



POLICY BOARD MEETING

Martin County Administrative Center
Board of County Commission Chambers
2401 SE Monterey Road, Stuart, FL 34996

www.martinmpo.com

(772) 221-1498

Monday, June 15, 2026 @ 9:00 AM

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER	
2. PRAYER – Pastor Jim Harp	
3. PLEDGE OF ALLEGIANCE	
4. ROLL CALL	
5. APPROVE AGENDA	APPROVE
6. APPROVE MINUTES <ul style="list-style-type: none">• MPO Board Meeting – May 11, 2026	APPROVE
7. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
8. AGENDA ITEMS	
A. PUBLIC HEARING FINAL DRAFT FY27-FY31 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (pg. 16)	APPROVE
B. FINAL DRAFT FY28-FY32 LIST OF PROJECT PRIORITIES (LOPP) (pg. 230)	APPROVE
C. CONTINUITY OF OPERATIONS PLAN (COOP) UPDATE (pg. 237)	APPROVE

**D. SR-5/US-1 AT SR-76/KANNER HIGHWAY
INTERSECTION IMPROVEMENTS PROJECT
UPDATE (pg. 258)**

DISCUSSION

E. SR-710 UPDATE (pg. 270)

INFORMATION

9. COMMENTS FROM COMMITTEE MEMBERS

10. COMMENTS FROM FDOT

11. NOTES

12. NEXT MEETING

- September 21, 2026 - Martin County BOCC Commission Chambers @ 9:00 AM

13. 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
POLICY BOARD MEETING**
Martin County Administrative Building Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
www.martinmpo.com
(772) 221-1498

Monday, May 11, 2026 @ 9:00 am

MINUTES

- 1. CALL TO ORDER** – Commissioner Sarah Heard called the meeting to order at 9:02AM
- 2. PRAYER** – Pastor Jim Harp, Stuart Alliance Church, led the Invocation.
- 3. PLEDGE OF ALLEGIANCE** – **Commissioner** Sarah Heard led the Pledge of Allegiance.
- 4. ROLL CALL** – Susan Ortiz, Administrative Assistant, called roll.

PRESENT:

Commissioner Sarah Heard
Commissioner Edward V. Ciampi
Commissioner J. Blake Capps
Commissioner Eileen Vargas
Commissioner Sean Reed
Commissioner Kaija Mayfield

REPRESENTING:

Martin County Board of County Commissioners
Martin County Board of County Commissioners
Martin County Board of County Commissioners
Martin County Board of County Commissioners
City of Stuart Commission
Town of Sewall’s Point Commission

EXCUSED:

Commissioner Stacey Hetherington
Mayor Carmine Dipaolo
Martin County Board of County Commissioners
Village of Indiantown Council

Staff in Attendance:

Beth Beltran, MPO Administrator
Bolivar Gomez, Senior Planner
Susan Ortiz, Administrative Assistant

Others in Attendance:

Sebastian Poprawski, Martin County
Kathy White, FDTO-D4
James Brown, FDOT-FTE
Bonnie Landry, BCLA
Kris Kehres, FDOT

Robert Lopes, FDOT
Luke Lambert, TMC
Batuhan Anlison, TMC
Frank Frangella, MCSD
Brian Bossio, SPD
Jacob Blaszyk, MCSO
David Rosko, MCSO
Joseph Scully, MCSO
Joe Angelico, MCSO
Bonnie Moser, BPAC

A quorum was present for the meeting.

5. APPROVE AGENDA

A motion to approve the agenda was made by Commissioner Vargas and was seconded by Commissioner Mayfield. The motion passed unanimously.

6. APPROVE MINUTES

MPO Board Meeting – April 20, 2026

A motion to approve the April 20, 2026, MPO Policy Board minutes was made by Commissioner Ciampi and seconded by Commissioner Capps. The motion passed unanimously.

7. PUBLIC COMMENTS

Mr. McCrystal thanked the Board for the opportunity to speak. He discussed a letter from Robert Ledoux, the Vice President of the FEC, dated April 27th, 2026, to the City of Stuart. He stated that “FEC does not approve or support a passenger station in Stuart at this time. Specifically, FEC cannot support any station that would result in the existing Stuart Bridge being down in violation of US Coast Guard rules. The FEC system would require the bridge be down while the train stops at the station. FEC has notified Brightline that they have not met the requirements of our agreement for FEC to approve any Stuart passenger station. Brightline cannot unilaterally build anything on FEC without FEC's express written approval. Therefore, the city's concern for parking is moot”. Mr. McCrystal emphasized longstanding concerns regarding the operational constraints at the St. Lucie River Railroad Bridge, noting that it is the only single-track segment along the rail corridor between Jacksonville and Miami. Mr. McCrystal expressed appreciation that the U.S. Coast Guard recognized the safety and operational risks associated with placing a station so close to the bridge. He further commented that managing train movements through this constrained location described as requiring remote dispatchers to ensure that “no two objects occupy the same space at the same time” would inevitably require freight trains to slow significantly. According to his remarks, this would result in extended delays for motorists waiting at grade crossings throughout Martin County. He concluded by urging the agencies involved to apply “common sense” and demonstrate empathy for residents who would bear the impacts of increased rail congestion.

8. AGENDA ITEMS

A. FINAL DRAFT FY27-FY28 UNIFIED PLANNING WORK PROGRAM (UPWP) – MPO AGREEMENT AND MPO RESOLUTION #26-08

Ms. Beltran presented the final draft of the Fiscal Year 2027–2028 Unified Planning Work Program (UPWP). She reminded the committee that the draft was reviewed and discussed at the previous meeting, which initiated the public review period. No public comments were received. The document was submitted to FDOT and the Federal Highway Administration for their review. Both agencies provided minor comments. FDOT noted that the acronym list included a duplicate entry, which has been corrected, and requested that the UPWP clarify that the MPO participates in the County's annual audit rather than conducting a separate audit. FHWA requested the compliance forms from FDOT that the Board had already authorized the Chair to sign at the last meeting. These forms confirm the MPO's adherence to federal requirements, including restrictions on lobbying with federal planning funds and compliance with Disadvantaged Business Enterprise utilization requirements. FHWA also requested updates to the project schedules associated with the Long Range Transportation Plan tasks. The schedule for LRTP implementation, previously listed as "ongoing," has been revised to reflect a completion date of June 2028, which is the final month of the UPWP. The schedule for LRTP amendments, previously listed as "as needed," has also been updated to June 2028. All requested revisions have been incorporated.

A motion to approve the Final Draft FY27-FY28 Unified Planning Work Program (UPWP) – MPO Agreement and MPO Resolution #26-08 was made by Commissioner Ciampi and was seconded by Commissioner Capps. The motion passed unanimously.

B. TRANSPORTATION DISADVANTAGED (TD) PLANNING GRANT AND RESOLUTION #26-09

Ms. Beltran explained that this item concerns the annual State Planning Grant that supports the Martin County Transportation Disadvantaged Program. She noted that the grant is allocated each year through a formula and does not require a local match. For Fiscal Year 2027, the allocation totals \$26,975, which is used to support MPO staff time in administering and staffing the Local Coordinating Board for the Transportation Disadvantaged.

She stated that the action before the Board is to approve the grant application and the required resolution, as well as to authorize the Chair, or her designee, to sign the grant agreement when it is received. Ms. Beltran added that staff is recommending approval of the item and offered to answer any questions.

A motion to approve the Transportation Disadvantaged (TD) Planning Grant and Resolution #26-09 was made by Commissioner Vargas and was seconded by Commissioner Mayfield. The motion passed unanimously.

C. DRAFT FY27-FY31 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Beltran presented the draft of the MPO's Transportation Improvement Program (TIP). She explained that the document before the Board is in draft form at this meeting and will

return next month for final adoption. The TIP mirrors the State's Five-Year Work Program and reflects the projects and funding levels previously reviewed by the Board. She noted that the Board approved the draft Tentative Work Program on November 5, 2025, after which it was submitted to Tallahassee. The Legislature incorporates the Work Program into the State's transportation budget, and it then returns to the MPO in the form of the federally required TIP now under review. The draft TIP is currently out for public review. Ms. Beltran highlighted that the draft TIP includes the \$300 million programmed for the widening of State Road (SR) 710, a project discussed with the District Secretary last fall.

A motion to approve the Draft FY27-FY31 Transportation Improvement Program (TIP) was made by Commissioner Capps and was seconded by Commissioner Vargas. The motion passed unanimously.

D. US-1 CONGESTION MANAGEMENT STUDY FROM SW JOAN JEFFERSON WAY TO SE LILLIAN COURT SCOPE OF SERVICES

Ms. Beltran explained that the US-1 Congestion Management Study was originally requested by the MPO Board several years ago during the approval of the US-1 study north of the Roosevelt Bridge. At that time, the Board asked staff to evaluate the corridor south of Joan Jefferson. Although the initial discussion focused on extending the study to Cove Road, the County Traffic Engineer recommended adjusting the limits slightly to extend just south of Cove Road to SE Lillian Court, based on how the traffic signals are grouped. This ensures that the intersection of Cove Road and US-1 is included within the study area. She noted that Kimley-Horn, who completed the northern US-1 study, will prepare this second phase. Their subconsultant, Bonnie Landry and Associates, was present to provide an overview of the scope.

Ms. Landry stated that this phase of the study continues the work completed from Joan Jefferson north to the St. Lucie County line. She explained that current conditions along US-1 are constrained and that widening the roadway is not a feasible option. The purpose of the study is to identify strategies to address congestion through operational, multimodal, and connectivity improvements. She noted that one of the primary challenges is the lack of parallel routes and limited cross-connections, which forces vehicles to repeatedly enter and exit US-1 to reach adjacent destinations, increasing traffic volumes on the corridor. The study will include data collection similar to Phase 1, including travel time and speed data, transit route evaluation, and assessments of bicycle and pedestrian safety, which is currently limited along the corridor. Coordination will occur with the City of Stuart, which is pursuing additional right-of-way to widen sidewalks within its jurisdiction. Public engagement will also be a key component, including an open house, advisory committee input, a public survey available on the MPO website, and comment cards. After analyzing the data, the project team will develop a range of strategies. These may include capital improvements such as striping changes and protected bike lanes, as well as operational strategies such as traffic signal timing adjustments. Ms. Landry also noted that the study will evaluate the potential expansion of the flashing yellow left-turn arrow treatment used successfully in Phase 1.

Commissioner Heard raised concerns about the potential use of flashing yellow left-turn arrows along the corridor, stating that such permissive movements can be unsafe at congested intersections. Ms. Landry acknowledged that the treatment can be challenging

in certain locations but emphasized that it is only one of several strategies under consideration.

Commissioner Reed asked about the total cost of the study, and Ms. Landry confirmed that the amount is approximately \$55,000, which covers both the public outreach conducted by her firm and the engineering work performed by Kimley-Horn. Commissioner Reed then asked whether the study would correlate with development activity or density decisions made by the County Commission. Ms. Landry explained that the study focuses on strategies eligible for funding through FDOT, given that US-1 is a federally funded roadway, and that potential capital projects could be advanced through the Transportation Improvement Program. Ms. Beltran added that any strategies identified would need to be consistent with plans and approvals adopted by the City of Stuart and Martin County, and that the study is intended to improve safety and mobility along the corridor rather than evaluate land-use decisions.

Commissioner Reed also asked whether there was an opportunity to coordinate with the St. Lucie County TPO, noting the frequent perception that traffic entering Martin County from the north contributes to congestion. Ms. Beltran responded that during the northern segment study, both MPOs monitored each other's work and shared information. She noted that St. Lucie County's study found more vehicles traveling northbound into St. Lucie, while Martin County's data showed higher volumes entering Martin County from the north. Ms. Landry added that for this phase, which is located within the City of Stuart, coordination will primarily with the city. Ms. Beltran clarified that the limits of the current study extend from Joan Jefferson south to just south of Cove Road. Ms. Landry noted that the City of Stuart is pursuing voluntary right-of-way acquisition between Joan Jefferson and Colorado Avenue to widen sidewalks and improve safety for pedestrians and bicyclists. She emphasized that improving comfort and safety for people using alternative modes can help reduce vehicle demand on US-1. Commissioner Reed recalled attending a previous public meeting at Flagler Place, where many residents expressed concerns about feeling unsafe along the corridor. Ms. Landry stated that this study will address that portion of US-1.

A motion to approve the US-1 Congestion Management Study from SW Joan Jefferson Way to SE Lillian Court Scope of Services was made by Commissioner Vargas and was seconded by Commissioner Mayfield with Commissioner Reed dissenting. The motion passed.

E. SAFE ROUTES TO SCHOOL GRANT APPLICATION REQUEST FOR VOTE RECISSION

Ms. Beltran provided an overview of the Safe Routes to School grant application submitted by the County in collaboration with the Martin County School District. She explained that the grant is a federal discretionary program and offered background on its development. The Board of County Commissioners approved the application in December, and because it involves federal funding, it subsequently came before the MPO Board in February, where it was approved and submitted to FDOT. The District reviewed and analyzed the application and elevated it to FDOT's Central Office in Tallahassee. Ms. Beltran noted that representatives from the School District were present to provide additional context, given their role in preparing the application jointly with the County.

Mr. Frank Frangella, Chief of Safety and Security for the School District, stated that the project would affect approximately 45 students in the Timberwick neighborhood. Of those, about five would walk directly to Jensen Beach Elementary School, roughly thirty would walk to a middle school bus stop, and the remainder would walk to a high school bus stop. He emphasized that the School District supports the project because of the safety benefits for students. Commissioner Reed thanked Mr. Frangella and asked whether the student data was drawn from school district enrollment records for that neighborhood, which Mr. Frangella confirmed. Commissioner Reed explained that his request for a vote of rescission stemmed from receiving 26 or 27 petitions from residents directly affected by the proposed sidewalk who opposed the project. He asked whether the School District had received any direct feedback from residents expressing support for the sidewalk or concerns about safety. Mr. Frangella stated that he was not aware of any such feedback but could follow up with district staff. Ms. Beltran clarified that public involvement for the application was conducted jointly by the School District and the County's Capital Projects Division. She then asked Mr. Poprawski to explain the procedural steps for a vote of rescission.

