	Dodge	Caravan	White	Answer To Care	2C4RDGBG1HR649578	3	2
11	2017	Dodge	Caravan	White	Answer To Care	2C4RDGBG1HR738874	3	2
13	2017	Ford	T-150 Transit	White	Answer To Care	1FTYE2CM9HKB21821	3	1
17	2017	Ford	T-150 Transit	White	Answer To Care	1FTYE2CM8HKA73373	3	1
16-01	2017	TURTLETOP	F550	White/Purple	Council on Aging	1FDAF5GT8GEB88646	18	2
71	2017	Ford	Transit	White	Ultimate Comfort Transportation	1FTBW2XM6HKA02959	3	2
18	2017	Dodge	Caravan	White	Ultimate Comfort Transportation	2C4RDGBG0HR627099	3	2
Am2	2017	Dodge	Caravan	White	TMC Transport	2C4RDGCG3HR747039	4	2
18	2019	Ford	T-150 Transit	White	Answer To Care	1FTYE2CM6KKA41481	3	1
19	2019	Ford	Transit Connect	White	Answer To Care	NM0GE9E26K1386707	4	1
17-01	2019	GOSHEN	F550	White/Purple	Council on Aging	1FDAF5GT9HEF40862	16	2
18-03	2019	GOSHEN	F550	White/Purple	Council on Aging	1FDAF5GTXKDA17847	16	2
31	2019	Ford	E-450	White	ARC of Martin County	1FD FE4FS1KDC36708	12	1
RTC3	2019	Dodge	Caravan	Yellow	Round The Clock Transportation	2C7WDGBG6HR802199	4	2
4	2020	Ford	Transit Connect	White	Answer To Care	NM0GE9E22L1477023	4	1
14	2020	Ford	Transit Connect	White	Answer To Care	NM0GE24LI465455	4	1
18-04	2020	GOSHEN	F550	White/Purple	Council on Aging	1FDAF5GT1KDA17848	14	2
34	2020	Ford	T-350	White	ARC of Martin County	1FDVU4X85LKB09636	6	2
7	2021	Ford	Transit	White	Answer To Care	1FBAX2Y84MKA49304	14	2
20-01	2021	GOSHEN	E450	White/Tan	Council on Aging	1FD FE4FN4MDC20449	14	2
20-02	2021	GOSHEN	E450	White/Tan	Council on Aging	1FD FE4FN0MDC20450	14	2
20-03	2021	GOSHEN	E450	White/Tan	Council on Aging	1FD FE4FN2MDC20451	14	2
20-04	2021	GOSHEN	E450	White/Tan	Council on Aging	1FD FE4FNXMDC29866	14	2
21-02	2021	GOSHEN	E450	White/Tan	Council on Aging	1FD FE4FN3MDC40627	14	2
21-03	2021	GOSHEN	E450	White/Tan	Council on Aging	1FD FE4FN7MDC40629	14	2
2873	2023	Chrysler	Minivan	White	ARC of Martin County	2C4RC1CG0PR582873	5	1

Appendix G – Goals, Objectives, Strategies, and Implementation Schedule			Responsible Agency	Timeline	FY25/26 Implementation
Goal	Objective	Strategy			
1. Coordination of Services	1.1. Coordinate with public or private (non-profit and for profit) agencies and other providers of transportation services to develop and implement a coordinated system that meets the need of the TD population of Martin County, both sponsored and non-sponsored	1.1.1. The CTC will communicate and coordinate with state and local governments, planning agencies, local coordinating boards, social service agencies, and others who provide subsidy, planning assistance, and/or purchase transportation service.	CTC/MPO	Ongoing	Ongoing
		1.1.2. The CTC will communicate and coordinate with CTCs in other counties to promote ride-sharing practices and create cost efficient and effective transportation arrangements.	CTC	Upon customer request and need	N/A
		1.1.3. The CTC will coordinate with doctor's offices, out-patient clinics, pharmacies, health and human services offices, medical facilities and any office, agency or area in which trips are being provided to provide a timely and cost efficient and effective transportation service.	CTC	Ongoing	Ongoing
		1.1.4. The CTC will coordinate with Martin County Public Transit (MCPT) to efficiently schedule and assign trips as needed.	CTC/MCPT	Ongoing	Ongoing

Appendix G – Goals, Objectives, Strategies, and Implementation Schedule			Responsible Agency	Timeline	FY25/26 Implementation
Goal	Objective	Strategy			
2. Provision of Service and Safety	2.1. Provide cost-efficient, cost-effective service that meets the needs of the transportation disadvantaged population of Martin County.	2.1.1. As new resources and volunteer opportunities become available, the CTC will attempt to increase the number of trips to the transportation disadvantaged.	CTC	Ongoing	Ongoing
		2.1.2. Research and analyze any new subcontracting opportunities that become available to increase the number of trips that are provided to the TD population.	CTC	Ongoing	Ongoing
	2.2. Operate a safe coordinated transportation system as set forth in the CTC “Systems Safety Program Plan” (SSPP)	2.2.1. Make safety and loss prevention the responsibility of all personnel.	CTC/Operators	Ongoing	Ongoing
		2.2.2. Conduct annual safety checks on all vehicles and equipment.	CTC/Operators	Ongoing	Ongoing
		2.2.3. Make sure that all personnel who work in the TD system undergo drug and alcohol testing.	CTC/Operators	Ongoing	Ongoing
		2.2.4. The CTC shall verify that the subcontractor providing contract drivers to the CTC have the appropriate liability insurance coverage in the event that subcontractor’s employee causes an accident.	CTC	Annually or when renewing contracts	Ongoing
		2.2.5. The CTC will attempt to keep accidents to a minimum.	CTC/Operators	Ongoing	Ongoing