Mr. Poprawski stated that the process mirrors any other vote of the Board. Because the item was properly noticed at the previous meeting, any Commissioner may make a motion to rescind the prior action, which must then receive a second and be voted upon. He confirmed that a rescission vote nullifies the previous approval as though it had not occurred.

Ms. Beltran added that she had briefed the MPO's advisory committees the Citizens Advisory Committee (CAC), the Bicycle and Pedestrian Advisory Committee (BPAC), and the Technical Advisory Committee (TAC) on the situation at their meetings earlier in the month. Both the CAC and BPAC passed motions reaffirming their support for the County's submission of the grant application. She noted that the BPAC also appointed member Bonnie Moser to speak on their behalf at the MPO Board meeting and invited her to address the Board. Ms. Moser, speaking on behalf of the BPAC, expressed the Committee's continued support for the proposed sidewalk project. She noted that the BPAC had previously advocated for this safety improvement and emphasized the importance of maintaining that commitment, particularly given the potential risk to children walking to school if the project were rescinded. Speaking from her professional background as a designer specializing in multimodal transportation, she explained that she has conducted numerous road safety audits for Safe Routes to School programs in Georgia and is familiar with the program's goals. She stated that while sidewalks are not necessary everywhere, they are essential in locations where children walk to school, especially given modern safety concerns such as distracted driving, higher vehicle speeds, and the increasing size of vehicles, all of which elevate the risk of severe injury to children. She also noted her understanding that the project is located within existing County right-of-way and does not require property acquisition.

Commissioner Vargas, whose district includes the project area, stated that she had toured the neighborhood and observed that the streets are narrow. She asked how the sidewalk would be accommodated and whether vehicles would still be able to pass safely in both directions. Ms. Beltran explained that the sidewalk would be constructed within the County's right-of-way along Rose Tree Drive and Lake Drive, connecting to the existing sidewalk on Savannah Road to provide a continuous route for students walking to school. She noted that the Board of County Commissioners had previously approved the project as part of its

December consent agenda. She then invited Mr. Keith Baker, Capital Projects Administrator, to address questions regarding public involvement and right-of-way conditions. Mr. Baker explained that a required public involvement meeting was held during development of the grant application, and that over the years the County has received written requests from residents seeking sidewalks, speed mitigation, and other pedestrian safety improvements in this neighborhood. He confirmed that these requests were specific to the streets included in the project. Mr. Baker clarified that the sidewalk is proposed to be six feet wide and would be constructed entirely within existing County right-of-way. Mr. Baker stated that the typical distance between the edge of pavement and the right-of-way line is approximately 12 to 15 feet, allowing space for both the sidewalk and a drainage swale. He acknowledged that there is one constrained location near an S-curve where the sidewalk would be approximately five feet from the edge of pavement but confirmed that the existing roadway width is about 18 feet, which allows two vehicles to pass safely without requiring one to stop.

Commissioner Capps stated that he strongly supports installing the sidewalk, emphasizing that the project concerns child safety and that both the CAC and the BPAC unanimously recommended continuing with the grant. He also noted that the Safe Routes to School program is highly competitive and that the County is fortunate to have secured funding for this project. For these reasons, he said he would not support rescinding the prior approval.

Commissioner Mayfield expressed similar support, noting that she generally favors sidewalks where feasible, particularly when they enhance safety. She added that the County Commission had already approved the project, and in her view, unless there is a compelling reason to overturn that decision, the matter should be addressed at the County level rather than through the MPO. She stated that she believes the sidewalk is a good idea.

Commissioner Reed clarified that his request for a rescission was not due to opposition to child safety or to the work of the professionals involved. Rather, he explained that he had received petitions from 26 residents directly affected by the project who did not want the sidewalk in their neighborhood. He also expressed concern about past situations where newly installed sidewalks reduced driveway space, leading residents to block sidewalks with vehicles or boats and subsequently face code enforcement issues. He stated that he brought the matter forward to represent the concerns of the residents who contacted him.

Commissioner Heard reiterated her strong support for the sidewalk grant. She then shifted to the procedural question of rescission, noting that the County does not use Robert's Rules of Order for its meetings but instead follows its own policies and procedures, which she believes provide clearer and more predictable guidance. She explained that under the County's rules, only a member who voted on the prevailing side may move for reconsideration, and only on the same day. She contrasted this with Robert's Rules, which allow rescission of actions taken years earlier if no subsequent action has occurred, a practice she views as unpredictable and potentially subject to political misuse.

Mr. Poprawski confirmed that under the County's rules, a motion for reconsideration must be made by someone who voted with the majority and must occur during the same session. He explained that the majority of the county boards use the County Policy rules for voting.

He noted that adopting the County's approach would require an amendment to the MPO's bylaws.

Commissioner Heard stated that she did not see any action occurring on the rescission request and suggested moving on. Commissioner Ciampi asked whether a motion was needed to place the reconsideration policy discussion on a future agenda. Mr. Poprawski indicated that a motion would be preferable.

Commissioner Ciampi then moved to direct Ms. Beltran to bring forward an agenda item at the next meeting to review the County's policy on reconsideration and rescission and to evaluate how it could be incorporated into the MPO's bylaws to create a more uniform process. The motion was seconded by Commissioner Capps. The motion passed with all commissioners voting in favor except Commissioner Reed, who dissented and stated that he did not believe the rules should be changed.

Commissioner Capps asked whether Item E had been resolved. Commissioner Mayfield responded that no action had been taken because no motion had been made. Mr. Poprawski confirmed that a motion to rescind had never been introduced. Commissioner Reed explained that he chose not to make a motion because it was clear from the discussion that the Board did not share the concerns he raised, and therefore he did not see a purpose in proceeding. Mr. Poprawski stated that without a motion before the Board, there was no action to consider, and the Board could move on to the next item.

F. E-BIKE PRESENTATION – UPDATE AND ADVISORY COMMITTEE RECOMMENDATIONS

The MPO Board received an update from Ms. Beltran outlining the recent surge in e-bike activity, the Legislature's deliberations on micromobility regulations, and the coordinated local response underway. She explained that previously, the BPAC to held a special meeting in February where agencies including the Sheriff's Office and Jupiter Island PD discussed safety concerns and regulatory gaps; Jupiter Island remains the only jurisdiction in Martin County with an adopted e-bike ordinance. BPAC's recommendations were then forwarded to the Joint Advisory Committee for review by TAC, CAC, and BPAC. Because the Legislature was still in session at the time, the Board tabled the item, and staff has since engaged the Sheriff's Office, School Board, Jupiter Island PD, and Stuart PD, all of whom are developing approaches to address increasing e-bike use. Ms. Beltran then introduced Senior Planner Bolivar Gomez to present the final legislative outcomes and advisory committee discussions before inviting each stakeholder agency to briefly share their current actions.

Mr. Gomez provided a concise overview of e-bike classifications, distinguishing them from higher-powered e-motos, and summarized how nearby municipalities such as Vero Beach and Jupiter Island have already adopted age limits, operating rules, and equipment requirements. He reviewed BPAC's February recommendations including age thresholds for each e-bike class, helmet rules for riders under 18, sidewalk and shared-use path speed limits, lighting requirements, and education needs and concluded with an update on Senate Bill 382, which creates a statewide Micromobility Task Force, expands crash-reporting requirements, and establishes a new penalty for operating an e-bike over 10 mph on sidewalks when pedestrians are nearby.

Lieutenant Rosko of the Martin County Sheriff's Office clarified that many e-moto models cannot be legally registered for roadway use and are intended for private property, noting that these devices along with e-bikes generally generate daily complaints, predominantly involving juveniles. He reported that unsafe behaviors peak after school and on weekends, including traffic weaving, stunt riding, and social-media-driven incidents, one of which recently resulted in a juvenile arrest for reckless driving. The Sheriff's Office has dedicated significant manpower to enforcement, including weekend operations, drone surveillance to track fleeing riders, and towing multiple e-motos for violations. Deputies also conduct school-zone enforcement, stop juveniles for helmet and safety issues, and notify parents when unsafe behavior occurs. Lieutenant Rosko emphasized the agency's support for Jupiter Island's ordinance as a model for curbing juvenile-related issues and noted ongoing public-awareness efforts through sign boards and social media.

Commissioner Capps raised concerns about national legal trends, referencing a California case where a parent faces involuntary manslaughter charges after allowing a child to operate an e-bike that fatally struck an elderly pedestrian. He asked how confiscated devices are handled, and Lieutenant Rosko explained that towed e-motos are held until a parent provides proof of ownership and pays towing fees, which typically include a \$150 hookup charge plus storage. He noted that current statutes do not allow civil penalties for parents unless prior warnings or injuries elevate the situation to a criminal matter, though a local ordinance could potentially address parental responsibility.

Commissioner Heard confirmed with Lieutenant Rosko that the Sheriff's Office is "very big advocates of Jupiter Island and what they've proposed," noting that Jupiter Island's ordinance appears to be the strongest model reviewed. Lieutenant Rosko added that while Vero Beach's ordinance is also a step forward, Jupiter Island's approach remains the most comprehensive.

Commissioner Ciampi emphasized that e-bike misuse has become one of the most prominent issues raised by the public, with strong reactions on both sides. He described escalating unsafe behavior by juveniles, including stunt riding, vandalism of artificial turf, and collisions with pedestrians, and stressed that the concern is not with responsible riders but with groups of youth "absolutely breaking the rules." He highlighted the risks posed by high-speed, silent devices—often ridden without helmets or with full-face helmets used to obscure identity—and warned that a serious injury or fatality is increasingly likely without stronger action.

Lieutenant Rosko echoed these safety concerns, explaining that riders traveling at speeds approaching 28 mph on sidewalks create significant hazards due to limited sightlines and the inability of drivers or pedestrians to anticipate their approach. He noted that Jupiter Island's minimum age requirement of 16 aligns with the age at which many youths have received some form of driver education, improving their understanding of traffic laws. Commissioners discussed potential mitigation measures such as sidewalk speed bumps, though Lieutenant Rosko cautioned that such features could become "a jump form" for reckless riders and create accessibility issues.

Commissioner Vargas shared her concerns about escalating safety risks associated with juvenile e-bike use, noting several personal near-misses where riders “come out of nowhere” as she turned her vehicle. She described witnessing youth weaving through traffic and later receiving reports that the same individuals had entered the mall and were “terrorizing shoppers.” Commissioner Vargas acknowledged the Sheriff’s Office’s public-awareness efforts, including electronic signage on US-1, and contrasted local conditions with international experiences where cycling norms and protective laws differ. Commissioner Vargas concluded that Jupiter Island’s ordinance might be worth implementing, expressing support for adopting stronger local measures to regain control of unsafe behavior.

Chief Frank Frangella, Chief of Safety and Security for the Martin County School District, explained that the District’s operational challenges differ from those faced by law enforcement because schools are not equipped to enforce e-bike classifications, age limits, speed rules, or licensing requirements. He noted that the District already has a long-standing procedure requiring all personal transportation devices be dismounted at the school property line and walked on campus, which staff will recommend continuing as formal policy. Chief Frangella emphasized that enforcing the student Code of Conduct is far more practical than attempting to determine “who’s going what speed limit, who’s 16, or checking licenses,” reiterating that they are not an enforcement agency. He added that while some Board members previously discussed banning e-bikes entirely, staff believes such a ban would create unintended consequences, such as students locking devices to trees or poles off campus. The District has consulted with local law enforcement, and although he cannot speak for the School Board, Chief Frangella stated that staff will recommend maintaining the current dismount-and-walk procedure when the policy next comes forward.

Captain Scolly reported that Jupiter Island has experienced the same challenges described by the Sheriff’s Office, particularly unsafe behavior by juveniles operating high-powered e-moto bikes, including young 14-year-old popping wheelies on Bridge Road and heading east towards the bridge. He explained that widespread modification of e-bikes where riders powder coat them, which takes off that manufacturer’s label making it nearly impossible for officers to distinguish Class 1, 2, and 3 devices in the field. To eliminate ambiguity, the Town adopted a single minimum age requirement for all e-bike classes, a decision that has proven effective. Captain Scolly noted that Jupiter Island’s limited access points allowed for successful deployment of message boards and public-awareness campaigns, resulting in a significant reduction in violations. He also described the Town’s decision to ban all micromobility devices including hoverboards, electric skateboards, scooters, and e-bikes on narrow roadways such as North Beach Road, where pedestrians, joggers, cyclists, and construction vehicles share limited space, creating unsafe conditions. In response to Commissioner Heard’s question, Captain Scolly stated that no additional restrictions are currently under consideration, though neighboring jurisdictions are exploring an online e-bike safety certification almost like a boater’s license as a potential educational tool.

Per Commissioner Capps’s request, Captain Scolly summarized key elements of Jupiter Island’s ordinance: prohibiting bicycles on sidewalks; banning all micromobility devices on town roadways; and requiring functional lighting on all bicycles and electric devices due to the island’s lack of street lighting. He emphasized that these measures have been very successful in reducing unsafe behavior and improving safety for residents and visitors.

Lieutenant Brian Bossio of the City of Stuart Police Department (PD) stated that Stuart is experiencing similar e-bike-related issues as those seen throughout the county, though on a smaller scale. He noted that the department has already responded to “a couple of crashes that have resulted in injuries” involving juveniles operating e-bikes recklessly, underscoring the growing safety concern. Lt. Bossio expressed support for regulatory tools such as Jupiter Island’s ordinance and emphasized that the City would welcome “anything that we could utilize to enforce ordinances or even Florida statute” to improve safety and compliance. He added that he would defer to the City’s leadership but is eager for Stuart PD to participate in any countywide discussions or coordinated efforts moving forward. He concluded by inviting questions from the Board regarding the City of Stuart’s experience.

Ms. Bonnie Moser, a City of Stuart resident and professional in multimodal transportation, expressed strong concerns about prohibiting bicycles and e-bikes from sidewalks, emphasizing that such a policy would be unsafe and impractical given the county’s lack of protected bike lanes and limited dedicated cycling infrastructure. She noted that as a parent of young children, she does not allow them to ride e-bikes or e-scooters and is aware of the crash data but stressed that forcing children onto high-speed roadways such as MLK, East Ocean Boulevard, or Palm Beach Road would be dangerous. Ms. Moser highlighted that most e-bike users in her neighborhood are responsible adults using the devices for mobility and cautioned that while a collision between an e-bike and a pedestrian can cause harm, “a car weighs 4,000 lbs.,” and the risk of severe injury is far greater if cyclists are pushed into traffic. She reiterated her opposition to bans like Jupiter Island’s, explaining that her own family routinely rides from Hobe Sound to Blowing Rocks Beach and that she must place her seven-year-old on the sidewalk because he is not developmentally ready to ride safely in the roadway. Ms. Moser urged the Board not to adopt policies that prohibit bicycles and e-bikes on sidewalks, stating that “when we’re talking about little kids, that’s where they need to be.”

Commissioner Ciampi clarified that he does not support prohibiting children or responsible riders from using sidewalks, emphasizing that “you ride it on the sidewalk” has long been the norm and that his concerns focus solely on “literal bad behavior” such as wheelies, racing, vandalism, evading police, and misuse of e-motos. He stressed that appropriate bicycle or e-bike use on sidewalks is not the issue; rather, enforcement should target dangerous and unlawful conduct. Commissioner Mayfield sought clarification on Jupiter Island’s policy, and Captain Scolly confirmed that the Town “banned all bicycles... even fully self-propelled” from sidewalks due to unique local conditions. Commissioner Capps expressed that while he understands Jupiter Island’s reasoning, he believes “regular bicycles should be allowed on the sidewalks countywide,” noting that enforcement challenges—such as riders “powder coating the labels off the bikes”—make class-based distinctions difficult. He added that even Class 1 e-bikes can reach 20 mph, which poses a serious risk to pedestrians, and suggested that prohibiting Class 1–3 e-bikes from sidewalks may be more appropriate than banning traditional bicycles. He also questioned why parents would choose motorized devices for children, emphasizing the value of physical activity.

G. SR-710 UPDATE

Mr. Robert Lopes provided an update on the SR-710 widening project, noting that the former “-1” segment has now been divided into Segments 5 and 6 to identify a portion that could be advanced earlier. He explained that while both segments remain programmed for FY31, Segment 6 is being positioned for a potential FY29 letting, stating that “segment six is currently being gamed to be let in FY29.” He added that further acceleration is possible if right-of-way negotiations progress quickly. Mr. Lopes reviewed the status of the planned shared-use path, emphasizing that the long section adjacent to FPL’s transmission corridor may need to be removed because FPL believes the path conflicts with future expansion needs.

Mr. Lopes reported that CSX has been responsive, with FDOT proposing up to 50 feet of permanent easement along the rail corridor. CSX is open to the concept, contingent on meeting drainage requirements for a 100-year storm event. He stated that negotiations for Segment 6 have already been submitted to FDOT’s right-of-way office and that CSX is “cooperative but takes time.” FPL has also been engaged, with another meeting scheduled; their primary concern is preserving sufficient space for future transmission line expansion, which places the shared-use path at risk in the affected segment.

Commissioner Vargas sought clarification on which segment may advance, and Mr. Lopes confirmed it is Segment 6. He also clarified that he is not the negotiator, stating that FDOT’ legal department would handle that.

Commissioner Capps asked about temporary mitigation measures given the multi-year timeline before construction. FDOT Operations Engineer Kris Kehres reported that short-term safety measures have been completed, including full restriping from Allapattah Road to the lake, installation of new reflective pavement markers, and reflective sheeting on stop signs and speed limit signs. He added that intermediate measures—such as striped pavement speed-limit markings—are under evaluation. Mr. Lopes concluded by noting that FDOT is also exploring mid-term improvements, including a potential turn-lane enhancement at Spring Haven, modeled after the successful Tommy Clements improvement, targeted for FY28.

9. COMMENTS FROM FDOT - None

10. COMMENTS FROM ADVISORY COMMITTEE MEMBERS – None

11. COMMENTS FROM BOARD MEMBERS – None

NOTES

NEXT MEETING

- June 15, 2026

ADJOURNMENT: 10:41 AM

Approved by:

**Sarah Heard, Chair
Martin County Commissioner**

Date

Prepared by:

Susan Ortiz, Administrative Assistant

Date

Minutes Approved on June 15, 2026

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



BOARD/COMMITTEE: MPO POLICY BOARD

AGENDA ITEM #: 8A

MEETING DATE: June 15, 2026

DUE DATE: June 8, 2026

UPWP TASK #: 5

TITLE: FINAL DRAFT FY27 – FY31 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PREPARED BY: Bolivar Gomez/Beth Beltran

DOCUMENT(S) REQUIRING ACTION: Final Draft FY27 – FY31 TIP

BACKGROUND

The Transportation Improvement Program (TIP) is the document that contains all Federal, State, and locally funded, and regionally significant transportation projects to be funded in Martin County during the next five fiscal years. This document is updated annually and is based on the FDOT District Four Tentative Work Program that was approved by the MPO Board on November 5, 2025. The Final FY27 – FY31 TIP is scheduled to be adopted by the MPO Board at the June 15, 2026 meeting. To provide 45 days for public review and comment, beginning on May 1, 2026, the Draft TIP was made available for public review, both on the MPO website and in hard copy format at local libraries and in the County Administration Building lobby.

ISSUES

At the June 15, 2026, MPO Policy Board meeting, MPO staff will present the Final Draft FY27 – FY31 TIP. The final draft TIP will be presented during a Public Hearing.

RECOMMENDED ACTION

- A. Motion to approve the Final Draft FY27 – FY31 TIP as presented.
- B. Provide comments on the Final Draft FY27 – FY31 TIP.

FISCAL IMPACT

The Transportation Improvement Program is based upon the Draft Tentative Work Program approved at the November 5, 2025, MPO Policy Board meeting. It is the vehicle through which State and Federal transportation funds are authorized to be released for Martin County transportation projects.

APPROVAL

MPO

ATTACHMENTS

- Final Draft FY27 – FY31 Transportation Improvement Program (TIP)
- Resolution #26-10

DRAFT

FY27 – FY31

Transportation
Improvement
Program
(TIP)





FY27 – FY31

Transportation Improvement Program

Adopted by the Martin MPO Board on June 15, 2026

ENDORSEMENT

Sarah Heard
MPO Board Chair

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

Martin MPO Board

Martin County

Commissioner Sarah Heard, Chair
Commissioner Edward Ciampi
Commissioner Stacey Hetherington
Commissioner Eileen Vargas
Commissioner J. Blake Capps

Town of Sewall's Point

Commissioner Kaija Mayfield

City of Stuart

Commissioner Christopher Collins
Commissioner Sean Reed

Village of Indiantown

Council Member Carmine Dipaolo, Vice Chair

REPORT DOCUMENTATION

TITLE

Martin MPO FY27 – FY31
Transportation Improvement Program

REPORT DATE

June 2026

AUTHORS

MPO Staff

ORGANIZATION NAME, ADDRESS, PHONE NUMBER

Martin MPO
3481 SE Willoughby Boulevard
Suite 101, Stuart, FL 34994
772-221-1498
www.martinmpo.com

ACKNOWLEDGEMENTS

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

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

CERTIFICATION

FHWA/ FTA CERTIFICATION

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000).¹ The most recent quadrennial certification was in September 2025, and the next anticipated quadrennial certification will occur in September 2029.

Pursuant to 23 CFR 450.328(a), the FHWA/FTA must jointly find that each metropolitan TIP is based on a “3-C” (continuing, comprehensive, and cooperative) planning process by the MPO, State Department of Transportation, and transit service provider(s). The Martin MPO participated in a State Certification process that is conducted annually by FDOT District Four. No corrective actions were issued by FDOT as part of the most recent State Certification.

¹ Federal Highway Administration Florida Division & Federal Transit Administration Region 4. Certification Report: Port St. Lucie Transportation Management Area – St. Lucie Transportation Planning Organization & Martin Metropolitan Planning Organization. September 2025.

MPO ACRONYMS* - (*Note: not all acronyms listed here are referred to in this document)

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

FTAC..... Freight Transportation Advisory Committee
 FTP Florida Transportation Plan
 FY Fiscal Year
 GIS..... Geographical Information System
 GIS-TM Geographical Information System - Transportation Modeling
 GOS..... Goals, Objectives, and Strategies
 GUI Graphic User Interface
 HOA..... Homeowner’s Association
 HPMS Highway Performance Monitoring System
 ICWW..... Intracoastal Waterway
 IJA Infrastructure Investment and Jobs Act
 ISTEA..... Intermodal Surface Transportation Efficiency Act
 ITS Intelligent Transportation System
 JPA..... Joint Participation Agreement
 LCB-TD..... Local Coordinating Board for the Transportation Disadvantaged
 LCI..... Livable Communities Initiative
 LEP Limited English Proficiency
 LGCP Local Government Comprehensive Plan
 LOGT Local Option Gas Tax
 LOPP List of Project Priorities
 LOS..... Level of Service
 LRTP Long-Range Transportation Plan
 MAP-21 Moving Ahead for Progress in the 21st Century Act
 MARTY..... Martin County Public Transit
 MCTV..... Martin County Television
 MMUNP Multimodal Unfunded Needs Plan
 MOE Measure of Effectiveness
 MPA..... Metropolitan Planning Area
 MPO Metropolitan Planning Organization
 MPOAC MPO Advisory Council
 MTP Metropolitan Transportation Plan (same as LRTP)
 NAAQS National Ambient Air Quality Standards
 NAC..... Neighborhood Advisory Committee
 NEPA National Environmental Policy Act
 NHTSA..... National Highway Traffic Safety Administration
 OA Other Arterials
 OMD Office of Modal Development
 PD&E Project Development & Environmental (Study)
 PE Preliminary Engineering
 PEA..... Planning Emphasis Areas
 PIP Public Involvement Plan
 POP Program of Projects
 PPP..... Public Participation Plan
 RFP..... Request for Proposal
 RFS Request for Service
 RL RTP..... Regional Long Range Transportation Plan
 RTTAC Regional Transportation Technical Advisory Committee
 SEE..... Sociocultural Effects Evaluation

SEFTEC Southeast Florida Transportation Council
 SFRTA..... South Florida Regional Transportation Authority
 SFY State Fiscal Year
 SHSP Strategic Highway Safety Plan
 SIS Strategic Intermodal System
 SOV Single Occupancy Vehicle
 SR..... State Road
 STIP State Transportation Improvement Program
 STRA-21 Surface Transportation Reauthorization Act of 2021
 SUN..... Shared-Use Nonmotorized
 TAC..... Technical Advisory Committee
 TAP Transportation Alternatives Program
 TAZ Traffic Analysis Zone
 TCQSM..... Transit Capacity and Quality of Service Manual
 TCRPC..... Treasure Coast Regional Planning Council
 TCRPM Treasure Coast Regional Planning Model
 TCSP..... Transportation and Community and System Preservation (Grant)
 TCTAC Treasure Coast Technical Advisory Committee
 TCTC Treasure Coast Transportation Council
 TDM..... Transportation Demand Management
 TDP..... Transit Development Plan
 TD Transportation Disadvantaged
 TDSP..... Transportation Disadvantaged Service Plan
 TIMAS Transportation Inventory Management and Analysis
 TIP Transportation Improvement Program
 Title VI..... Title VI of the Civil Rights Act of 1964
 TMA Transportation Management Area
 TPA..... Transportation Planning Agency (same as MPO)
 TPO..... Transportation Planning Organization (same as MPO)
 TRIP Transportation Regional Incentive Program
 ULAM..... Urban Land use Allocation Model
 UPWP..... Unified Planning Work Program
 USC United States Code
 USDOT United States Department of Transportation
 UZA Urbanized Area

MARTIN MPO
FY27 – FY31 TIP
TABLE OF CONTENTS

ENDORSEMENT	1
MARTIN MPO BOARD	2
CERTIFICATION	3
MPO ACRNONYMS	4
1.0 INTRODUCTION	
1.1 MPO OVERVIEW	9
1.2 TIP PURPOSE	9
1.3 ORGANIZATION	9
1.4 FULL PROJECT COSTS	10
1.5 TIP AMENDMENTS AND MODIFICATIONS	11
1.6 MAJOR PROJECT DESCRIPTIONS	11
1.7 IMPLEMENTED PROJECTS	12
2.0 PROGRAM CONSIDERATIONS	
2.1 FINANCIAL PLAN	13
2.2 PROJECT SELECTION PROCESS	16
2.3 PROJECT PRIORITY STATEMENT	16
2.4 CHANGES TO PROJECT PRIORITIES	17
2.5 LIST OF PROJECT PRIORITIES	17
2.6 MPO 2050 LRTP GOALS	23
2.7 PERFORMANCE MEASURES	23
2.8 CONSISTENCY WITH REGIONAL AND LOCAL PLANS	44
2.9 CONGESTION MANAGEMENT PROCESS	44
3.0 PUBLIC INVOLVEMENT	
3.1 CONSISTENCY WITH PUBLIC PARTICIPATION PLAN	46
3.2 TIMELINE OF EFFORTS	46
3.3 PUBLIC COMMENTS & RESPONSE	48
LIST OF TABLES	
TABLE 1. Allocation of Project Costs by Funding Source and Year	14
TABLE 2. List of Project Priorities	18

TABLE 3. List of Transportation Alternatives Program (TAP) Priorities	20
TABLE 4. List of Transit Priorities	21
TABLE 5. List of Transit Priorities	22
TABLE 6. Safety Performance Targets	24
TABLE 7. State System Performance and Freight Targets.....	31
TABLE 8. System Performance and Freight Performance Targets.....	35
TABLE 9. FTA Transit Asset Management Measures	37
TABLE 10. Asset Management Targets.....	39
TABLE 11. Transit Safety Performance Targets.....	42
TABLE 12. Timeline of Public Involvement Efforts.....	47
TABLE 13. 2025 Federally Obligated Transit Funds.....	50
TABLE 14. Transportation Disadvantaged Program	51

APPENDICES

MPO PLANNING AREA MAP	49
MARTIN COUNTY PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP).....	52
MARTIN COUNTY PUBLIC TRANSIT TRANSIT ASSET MANAGEMENT (TAM) PLAN	82
JOINT CERTIFICATION	118
FEDERALLY OBLIGATED PROJECTS.....	119
LOCAL CAPITAL IMPROVEMENT PLANS.....	127
PROJECT FUNDING SUMMARIES	137
PROJECT SUMMARY SHEETS	
A – Highway.....	A-1
B – Transit.....	B-1
C – Aviation.....	C-1
D – Turnpike.....	D-1
E – Districtwide	E-1

INDEX

PROJECT INDEX	F-1
---------------------	-----

1.0 INTRODUCTION

1.1 MPO OVERVIEW

Established in 1993, the Martin MPO is governed by a Policy Board and serves the residents of Martin County. Planning tasks of the Martin MPO include regional coordination, bicycle and pedestrian planning, mobility management, demographic research, air quality planning, and public involvement processes and updates. As an agency, the Martin MPO also serves its primary function as the coordinator for multi-modal transportation project planning and funding in and through the county with various state agencies responsible for transportation and land use plans as well as adjacent MPOs. On specific regional issues, the Martin MPO partners with the St. Lucie TPO, the Indian River County MPO, the Palm Beach TPA, and the Heartland TPO.