Appendix G – Goals, Objectives, Strategies, and Implementation Schedule			Responsible Agency	Timeline	FY25/26 Implementation
Goal	Objective	Strategy			
3. Marketing of Transportation Service	3.1. Market and promote transportation services that can be provided in the County.	3.1.1. Carry out a public information program to assist current and potential riders in the proper use of the transportation system.	CTC/MPO	MPO Public Outreach Events	Ongoing
		3.1.2. The CTC will ensure that vehicles transporting TD riders have access to brochures, reservation information, complaint and grievance procedures, and other useful information.	CTC/Operators/ MPO/LCB	Ongoing and MPO/LCB Observe During CTC Evaluation	Ongoing as needed, requested, or identified
		3.1.3. The CTC will help educate TD riders of the public transit system in the County and promote the fixed route service when possible.	CTC/MCPT	Ongoing	Ongoing
		3.1.4. The CTC will educate all new riders of the system of the reservation process, the prioritization of trips, and the eligibility requirement that are set forth in the TDSP.	CTC	Ongoing	Ongoing
4. Providing Quality Service	4.1. Assure that transportation of the highest quality is being provided.	4.1.1. The CTC will conduct a random sample survey to the riders periodically throughout the fiscal year to evaluate the transportation service that is being provided. CTC staff will present a report to the LCB when available.	CTC/Operators	Coordination Between CTC and Operators	As needed
				Appendix G: Page 3 of 5	

Appendix G – Goals, Objectives, Strategies, and Implementation Schedule			Responsible Agency	Timeline	FY25/26 Implementation
Goal	Objective	Strategy			
4. Providing Quality Service	4.1. Assure that transportation of the highest quality is being provided.	4.1.2. The CTC will handle complaints and grievances in a timely manner detailed in the Complaint and Grievance (C&G) procedures.	CTC/Operators/ MPO	CTC will initiate C&G procedures per the C&G document	As needed
		4.1.3. The CTC will provide quarterly reports of complaints and grievances, and a summary of how they were resolved to the LCB at the regularly scheduled LCB meetings.	CTC	As needed	As needed
		4.1.4. The CTC will make riders aware of their ability to register complaints by always posting signs with the TD Helpline toll free number in vehicles.	CTC/Operators	Coordination Between CTC and Operators	Ongoing
5. Resource Management and Implementation, and Review of Policies and Performance	5.1. Maximize the use of human and financial resources and equipment.	5.1.1. Monitor & analyze costs of operations and administration of the TD service. Apply for the Section 5310 grant when available and consider applying for other federal/state transit funds.	CTC	CTC shall apply for The ISD Grant annually	CTC was awarded the ISD Grant for FY25/26
		5.1.2. The CTC will make every effort to direct riders who are within ¾ of a mile from a transit stop to the ADA door-to-door paratransit service of the Martin County Public Transit to efficiently use the TD funds available.	CTC/MCPT	Coordination between two agencies	Ongoing
				Appendix G: Page 4 of 5	

Appendix G – Goals, Objectives, Strategies, and Implementation Schedule			Responsible Agency	Timeline	FY25/26 Implementation
Goal	Objective	Strategy			
5. Resource Management and Implementation, and Review of Policies and Performance	5.2. Ensure that all Commission Standards and all local standards are addressed in the Martin County TDSP.	5.2.1. Annually review documents to ensure that policies are identified and developed as necessary. The LCB will review and update the TDSP on an annual basis.	CTC/LCB MPO	LCB-TD approves the minor update to the TDSP	Annually
		5.2.2. Monitor existing policies and amend when needed. The LCB will review the By-laws and Grievance policies on an annual basis.	CTC/LCB MPO	LCB-TD approves the By-laws & Grievance policies annually	Annually
		5.2.3. The LCB, on a quarterly basis, will review the quarterly reports provided by the CTC and provide comments on performance.	CTC/LCB	CTC provides reports and LCB-TD reviews and provides comments	Trip data reported Quarterly at LCB-TD meetings
		5.2.4. The LCB, along with the assistance of the Designated Official Planning Agency (DOPA), will conduct an annual evaluation of the CTC as required by Chapter 427 F.S. and 41-2 F.A.C.	CTC/LCB MPO	The MPO and the LCB join to evaluate the CTC annually	Annually * CTC not evaluated in Spring 2025.
		* During years that procurement takes place for a CTC, CTC evaluation does not occur.			

Appendix G: Page 5 of 5