1.2 TIP PURPOSE

The purpose of this Transportation Improvement Program (TIP) is to provide a comprehensive and prioritized listing of transportation projects for FY27-FY31 that is consistent with the 2050 Long Range Transportation Plan (LRTP). It contains all transportation-related projects to be funded by Title 23 and Title 49 funds and regionally significant transportation projects planned for the upcoming five years and is updated annually with funding priority given to the highest-ranked projects from the LRTP Cost Feasible Plan.

The TIP is based on funding data contained within the FDOT Tentative Work Program (also known as the Public Hearing Report), which is developed annually and made public by FDOT prior to the development of the TIP. This report is the result of FDOT working with local agencies to establish priorities for scheduling improvements to the Strategic Intermodal System (SIS), including freight and Intelligent Transportation System (ITS) strategies, Federal interstate highway system, local roadways and MPO priorities concerning transit, pedestrian and bicycle friendly environments and transportation demand management programs.

1.3 ORGANIZATION

Section 1.0 contains a brief overview of the MPO and the purpose of the TIP. It also contains a list of major projects that are considered top priorities. Section 2.0 contains specific items that were considered in the development of this TIP. These items include the Financial Plan, List of Project Priorities, the MPO's overall goals as described within the 2050 LRTP and Performance Measures to meet Federal Highway Administration (FHWA) requirements.

Section 3.0 contains a list of efforts the MPO plans to make in order to obtain public input for the development and approval of the TIP. It will also contain a brief summary of the public comments received and the MPO's response to them. The Appendices contain a list of projects by funding category, the project sheets programmed in Martin County, the Local Capital Improvement Plans and FY25 Federal Obligated Projects. The detailed project sections are based on the FDOT District Four Tentative Work Program as imported on April 7, 2026. Depending on many factors, these lists of projects may potentially change before July 1, 2026. Once the MPO receives a final Work Program from FDOT District Four, this section may be modified.

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

1.4 FULL PROJECT COSTS

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

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

For costs beyond the ten-year window, access to the Long Range Transportation Plan (LRTP) is provided. The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP. If there is no LRTP reference in the TIP, full project costs are provided in the TIP. The link to the Martin LRTP is https://martinmpo.com/wp-content/uploads/Final_2050LRTP_V11-Opt.pdf.

1.5 TIP AMENDMENTS AND MODIFICATIONS

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

1.6 MAJOR PROJECT DESCRIPTIONS

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

- **FM# 419669-3** – Willoughby Blvd from SR-714/Monterey Road to SR-5/US-1: New two-lane road.
Phase: PD&E and P.E.
- **FM# 441699-1** – CR-713/High Meadow Avenue from I-95 to CR-714/Martin Hwy: Add lanes and reconstruct.
Phase: Right of Way
- **FM# 441700-1** – SE Cove Road from SR-76/Kanner Highway to SR-5/US-1: Add lanes and reconstruct.
Phase: Right of Way
- **FM# 446257-1** – US-1 at Kanner Highway: Southbound Right Turn Lane onto Kanner Hwy, includes Triple Left Turn lanes onto US-1 Northbound. Phase: Right of Way and Construction.
- **FM # 447555-1** – SR-710/SW Warfield Blvd at CR-714/SW Martin Highway: Realignment of roadway to flatten curve of SR-714 before intersection at SR-710. Phase: Right of Way, Railroad & Utilities, and Construction.
- **FM# 444415-1** – SR-5/US-1 at Baker Road: Intersection Improvement. Phase: Construction

- **FM# 453333-2** – SR-710 from Martin/Okeechobee County Line to FPL Power Plant Access Road: Add lanes and reconstruct. Phase: P.E., Right of Way, Railroad & Utilities, and Construction.
- **FM# 453333-4** – SR-710/Warfield Blvd from SW Allapattah Road to SW Van Buren Avenue: Add lanes and reconstruct. Phase: Construction
- **FM# 441636-3** – Monterey Road at FEC Railroad: Grade Separation. Phase: Right of Way, P.E., Design Build and Construction
- **FM# 446333-1** – Turnpike/SR-91 from SW Martin Hwy to St. Lucie County Line: Add lanes and reconstruct. Phase: Right of Way, P.E., Railroad & Utilities, and Environmental.

1.7 IMPLEMENTED PROJECTS

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

FM# 441701-1: SE Cove Road from SR-5/US-1 to Dixie Highway (completed 6/2024)

FM# 446072-1: Salerno Road Sidewalk from SE Willoughby to Southeast Cable Drive (completed 6/2024)

FM# 436870-1: SR-714/SW Martin Highway from SW Citrus Boulevard to SW Martin Downs Boulevard - Widening Project (completed 3/2025)

FM# 441922-1: SE Indian Street from SE Gatehouse Circle to US-1/SE Federal Highway – (completed 6/2025) (SCOP)

FM# 448307-1: City of Stuart – Various Locations Riverside Park Neighborhood Improvements. (completed 10/2025)

2.0 PROGRAM CONSIDERATIONS

2.1 FINANCIAL PLAN

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

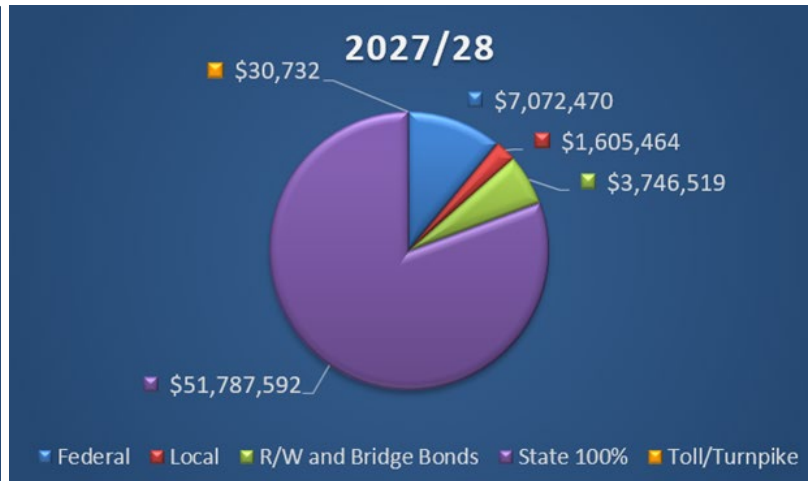
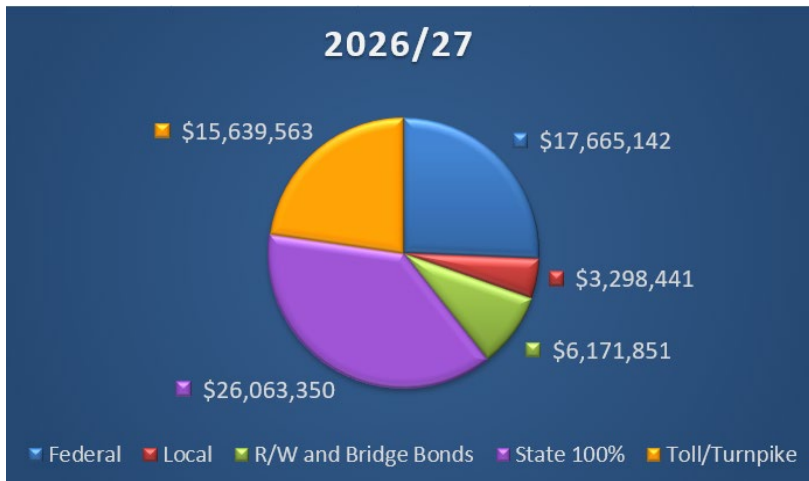
The TIP must include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.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

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

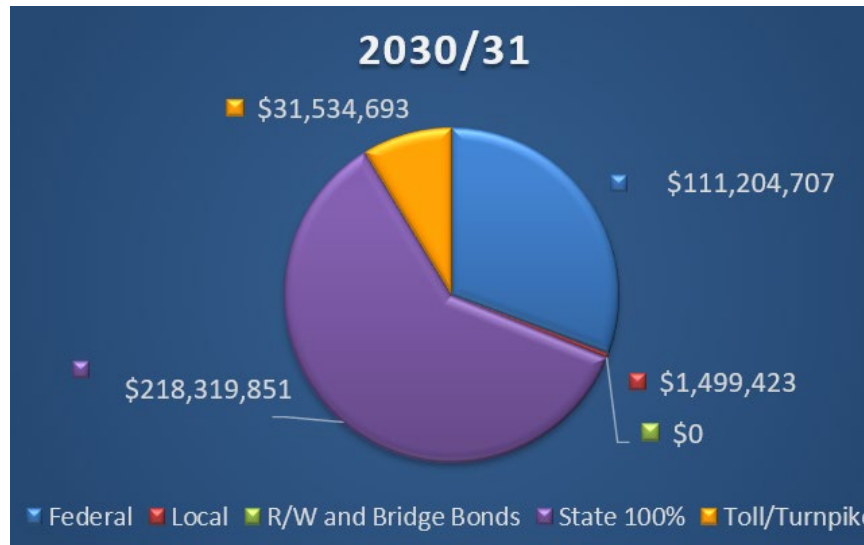
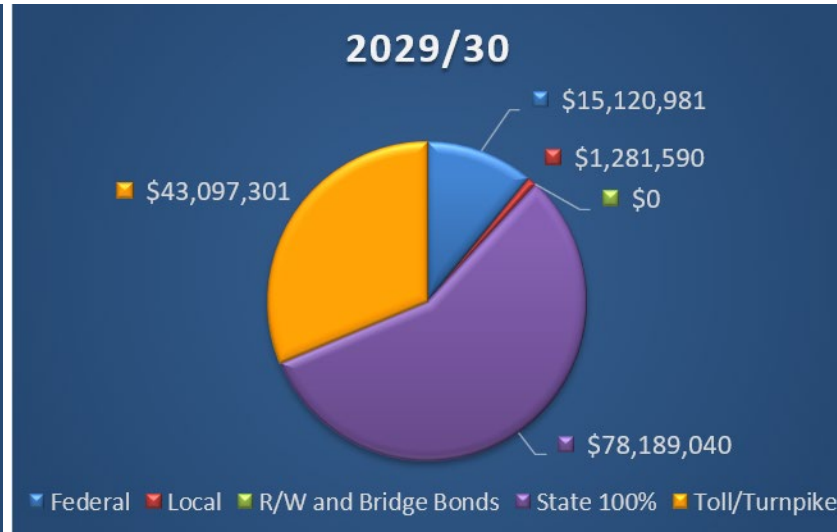
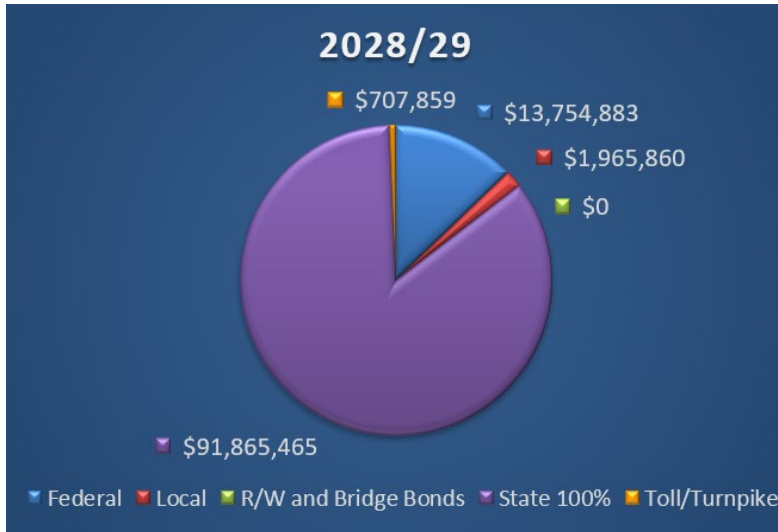
Table 1 – Allocation of Project Costs by Funding Sources and Year

Funding Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Federal	\$17,665,142	\$7,072,470	\$13,754,883	\$15,120,981	\$111,204,707	\$164,818,183
Local	\$3,298,441	\$1,605,464	\$1,965,860	\$1,281,590	\$1,499,423	\$9,650,778
R/W and Bridge Bonds	\$6,171,851	\$3,746,519	\$0	\$0	\$0	\$9,918,370
State 100%	\$26,063,350	\$51,787,592	\$91,865,465	\$78,189,040	\$218,319,851	\$466,225,298
Toll/Turnpike	\$15,639,563	\$30,732	\$707,859	\$43,097,301	\$31,534,693	\$91,010,148
Total	\$68,838,347	\$64,242,777	\$108,294,067	\$137,688,912	\$362,558,674	\$741,622,777

Summary by Funding Sources and Fiscal Year



Summary by Funding Sources and Fiscal Year



2.2 PROJECT SELECTION PROCESS

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

In addition, the 2050 LRTP plays a major role in identifying projects for selection. Contained within the LRTP is an evaluation of existing conditions, an evaluation of projected conditions, the identification of policy and project needs, and a determination of the cost feasibility of implementing these projects.

Both the FDOT Tentative Work Program and the 2050 LRTP provide the basis for establishing project priorities consistent with the planning factors considered in their annual selection, and subsequent development of the TIP under the requirements outlined in Federal legislation.

2.3 PROJECT PRIORITY STATEMENT

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

- Approved 2050 Long Range Transportation Plan (LRTP);
- Strategic Intermodal System Plan (SIS);
- Results of the transportation management systems; and
- MPO's public involvement procedures.

Annually MPO staff meet with FDOT staff and local government staff to discuss project priorities. During this process, priorities are identified based on those of the previous year and the priorities listed in the Cost Feasible Plan of the current LRTP. This new list of priorities is discussed with the MPO Advisory Committees and then approved by the MPO Board. These priorities are then submitted to FDOT and used to program projects accordingly.

Surface Transportation Program (STP) Priorities

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

2.4 CHANGES TO PROJECT PRIORITIES

In accordance with 23 CFR 450.326(n)(1), MPOs are required to explain any changes in priorities from previous TIPs.

Changes from last year's TIP were made based on funding availability and construction. The Transportation Alternatives Priorities have been updated to reflect recent Transportation Alternatives Program applications, as well as previously funded projects. The Public Transit Priorities table reflects funding estimates.

The FY27 – FY31 LOPP maintained the widening of SR-710 as the MPO's #1 priority due to the serious injury crashes and fatalities that have occurred along this corridor over the years. SR-710 at CR-609/SW Allapattah Rd. intersection improvements moved up to Priority #3 from being Priority #7. Mid-block pedestrian crosswalks along Monterey Rd. and East Ocean Blvd moved from Priority #11 from Priority #9. Willoughby Blvd Extension currently sits at Priority #10. The Widening Project for CR-713/High Meadows Avenue from I-95 to CR-714/Martin Highway has moved up two priorities and is the MPO's Priority #11. CR-609 resurfacing project from SR-710 to 2,800 feet north of Minute Maid Road is Priority #13. The resurfacing of CR-609 from approximately 3 miles north of Minute Maid Road to the St. Lucie County Line is Priority #14, moving up three spaces from previous Priority #17. Mitigation along N Sewall's Point Road from E Ocean Blvd to NE Palmer Street is Priority #16, having moved up two spots. The addition of right turn lanes and a new traffic signal at Kanner Highway and SW South River Drive is the MPO's Priority #18.

Two new projects were added to the FY27-FY31 LOPP, which include a resurfacing project on SE Pomeroy Street from SR-76/S. Kanner Hwy to SR-5/US-1 (Priority #15), and relocate mast arm upright on southeast corner of SR-A1A/SE Ocean Blvd at SR-714/SE Monterey Rd to provide accessible route (Priority #17).

2.5 LIST OF PROJECT PRIORITIES

The projects in the following tables have been formally reviewed by the MPO Citizen's Advisory Committee, Bicycle and Pedestrian Advisory Committee, and Technical Advisory Committee, and were approved by the MPO Policy Board at its meeting on June 16, 2025.

**Table 2
FY27 – FY31 List of Project Priorities**

FY27 Rank	Facility	Segment Limits		Project Description	2045 LRTP Page	Prev. Rank
		From	To			
1	SR-710	Martin/Okeechobee County Line	FPL Access Rd	Widen from 2-lanes to 4-lanes	76	1
2	SR-710	FPL Access Rd	SE of CR-609/SW Allapattah Rd.	Widen from 2-lanes to 4-lanes	76	1
3	SR-710	At CR-609/SW Allapattah Rd		Intersection Improvements (Signal and Turn Lanes)	128, 132	7
4	SE Cove Rd.	SR-76 / Kanner Hwy.	US-1 / Federal Hwy.	Widen from 2-lanes to 4-lanes including bike lanes and shared use pathway	69	2
5	CR-708/SE Bridge Rd.	Bascule Bridge		Bridge Replacement	132	6
6	SE Commerce Ave.	SE Indian St.	SE Salerno Rd	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks	128, 132	8
7	US-1	At SW Palm City Rd.		Intersection reconstruction/Feasibility Study-Alternative 5	128, 132	9
8	SW Palm City Rd.	Monterey Rd.	US-1	Complete Streets improvements	128, 132	10
9	Monterey Rd. & East Ocean Blvd	Kingswood Ter.	St. Lucie Blvd	Mid-block pedestrian crosswalks	Appx. H, pg. 11	11

FY27 Rank	Facility	Segment Limits		Project Description	2045 LRTP Page	Prev. Rank
		From	To			
10	Willoughby Blvd. Extension	Monterey Rd.	US-1	New 2-lane road with bike lanes and sidewalks/shared use pathways	69	12
11	CR-713/High Meadow Ave	I-95	CR-714/Martin Hwy.	Widen from 2 lanes to 4 lanes with shared-use pathway	69	13
12	SW Citrus Blvd.	SW Hemingway Ter.	SR-710	Resurfacing/shoulder widening and bike lanes/safety improvements	128, 132	15
13	CR-609 / SW Allapattah Rd.	SR-710	2,800 feet north of Minute Maid Rd.	Resurfacing/shoulder widening/southbound left turn lane & traffic signal/CEI	128, 132	16
14	CR-609 /SW Allapattah Rd.	Approx. 3 miles N of Minute Maid Rd	St. Lucie County Line	Resurfacing/shoulder widening/safety improvements	128, 132	17
15	SE Pomeroy St	SR-76 / S Kanner Hwy.	SR-5 / US-1	Resurfacing	132	
16	N Sewall's Point Rd	East Ocean Blvd.	NE Palmer St.	Mitigate for sea level rise impact	87	18
17	SR-A1A / SE Ocean Blvd	At SR-714 / SE Monterey Rd		Relocate mast arm upright on southeast corner to provide accessible route	128	
18	SR-76 / Kanner Hwy.	At SW South River Dr.		New southbound right turn lane at South River Dr. & traffic signal	80	19

Table 3
FY27 – FY31
List of Transportation Alternatives Program (TAP) Priorities

Project Description	2026	2027	2028	2029	Comments
SE Washington St. Sidewalks	\$420,000				Funded
S Dixie Highway Improvements		\$420,000			Funded
SW Bulldog Way Sidewalks			\$462,220		Funded
Fisherman's Cove Sidewalks				\$1,272,261	Pending

**Table 4
FY27 – FY31
Unfunded Safety Priority List**

FY28 Rank	Facility	Segment Limits		Project Description
		From	To	
1	SE Dixie Hwy	SE Osprey St	SE Gleason St	Signal improvements
2	SE Commerce Ave	SE Indian St	SE Salerno Rd	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks
3	Railroad Crossings	Countywide		Second train incoming warning system
4	SW Palm City Rd.	Monterey Rd.	US-1	Complete Streets improvements
5	SW Amaryllis Ave	CSX Crossing		Railroad crossing gates
6	Bridge Rd	@Powerline Drive		Westbound left-turn lane

**Table 5
FY27 – FY31
List of Public Transit Priorities**

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

2.6 MPO 2050 LRTP GOALS

The 2050 Long Range Transportation Plan (LRTP) for the Martin MPO is an analysis of the current and projected conditions in the region that will impact the transportation network. It contains an evaluated list of transportation improvements that will be necessary to maintain an adequate level of mobility and to accommodate anticipated population growth. The goals contained in the LRTP guide the transportation planning process in the MPO Planning Area and help to establish project priorities for the TIP.

- **2050 LRTP Goal 1:** An efficient multimodal transportation system that supports economic growth and enhances the quality of life.
- **2050 LRTP Goal 2:** A safe multimodal transportation system that meets the needs of all the users.
- **2050 LRTP Goal 3:** Preserve natural environment, improve resiliency against extreme weather events and promote healthy communities.
- **2050 LRTP Goal 4:** Advance racial equity and support for underserved and disadvantaged communities.
- **2050 LRTP Goal 5:** A transportation system with an ability to harness changes in the future.
- **2050 LRTP Goal 6:** A transportation system that reflects the community's needs and desires.

2.7 Performance Measures

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

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

Federal law requires the FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe how these agencies will cooperatively develop and share information on transportation performance management and target setting.

Highway Safety Measures (PM1)

The first of FHWA’s performance management rules establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Nonmotorized Fatalities and Serious Injuries

Statewide Targets

Safety performance measure targets are required to be adopted annually. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. FDOT established the statewide safety performance targets for calendar year 2026, which can be seen in Table 6 below:

Table 6 – Statewide Safety Performance Targets

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

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

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

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

MPO Safety Targets

MPOs are required to establish safety targets annually within 180 days of when the FDOT established targets. MPOs establish targets by either agreeing to program projects supporting the statewide targets or developing their own quantitative targets for the MPO planning area.

The Martin MPO, along with FDOT and other traffic safety partners, shares a high concern about the unacceptable number of traffic fatalities, both statewide and nationally. As such, on February 23, 2026, the Martin MPO agreed to support FDOT's statewide safety performance targets for calendar year 2026, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. The safety initiatives within this TIP are intended to contribute toward achieving these targets.

FDOT Safety Planning and Programming

Florida's Strategic Highway Safety Plan

[Florida's Strategic Highway Safety Plan](#) (SHSP), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs, the MPOAC, and other statewide traffic safety partners. The SHSP development process included a review of safety-related goals, objectives, and strategies

in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshape transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated "Safe System" approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safer road users, safer vehicles, safer speeds, safer roads, and post-crash care.

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

Florida's Highway Safety Improvement Program

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

As discussed above, in the 2025 HSIP Annual Report, FDOT reported calendar year 2026 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than the baseline for at least four of the five measures. If this does not occur, FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

In March 2025, FHWA reported the results of its 2023 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2023 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities

and serious injuries) were better than the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA in August 2025.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on the implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs – the HSIP Implementation Plan also documents how additional FDOT and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2025 HSIP Implementation Plan identifies the following key commitments:

- Hazardous Roadway Features and Key Roadway Users.
- Project Identification.
- HSIP Program Overview.
- Project Performance and Progress Tracking.
- Moving Towards Zero.

Florida conducts extensive safety data analysis to understand the state's traffic safety challenges and identify and implement successful safety solutions. Florida's transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historical, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to implement, they are built on proven countermeasures for improving safety and addressing serious crash risks or problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. [FDOT's HSIP Guidelines](#) provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$167 million in HSIP funds for use during FY 24/25 from July 1, 2024 through June 30, 2025. FDOT used a data-driven approach to proactively deploy safety infrastructure investments with Highway Safety Improvement Program funding, strategically aimed at significant reductions in fatal and serious injury crashes. These funds were invested both on and off-system (State roadways were addressed by 544 project items totaling over \$140 million, and Local Roadways were addressed by 163 project items totaling almost \$27 million). A list of HSIP projects can be found in the [HSIP 2025 Annual Report](#). HSIP funding is distributed among FDOT Districts based on a statutory formula. This allows the Districts to have more clearly defined funding levels, which allows them to better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the State Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

Safety Investments in the TIP

The Martin MPO in coordination with FDOT, aims to make roads safe for all users in Martin County and to meet the safety performance targets set on an annual basis. The TIP considers potential projects that fall into specific investment priorities established by the MPO in the Long Range Transportation Plan (LRTP). The process used to develop the MPO's Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. This data is used to help identify regional safety issues and potential

safety strategies for the LRTP and TIP. Consistent with the MPO's 2050 LRTP, the TIP includes funding that is used for programs that improve safety in areas with a high number of bicycle and pedestrian crashes. The TIP also includes planning funds that are used by the MPO to educate and reinforce the message of how to walk, bicycle, and drive safely. For the Martin MPO, this includes programs, projects, and activities such as:

- *Annually launching a 'Call for Projects' for eligible Transportation Alternatives Program (TAP) projects.* TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, and infrastructure projects for enhanced mobility and overall safety. Projects approved by the MPO Grant Screening Committee go through the MPO process, including presentations at the MPO advisory committee and Policy Board meetings for approval.
- Prioritized congestion mitigation projects, such as FM# 441700-1 – Cove Road widening which will include shared-use paths along both sides of the road and FM# 419669-3 – Willoughby Blvd. extension that will include a new two-lane roadway with bike lanes and a shared-use pathway.
- Martin MPO staff attends the Regional Treasure Coast Community Traffic Safety Team (CTST) quarterly meetings. Staff regularly presents upcoming Transportation Planning studies and public outreach previously held within the MPO planning boundary.
- CR-714/SW Martin Highway Realignment at SR-710 this project has been developed as a safety concern to flatten out the curve along CR-714 into Okeechobee County.
- SW Warfield Blvd/SR-710 Widening Project; this roadway is a high crash corridor that has been identified the MPO's as our top priority for safety.
- Walk to School Day/Walk and Roll to School Day are events that the MPO has implemented to ensure the safety of all road users. These events educate students on how to walk or bike to school safely and the benefits of doing so for your physical wellbeing. The MPO partnered with local schools to conduct these events and hopes to partner with more in the future.
- The Martin MPO partnered with FDOT to conduct a Pedestrian Safety Outreach Campaign at Walmart in December of 2024 to share information on safer practices for drivers, pedestrians, and cyclists.

The TIP includes specific investment priorities that support all the MPO's goals including safety, using the prioritization and project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The MPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The FY27 – FY31 TIP includes improving safety conditions County-wide. These projects fall into the categories below. The Martin MPO continues monitoring investments in the TIP and demonstrating progress toward goals and objectives.

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

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

Pavement and Bridge Condition Measures (PM2)

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

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

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

- International Roughness Index (IRI) - an indicator of roughness (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements)
- Cracking percent - percentage of pavement surface exhibiting cracking (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements)
- Rutting - extent of surface depressions (applicable to asphalt pavements only)
- Faulting - vertical misalignment of pavement joints (applicable to jointed concrete pavements only); and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

Pavement and Bridge Condition Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for bridge and pavement condition measures. On October 1, 2024, FDOT adopted new Four-Year PM2 and PM3 targets, which are displayed below in Table 7.

Table 7 – Statewide Bridge and Pavement Condition Performance Targets

PM2 - Bridge and Pavement	2-Year Statewide Target	4-Year Statewide Target	New 4-Year Statewide Target
Percent of NHS bridges (by deck area) in good condition	≥ 50%	≥ 50%	-
Percent of NHS bridges (by deck area) in poor condition	≤ 10%	≤ 10%	≤ 5%
Percent of Interstate pavements in good condition	≥ 60%	≥ 60%	-
Percent of Interstate pavements in poor condition	≤ 5%	≤ 5%	-
Percent of non-Interstate pavements in good condition	≥ 40%	≥ 40%	-
Percent of non-Interstate pavements in poor condition	≤ 5%	≤ 5%	-

Source: 2024 Statewide Conditions fdotsourcebook.com.

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

- Florida Statute 334.046 mandates FDOT to preserve the state’s bridges and pavement to specific state-defined standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These state statutory guidelines envelope the statewide federal targets that have been established for bridges and pavements.
- In addition FDOT also developed a [Transportation Asset Management Plan](#) (TAMP) for the state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward the achievement of the State’s targets for asset condition and performance of the NHS. FDOT’s current TAMP was submitted on December 30, 2022, and recertified by FHWA on February 23, 2023.

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

FDOT collects and reports bridge and pavement data to FHWA annually to track performance and progress toward the targets. The percentage of Florida’s bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2023 exceeded the established targets. FHWA determined that FDOT made significant progress toward its 2023 PM2 targets.

Pavement and Bridge Condition Targets for Martin MPO

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

On April 21, 2025, the Martin MPO agreed to support the FDOT’s statewide bridge and pavement performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

Pavement and Bridge Investments in the TIP

The Martin MPO TIP reflects investment priorities established in the 2050 LRTP. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance or will replace bridges with a deteriorating condition. Investments in pavement and bridge condition include resurfacing, signing/pavement markings, and bridge replacement/rehabilitation projects. The following are some example projects funded in this TIP that address system preservation/maintenance of pavement and bridge conditions:

- SR-5/US-1 Roosevelt Bridge from SW Joan Jefferson Way to NW Wright Blvd – Signing/Pavement Markings
- SR-5/US-1 from 0.5 Miles S of SR-A1A/SE Dixie Highway to Osprey Street – Resurfacing
- CR-76A/SW 96th Street Arundel Bridge – Bridge Rehabilitation
- Greenriver Parkway from NE Jensen Beach Blvd to Martin County Line – Resurfacing
- SR-714/SE Monterey Road from SW Palm City Road to 400 Ft S of SR-5/US-1 – Resurfacing

- NW Dixie Highway – Bridge Rehabilitation
- CR-A1A/SE Dixie Highway from Cove Road to Jefferson Street – Resurfacing
- SE County Line Road from SE Wooden Bridge Lane to US-1/SR-5 – Resurfacing
- US-1/SR-5 Roosevelt Bridge over St. Lucie River – Bridge Rehabilitation
- SR-A1A/NE Ocean Blvd Ernest F. Lyons Bridge – Bridge Rehabilitation
- SW Kansas Avenue from 100 Ft S of Camp Valor to SW Kanner Highway – Resurfacing
- SE Palm Beach Road from CR-714/SE Monterey Road to SE Ocean Blvd – Resurfacing
- Thomas B. Manuel Bridge – Bridge Rehabilitation

The TIP seeks to address system preservation in the metropolitan planning area and provides funding for targeted improvements. The Infrastructure Maintenance and Congestion Management Goal in the 2050 LRTP includes the objective of Prioritizing improvements that maintain existing roadways and bridges as well as identifying PM2 as a performance measure to monitor progress. Further, investments in pavement and bridge conditions include resurfacing, bridge replacement, and bridge rehabilitation projects in the TIP. The TIP includes over \$46 million in resurfacing and bridge projects.

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

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

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles traveled on the Interstate system that are reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. Below is a description of the first three measures.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.

The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses the reliability of the Interstate network by comparing trucks' worst travel times against the travel times they typically experience.

System Performance and Freight Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. Table 8 presents 2024 actual performance as well as the 2023 and 2025 statewide targets.

Table 8 – System Performance and Freight Targets

Performance Measure	2024 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles on the Interstate system that are reliable	80.7%	≥75.0%	≥75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	90.0%	≥50.0%	≥60.0%
Truck travel time reliability (Interstate)	1.54	1.75	2.00

Source: 2024 Statewide Conditions fdotsourcebook.com.

System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) comprises transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT’s capacity investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida’s transportation system and account for a dominant share of the people and freight movement to, from, and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT’s focus on improving the performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA’s TPM program. The [SIS Policy Plan](#) was updated in early 2022, consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures, including mobility, safety, preservation, and economic competitiveness, as part of FDOT’s Strategic Investment Tool (SIT).
- In addition, the [Florida Mobility and Trade Plan](#) (FMTP) defines policies and investments that will enhance Florida’s economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high-priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT’s State Freight Plan.

System Performance and Freight Targets for Martin MPO

MPOs must establish four-year targets for all three performance measures. They can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for one or more measures for their planning area.

On April 17, 2023 and April 21, 2025, the Martin MPO agreed to support FDOT's statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

System Performance and Freight Investments in TIP

The Martin MPO TIP reflects investment priorities established in the 2050 LRTP. The focus of Martin MPO's investments that address system performance and freight include some of the following example projects detailed in this TIP:

- Willoughby Blvd from Monterey Road to US 1 – New two-lane road
- Cove Road from Kanner Highway to US-1 – Widening
- Monterey Road at FEC Railroad Crossing - Grade Separation
- I-95 Martin Weigh Station – Inspection Barn Upgrades
- Martin Mainline Weigh in Motion (WIM) Screening
- CR-713/High Meadow Ave from I-95 to Martin Hwy – Widening
- Turnpike from SW Martin Hwy to St. Lucie County Line - Widening
- SR 710/Warfield Boulevard Widening projects

The TIP devotes a significant number of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. The Martin MPO TIP reflects priorities in the Martin MPO 2050 LRTP that looked to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. The Infrastructure Maintenance and Congestion Management Goal includes several objectives, such as managing traffic congestion, supporting improvements to major freight corridors, implementing strategies to reduce per capita vehicle miles of travel, and prioritizing funding to support smaller-scale congestion management projects and programs. Further, several performance measures including PM3 are identified to evaluate and prioritize projects. As part of the 2050 LRTP, several strategies were included in the CMP Update. The Martin MPO's

investments in the TIP that address system performance and freight on the NHS include over \$563 million in intersection/congestion management and freight projects.

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

Transit Asset Management Measures

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term "state of good repair" requires that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 9 identifies the TAM performance measures.

Table 9 – FTA TAM Performance Measures

Asset Category	Performance Measure
1. Equipment	Percentage of non-revenue, support-service, and maintenance vehicles that have met or exceeded their Useful Life Benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, the useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset or the acceptable period of use in service for a particular transit provider's operating environment. ULB considers a provider's unique operating environment, such as geography, service frequency, etc.

Public transportation providers must establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects to support the transit provider targets or establish its own regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate to select performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service, or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other data to FTA. A Tier II provider can establish its own targets or participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

Tier I	Tier II
<p style="text-align: center;">Operates rail service OR ≥ 101 vehicles across all fixed route modes OR ≥ 101 vehicles in one non-fixed route mode</p>	<p style="text-align: center;">Subrecipient of FTA 5311 funds OR American Indian Tribe OR ≤ 100 vehicles across all fixed route modes OR ≤ 100 vehicles in one non-fixed route mode</p>

Transit Asset Management Targets

Martin County Public Transit (MCPT) is the sole Tier II provider of public transit in the Martin MPO planning area. MCPT reviewed and approved TAM targets for each of the applicable asset categories on February 1, 2023 as well as on March 26, 2025 as part of its TAM Plan Annual Update. Table 10 on the following page presents these targets.

Table 10 – MCPT Asset Management Targets

Asset Category	Performance Measure	Asset Class		Performance Target				
				2023	2024	2025	2026	2027
Revenue Vehicles	Age - percent of revenue vehicles within a particular asset class that have met or exceeded their Useful Life	BU	Bus	0%	0%	0%	0%	7%
		CU	Cutaway	0%	0%	0%	0%	100%
Equipment	Age - percent of vehicles within a particular asset class that have met or exceeded their Useful Life	Non-Revenue/ Service Automobile		0%	0%	0%	0%	0%
		Trucks and other Rubber Tire Vehicles		0%	0%	0%	0%	0%
Facilities	Condition - percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance facility (leased)		N/A	N/A	N/A	N/A	N/A

The transit provider's TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the current targets.

MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPOs must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area.

On May 6, 2024, the Martin MPO agreed to support the Martin County Public Transit's TAM targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the provider's targets.

Transit Asset Management Investments in the TIP

The Martin MPO TIP was developed and is managed in cooperation with MCPT. It reflects the investment priorities established in the 2050 LRTP.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of Martin MPO's investments that address transit state of good repair include:

- Section 5307 Formula Funds
- Section 5339 Capital for Bus & Bus Facilities

Transit asset condition and state of good repair is a consideration in the methodology Martin MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all the MPO's goals, including supporting improvements to transit, using a prioritization and project selection process established in the LRTP. This process evaluates

projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. This prioritization process considers factors such as transit supply, demand and cost; system reliability; system performance; maintenance of resources; maintain fleet revenue vehicles; and maintenance of other equipment.

The TIP devotes resources to projects that will maintain and improve transit state of good repair. Investments in transit assets in the TIP include over \$6 million for capital purchases.

The Martin MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the TAM performance targets. The Martin MPO will continue to coordinate with Martin County Public Transit to maintain the region's transit assets in a state of good repair. For more information on these programs and projects, see Section B of the appendix.

Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all operators of public transportation that are recipients or sub-recipients of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the [National Public Transportation Safety Plan](#), which was published on January 28, 2017, and updated on April 9, 2024. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

Each Section 5307 or 5311 public transportation provider in Florida must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida’s transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.¹

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including annual transit safety targets for the federally required measures. Once the public transportation provider establishes safety targets, it must make them available to MPOs to aid in planning. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO’s establish targets when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects to support the transit provider targets or establish its own regional transit safety targets for the MPO planning area. In addition, the Martin MPO must reflect those targets in LRTP and TIP updates.

Transit Agency Safety Targets

MCPT established the transit safety targets identified in Table 11 below on February 24, 2026:

Table 11 – MCPT Safety Performance Targets

Mode of Transit	Fatalities (Total)	Fatalities (Rate per Total VRM)	Injuries (Total)	Injuries (Rate per Total VRM)	Safety Events (Total)	Safety Events (Rate per Total VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	0	0	0	0	29,470
Commuter Bus	0	0	0	0	0	0	19,821
ADA Paratransit	0	0	0	0	0	0	6,085

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document_09112019.docx \(live.com\)](https://www.fdot.com/ptasp-14-90-guidance-document_09112019.docx)

MPO Transit Safety Targets

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On May 6, 2024, the Martin MPO agreed to support Martin County Public Transit's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

Transit Safety Improvements in the TIP

The Martin MPO TIP was developed and is managed in cooperation with MCPT. It reflects the investment priorities established in the 2050 LRTP. Factors such as travel time reliability, level of service, delay, funding, quality of life, safety (number of fatalities and injury crashes), environment, environmental justice, accessibility to jobs, strategic projects, and community support are considered when creating the LRTP. Transit projects were prioritized consistent with Martin County's Transit Development Plan (TDP), 2025-2034 adopted on May 14, 2024.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The MCPT PTASP is included in the appendix. Transit safety is a consideration in the methodology Martin MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit safety, using a prioritization and project selection process established in the LRTP. This prioritization process considers safety as a factor in this prioritization process.

The TIP is also consistent with the Goals and Objectives in the 2050 LRTP. An objective under Goal #2 in the LRTP is to *support the implementation of strategies that reduce the potential for crashes involving public transit vehicles and facilities*. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area. The Martin MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Martin MPO will continue to coordinate

with MCPT to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair. To read the PTASP, please refer to the Appendices.

2.8 CONSISTENCY WITH REGIONAL AND LOCAL PLANS

The 2050 LRTP was adopted by the MPO on October 8, 2025, after a duly advertised public hearing. The transportation goals found within Martin County's Comprehensive Growth Management Plan and the City of Stuart's Comprehensive Plan are consistent with the goals, objectives, and policies in the 2050 LRTP as well as the Florida Transportation Plan.

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

2.9 CONGESTION MANAGEMENT PROCESS

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

Candidate road sections are selected in a three-phase selection. The first phase identifies road segments that have a potential for congestion. The second phase is the development of a preliminary list of congested segments. The third phase is to determine and verify potential congested segments. The map for these candidate road sections can be found in the LRTP under Figure 7.3.4-1. Based on the analysis, there were a total of 14 corridors that were determined to have potential segments for congestion:

- SR-5/US-1/Federal Highway
- SR-714/SE Monterey Road
- SR-732/Jensen Beach Boulevard
- Dixie Highway

- SR-732/NE Causeway Boulevard
- Indian River Drive
- SW Joan Jefferson Way

- S Colorado Avenue
- SW Ocean Boulevard
- SR-714/Martin Highway/SW Martin Downs Boulevard

- SE Dixie Highway/CR-A1A
- CR-713/High Meadow Avenue
- SW Murphy Road

3.0 PUBLIC INVOLVEMENT

3.1 CONSISTENCY WITH PUBLIC INVOLVEMENT PLAN

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

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

3.2 TIMELINE OF EFFORTS

See Table 12 for the Martin MPO timeline of Public Involvement efforts for this TIP.

**Table 12
Timeline of TIP Public Involvement Efforts**

TASK	DATE
Distribute Draft TIP in the TAC Agenda Packet	27-Apr-26
Distribute Draft TIP in BPAC Agenda Packet	29-Apr-26
Distribute Draft TIP in CAC Agenda Packet	29-Apr-26
Publish Notice of Public Hearing for MPO	30-Apr-26
Begin 45 Days Public Review Period	1-May-26
Post Draft TIP on the MPO Website	1-May-26
Draft TIP in Martin County Government Library locations	1-May-26
Review Draft TIP @ TAC Meeting	4-May-26
Distribute Draft TIP in the MPO Policy Board Agenda Packet	4-May-26
Review Draft TIP @ BPAC Meeting	6-May-26
Review Draft TIP @ CAC Meeting	6-May-26
Send Draft TIP to Federal and State agencies for preliminary review	11-May-26
Review Draft TIP @ MPO Board Meeting	11-May-26
Distribute Final Draft TIP in the TAC Agenda Packet	25-May-26
Distribute Final Draft TIP in the CAC Agenda Packet	27-May-26
Review Final Draft TIP @ TAC Meeting	1-Jun-26
Distribute Final Draft TIP in the BPAC Agenda Packet	1-Jun-26
Review Final Draft TIP @ CAC Meeting	3-Jun-26
Distribute Final Draft TIP in the FTAC Agenda Packet	5-Jun-26
Review Final Draft TIP @ BPAC Meeting	8-Jun-26
Distribute Final Draft TIP in the MPO Board Agenda Packet	8-Jun-26
Review Final Draft TIP @ FTAC Meeting	12-Jun-26
Review and Approve Final TIP @ MPO Board Meeting / Public Hearing	15-Jun-26

3.3 PUBLIC COMMENTS & RESPONSE

Martin County does not have any Tribes or Federal Lands. Thus, the federal requirement to coordinate with these entities does not apply to Martin MPO. Public comments related to the TIP can be submitted in various ways:

Online through the MPO website - www.martinmpo.com

Email - martinmpo@martin.fl.us

Phone - (772) 320-3015

Mail/Hand Delivery – Martin County Public Works Department - 2401 SE Monterey Road, Stuart, FL 34996

TIP Public Hearing – June 15, 2026, at 9:00 AM in the Martin County Administrative Center, 2401 SE Monterey Road, Stuart, FL 34996

Martin MPO Planning Area Map

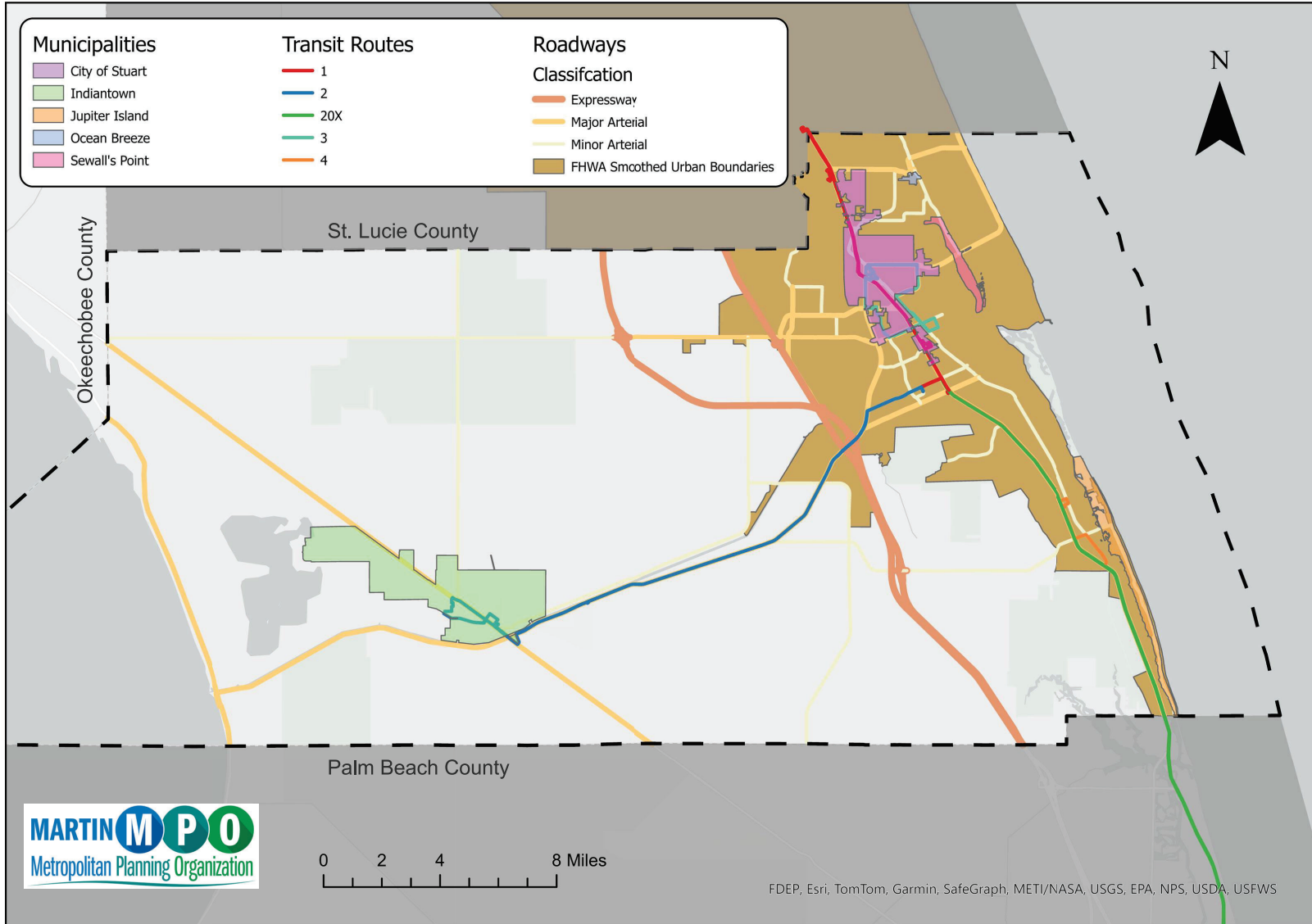


Table 13 – 2025 Federally Obligated Transit Funds

FM#	Project Description	Fund	Work Mix	Phase	2025 Funding
413493	Section 5307 Formula Martin CO Port St. Lucie UZA Large Urban Operating	FTA	Fixed Route	Transit Operating	\$300,290
425977	Martin County Transit Section-5311	FTA	Fixed Route	Transit Operating	\$133,131
N/A	Martin County Transit Section 5307-CARES Act	FTA	Fixed Route	Transit Operating	\$434,499

Table 14 – Transportation Disadvantaged (TD) Program – FY26

Transportation Disadvantaged (TD) services are provided pursuant to Florida Statute 427.015. In Martin County, the MPO is the Designated Official Planning Agency (DOPA) and the Senior Resource Association is the Community Transportation Coordinator (CTC). For FY 2025/26, the Commission for the Transportation Disadvantaged has programmed the following funds for the Martin County TD Program:

Trip & Equipment Grant Allocation					Planning Grant Allocation		
CTD State Funds	Local Cash Match	Voluntary Dollar contributions	Monetary Value of In-Kind Match for Voluntary Dollar Contributions	Total	Planning Funds	Local Match	Total
\$255,725	\$28,413	\$76	\$8	\$284,222	\$26,975	\$0	\$26,975

TD is defined as those persons who, because of physical or mental disability, income status or age are unable to transport themselves or to purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities or other life-sustaining activities. These persons also include children who are handicapped or high-risk or at risk as defined in Ch. 411, F.S.

Safety Plan

for

Marty

Martin County's Public Transit Service



For

Federal Transit Administration

Martin County Board of County Commissioners

Version 5


Table of Contents

Transit Agency Information	Page 3
Plan Development, Approval, and Updates	Page 3
Safety Performance Targets	Page 5
Safety Management Policy	Page 6
Safety Risk Management	Page 9
Safety Assurance	Page 11
Safety Promotion	Page 14
Additional Information	Page 16
Definitions	Page 17
List of Acronyms	Page 21
Joint Safety Committee Signatures of Approval	Page 22

1. Transit Agency Information

Transit Agency Name	Martin County Board of County Commissioners		
Transit Agency Address	2401 SE Monterey Road, Stuart, FL 34996		
Name and Title of Accountable Executive	James Gorton, Public Works Director		
Name of Chief Safety Officer or SMS Executive	Ashman Beecher, Transit Administrator		
Mode(s) of Service Covered by This Plan	Fixed Route Bus; Commuter Bus; Paratransit	List All FTA Funding Types (e.g., 5307, 5337, 5339)	5307 5339 5311
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Fixed Route Bus; Commuter Bus; Paratransit This is a contracted service.		
Does the agency provide transit services on behalf of another transit agency or entity?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Description of Arrangement(s) N/A
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	N/A		

2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Ashman Beecher, Transit Administrator	
Approval by the Joint Safety Committee	Date of Approval	
	1/05/2026	
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature
	James Gorton, Public Works Director	

Approval by the Board of Directors or an Equivalent Authority	Martin County Board of County Commissioners	Date of Approval
	Approved BOCC meeting agenda item: 26-0492	02/24/2026
	Relevant Documentation (Title and Location)	
	Copy of meeting agenda and action summary approving the Agency Safety Plan (ASP), is maintained on file by the Chief Safety Officer, in the Martin County Public Works Department.	

Version Number and Updates

Record the complete history of successive versions of this plan.

Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		New Document	06/02/2020
2	Pages 1-16	Annual Update	11/18/2022
3	Pages 1-19	Annual Update	10/09/2023
4	Pages 1 - 21	Annual Update	11/19/2024
5	Pages 1 - 21	Annual Update	02/24/2026

Annual Review and Update of the Agency Safety Plan

This plan will be reviewed by a Joint labor-management Safety Committee (JSC) and updated by the Chief Safety Officer on an annual basis. The Accountable Executive will review and approve any changes, signing the ASP. The updated ASP will then go to the Board of County Commissioner for final approval.

3. Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan. Safety performance targets will be evaluated over a fiscal year period with baseline year Fiscal Year 2025 (October 1, 2024 – September 30, 2025).

Mode of Transit Service	Fatality (Total)	Fatality (per 100k VRM)	Injury (Total)	Injury (per 100k VRM)	Major Safety Event (Total)	Major Safety Event (per 100k VRM)	System Reliability (VRM / failures)
Fixed Route Bus	0	0	0	0	0	0	29,470
Commuter Bus	0	0	2	0.45	0	0	19,821
ADA Paratransit	0	0	0	0	0	0	6,085

Safety Performance Targets (Transit Worker)

Mode of Transit Service	Transit Worker Fatality (Total)	Transit Worker Fatality (Rate per Total VRM)	Transit Worker Injury (Total)	Transit Worker Injury (Rate per Total VRM)	Assault on Transit Worker (Total VRM)	Assault on Transit Worker (Rate per VRM)
Fixed Route Bus	0	0	0	0	0	0
Commuter Bus	0	0	0	0	0	0
ADA Paratransit	0	0	0	0	0	0

Safety Performance Targets (Collisions)

Mode of Transit Service	Total Collisions	Collision (Rate per Total VRM)	Total Pedestrian Collision	Pedestrian Collision (Rate per Total)	Vehicular Collision (Rate per Total VRM)
Fixed Route Bus	2	0.45	1	0.22	0.45
Commuter Bus	1	0.63	0	0	0.63
ADA Paratransit	0	0	0	0	0

Safety Performance Target Coordination

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

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

Targets Transmitted to the State	State Entity Name	Date Targets Transmitted
	Florida Department of Transportation	02/27/2026
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Martin Metropolitan Planning Organization	02/27/2026

4. Safety Management Policy

Safety Management Policy Statement

including safety objectives.

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

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

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

- Establishing safety performance targets that are realistic, measurable, and data driven. Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective.

Marty and its On-Road Contractor are authorized and responsible for maintaining a coordinated safety system in order to identify and prevent unsafe acts and conditions that present a potential danger or threat to public safety. Management commits to maintain and implement the ASP and comply with the policies, procedures, and standards included in this document. All Marty and its On-Road Operator staff is charged with the responsibility of adhering to this ASP. Any violation of safety and security practices is subject to disciplinary actions. Management is ultimately responsible for enforcing the ASP and maintaining a safe and secure system.

Safety Management Policy Communication

The Transit Administrator, who leads SMS activities, communicates SMS updates to transit staff annually or as needed via written communication or in-person meetings. The Marty Safety Management Policy Statement is distributed to each employee and the On-Road Contractor. All parties receiving a copy of the statement and subsequent updates are required to sign for its receipt and acknowledge their responsibility in implementation. Distribution of the Safety Management Policy Statement has also been incorporated into the new-hire training and annual refresher training.

Authorities, Accountabilities, and Responsibilities

<p>Accountable Executive</p>	<p>The Public Works Director serves as Marty’s Accountable Executive with the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Accountable for ensuring that the agency’s SMS is effectively implemented. • Ensures action is taken, as necessary, to address substandard performance in the agency’s SMS. • Assumes ultimate responsibility for carrying out Marty’s ASP, and SMS. • Designates an adequately trained Chief Safety Officer who is a direct report. • Controls and directs human and capital resources needed to develop and maintain the ASP and SMS. • Maintains responsibility for carrying out the agency’s Transit Asset Management Plan.
-------------------------------------	---

<p>Chief Safety Officer or SMS Executive</p>	<p>The Accountable Executive designates the Transit Administrator as Marty’s Chief Safety Officer. The Chief Safety Officer has the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Holds a direct line of reporting to the Accountable Executive. • Has the authority and responsibility for day-to-day implementation and operation of the agency’s SMS. • Manages Marty’s ESRP • Develops Marty’s ASP and SMS policies and procedures. • Advises the Accountable Executive on SMS progress and status.
<p>Agency Leadership and Executive Management</p>	<p>Marty’s Transit Specialist has been identified to have the following authorities and responsibilities for day-to-day SMS implementation and operation of the SMS under this plan.:</p> <ul style="list-style-type: none"> • Complete training on SMS and ASP elements • Oversee day-to-day operations of the SMS
<p>Key Staff</p>	<p>The Contracted On-Road Operations and Safety Manager are responsible for Driver training.</p> <ul style="list-style-type: none"> • Drivers’ Meetings: A permanent agenda item in all monthly Drivers’ Meetings is dedicated to safety. Safety issues are discussed and documented. • Safety Event Investigations • Re-Training
<p>Joint Safety Committee</p>	<p>Pursuant to the requirements of the Bipartisan Infrastructure Law 49 U.S.C § 5329(d)(5) a Joint labor-management Safety Committee (JSC) has been established. The Marty JSC meets quarterly to address safety-related matters, including the annual update of the. PTASP..</p>

Employee Safety Reporting Program

Martin County’s Employee Safety Reporting Program (ESRP) encourages employees or contracted employees to report safety conditions to senior management. Employees may report safety concerns in good faith without fear of retribution in the following ways:

- Report conditions directly to Chief Safety Officer, or Transit Systems Coordinator
- Report conditions anonymously via a locked comment box in the County General Services Yard.
- Comments via a sealed envelope can be dropped off at the County Administration Office at the security desk. Must have the words “For Marty Chief Safety Officer” on the front of the envelope to ensure proper delivery.
- Report conditions at the monthly staff/contractor or driver safety meetings.

- Report conditions electronically in vendor-provided app.

The comment box is checked weekly with any safety comments given directly to the Chief Safety Officer. Any safety conditions identified will be logged into a Safety Risk Register and reviewed by the Chief Safety Officer and addressed through the Safety Risk Management (SRM) process, including documentation by the Joint Safety Committee.

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

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

5. Safety Risk Management

Safety Risk Management Process

Describe the Safety Risk Management process, including:

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

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

Safety Hazard Identification

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

- ESRP
- Review of vehicle camera footage.
- Review of monthly performance data and safety performance targets.

- Observations by Transit staff.
- Maintenance reports.
- Comments from passengers
- Daily Vehicle Inspection forms
- Annual Bus Safety Inspections report
- Investigations into safety events, incidents, and occurrences.
- Federal Transit Administration (FTA) and other oversight authorities.

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

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

Safety Risk Assessment

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

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

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

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

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

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

Safety Risk Mitigation

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

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

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

6. Safety Assurance

Through our Safety Assurance process, Marty:

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

Safety Performance Monitoring and Measurement

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

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

- Internal Safety audits
- Compliance with System Safety Program Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7. Safety Promotion

Competencies and Training

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

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

- Bus Vehicle Operators
- Dispatchers
- Maintenance Technicians
- Managers and Supervisors
- Agency Leadership and Executive Management
- Chief Safety Officer
- Accountable Executive

The scope of the safety training, including annual refresher training, is appropriate to each employee's individual safety-related job responsibilities and their role in the Marty SMS. Safety training is conducted/coordinated by the Operations and Safety Manager, Training Coordinator, and Chief Safety Officer. Basic training requirements, including frequencies and refresher training are documented in the following:

- Marty SSPP, Section 7
- Contractor Safety Management System (SMS) Plan
- Marty Vehicle Maintenance Plan (Maintenance Technicians)
- Martin County Safety Manual
- County personnel safety training is conducted using a software system called NEO GOV there are a minimum of 6 online courses that are required annually, these would include the Accountable Executive and Executive Management.

Operations safety-related skill training includes the following:

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

Vehicle maintenance safety-related skill training includes the following:

- Ongoing Vehicle Maintenance Technician skill training
- Ongoing skill training for Vehicle Maintenance Supervisors
- Ongoing Event Investigation training for Vehicle Maintenance Supervisors via contractor web-based platform “Knowledge College”..
- Ongoing hazardous material training for Vehicle Maintenance Technicians and Supervisors

Marty’s Accountable Executive, Chief Safety Officer or SMS Executive, Agency Leadership and Executive Management may take online FTA safety classes through the FTA-sponsored USDOT Transportation Safety Institute (TSI).

Marty requires the On-road and Support Services Contractor to have a comprehensive Transit Operator Development Course in place that promotes safety for transit workers and riders. The topics covered in this course includes:

- Protecting Transit Workers from Assaults
- Protecting pedestrians from collisions
- Preventing rear-end collisions
- Preventing intersection accidents
- Preventing backing accidents
- De-escalation techniques

Safety Communication

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

The Joint Safety Committee, Chief Safety Officer, and Training Manager coordinate Marty’s safety communication activities for the SMS.

Safety and safety performance information is communicated to the contractor and County staff during monthly Staff/Contractor meetings and to the Drivers at the monthly Drivers’ Safety Meeting. Information typically conveyed during these meetings includes safety performance statistics, lessons learned from recent occurrences, upcoming events that may impact safety, and information on hazards and safety risks relevant to employees’ roles and responsibilities.

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

Additional Information

Supporting Documentation

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

Marty aims to reduce safety risks with the use of Performance Measures, Safety Committee recommendations, safety risk mitigations, and de-escalation training.

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

Documents used to develop the ASP:

- Martin County Emergency Action Plan
- Martin County BOCC Security Policy
- Marty SSPP
- Marty SPP
- Marty Hurricane Plan
- Marty Bomb Threat Procedures
- Marty Vehicle Maintenance Plan
- Marty Event Investigation Procedure
- Senior Resource Association/Martin County Transit PTASP
- Contractor Operator Development Course

Definitions of Special Terms Used in the ASP

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

- **Accident** means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
- **Assault on a Transit Worker** means, as defined under U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.
- **Accountable Executive** means a single, identifiable person who has ultimate responsibility for carrying out the Agency Safety Plan (ASP) of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management (TAM) Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's ASP
- **Chief Safety Officer** means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.
- **Collison** means A vehicle/vessel accident in which there is an impact of a transit vehicle/vessel with:
 - Another transit vehicle
 - A non-transit vehicle
 - A fixed object
 - A person(s) (suicide/attempted suicide included)
 - An animal
 - A rail vehicle
 - A vessel
 - A dock
- **Equivalent Authority** means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
- **Event** means any Accident, Incident, or Occurrence.
- **FTA** means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

- **Hazard** means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
- **Incident** means an event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
- **Investigation** means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
- **Injury** means Any damage or harm to persons as a result of an event that requires immediate medical attention away from the scene.
- **National Public Transportation Safety Plan** means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.
- **Non-major Summary Incident/Event** - means less severe incidents or events that do not meet the requirements of Reportable Events:
- **Occurrence** means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
- **Operator of a public transportation system** means a provider of public transportation as defined under 49 U.S.C. 5302(14).
- **Performance measure** means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
- **Performance target** means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).
- **Public Transportation Agency Safety Plan** means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and this part.
- **Rail fixed guideway public transportation system** means any fixed guideway system that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration, or any such system in engineering or construction. Rail fixed guideway public transportation systems include but are not limited to rapid rail, heavy rail, light rail, monorail, trolley, inclined plane, funicular, and automated guideway.
- **Rail transit agency** means any entity that provides services on a rail fixed guideway public transportation system.
- **Reportable Event** - A safety or security event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a transit maintenance facility or rail yard, during a transit related maintenance activity or involving a transit revenue vehicle that results in one or more of the following conditions:
 - A fatality confirmed within 30 days of the event.

- An injury requiring immediate medical attention away from the scene for one or more person.
- Property damage equal to or exceeding \$25,000.
- Collisions involving transit revenue vehicles that require towing away from the scene for a transit roadway.
- **Risk** means the composite of predicted severity and likelihood of the potential effect of a hazard.
- **Risk mitigation** means a method or methods to eliminate or reduce the effects of hazards.
- **Safety Assurance** means processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation.
- **Safety Committee** means the formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. 5329.
- **Safety Management Policy** means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
- **Safety Management System (SMS)** means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
- **Safety Management System (SMS) Executive** means a Chief Safety Officer or an equivalent.
- **Safety performance target** means a Performance Target related to safety management activities.
- **Safety Promotion** means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
- **Safety risk assessment** means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.
- **Safety Risk Management** means a process within a transit agency's Public Transportation Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.
- **Serious injury** means any injury which:
 - Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received.
 - Results in a fracture of any bone (except simple fractures of fingers, toes, or noses);
 - Causes severe hemorrhages, nerve, muscle, or tendon damage.
 - Involves any internal organ; or
 - Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
- **Small public transportation provider** means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or

fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

- **State** means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.
- **State of good repair** means the condition in which a capital asset is able to operate at a full level of performance.
- **State Safety Oversight Agency** means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR part 674.
- **Transit agency** means an operator of a public transportation system.
- **Transit Asset Management Plan** means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

List of Acronyms Used in the ASP

Acronym	Word or Phrase
ADA	Americans with Disabilities Act of 1990
ASP	Agency Safety Plan (also referred to as PTASP in Part 673)
CFR	Code of Federal Regulations
ESRP	Employee Safety Reporting Program
FDOT	Florida Department of Transportation
FTA	Federal Transit Administration
JSC	Joint Safety Committee
MCBOCC	Martin County Board of County Commissioners
MCPT	Martin County Public Transit (aka Marty)
MPO	Metropolitan Planning Organization
Part 673	49 CFR Part 673 (public Transportation Agency Safety Plan)
SMS	Safety Management System
SPT	Safety Performance Targets
SRM	Safety Risk Management Process
SSPP	System Safety Program Plan
TSI	Transportation Safety Institute
U.S.C.	United States Code
VRM	Vehicle Revenue Miles

Agency Safety Plan		PTASP VERSION	5
Name	Role	Signature	Date
MIKE RILEY	Ops. MANAGER	<i>Mike Riley</i>	1/5/26
Carlitz Newker	dispatcher	<i>Carlitz</i>	1-5-26
<i>Franklin Gonzalez</i>	Driver	<i>[Signature]</i>	1-7-26
<i>Wesley Alford</i>	<i>Maintenance Supervisor</i>	<i>[Signature]</i>	1-7-26
HAROLD BROWN	Harold Brown		
Harold Brown	Supervisor	<i>Harold Brown</i>	1-5-26
By signing above, I agree to the adoption and implementation of this plan /policy as a minimum requirement			



BOARD OF COUNTY COMMISSIONERS

ACTION SUMMARY
FEBRUARY 24, 2026 ~ 9:00 AM

COMMISSION CHAMBERS
2401 SE MONTEREY ROAD, STUART, FLORIDA 34996

COUNTY COMMISSIONERS

Sarah Heard, Chair
Edward V. Ciampi, Vice Chairman
Eileen Vargas
Stacey Hetherington
J. Blake Capps

Don G. Donaldson, P.E., County Administrator
Elysse A. Elder, County Attorney
Carolyn Timmann, Clerk of the Circuit Court and Comptroller

PRESETS

9:05 AM - Public Comment
9:30 AM - Legislative Session Update (DEPT-3)
1:30 PM - Consideration of Unsolicited Proposal for Public-Private Partnership (DEPT-5)
1:35 PM - Evaluation of Unsolicited Proposal for Public-Private Partnership (DEPT-6)
5:05 PM - Accessory Dwelling Units Text Amendment (PH-3)
5:05 PM - Public Comment

CALL TO ORDER AT 9:03 AM

Invocation – Moment of Silence
Pledge of Allegiance - **Jon Szparaga**, US Air Force Veteran & Veterans Services Officer

APPROVAL OF AGENDA

Additional Items – [There were no Additional Items.](#)
Approval of Agenda – [The Agenda was approved.](#)

PROCLAMATIONS AND SPECIAL PRESENTATIONS

PROC-1 PRESENT PROCLAMATIONS PREVIOUSLY APPROVED VIA THE CONSENT AGENDA

The Board is asked to present proclamations declaring Charles F. Chapman School of Seamanship Week and commending National Engineers Week in Martin County, Florida.

Agenda Item: 26-0376

[ACTION TAKEN:](#) The proclamations were presented.

COMMENTS

Public (9:05 AM) - Please limit comments to three minutes.

Commissioners

County Administrator

CONSENT AGENDA

Approval of Consent Agenda – [The Consent Agenda was approved.](#)

Consent Agenda items are considered routine and are enacted by one motion and will have no action noted, but the "Recommendation" as it appears on the Board item is the approved action.

Discussion of Pulled Consent Items – [n/a](#)

ADMINISTRATION

CNST-1 CONTRACTS THAT MEET THE THRESHOLD FOR BOARD APPROVAL

This item is a placeholder on all Board meeting agendas to streamline the process for items that meet the Board approval threshold. Specific items requiring approval, if any, will be provided by Supplemental Memorandum. If there are no items, a Supplemental Memorandum will not be attached.

Agenda Item: 26-0318 [No items](#)

CNST-2 BOARD OF COUNTY COMMISSIONERS' APPROVAL OF WARRANT LIST FOR DISBURSEMENT VIA CHECKS AND ELECTRONIC PAYMENTS TO COMPLY WITH STATUTORY REQUIREMENTS

Pursuant to Chapter 136.06, Florida Statutes, checks, and electronic payments issued by the Board of County Commissioners are to be recorded in the Board meeting minutes. In compliance with statutory requirements, the Warrant List is added to the Consent Agenda for approval by the Board of County Commissioners. This Warrant List is for disbursements made between January 26 and February 8, 2026. Additional details related to these disbursements may be viewed in the office of the Martin County Clerk of Court and Comptroller or on the Clerk's website.

Agenda Item: 26-0324

CNST-3 BOARD OF COUNTY COMMISSION MINUTES TO BE APPROVED

The Board is asked to approve minutes from the January 27, 2026 regular meeting.

Agenda Item: 26-0613

CNST-4 AIRPORT NOISE ADVISORY COMMITTEE APPOINTMENTS

The Board is asked to make the necessary appointments to the Airport Noise Advisory Committee.

Agenda Item: 26-0355

[RESOLUTION NO. 26-2.9](#)

CNST-5 NOTED ITEMS

Noted items are documents for the Board's information that must be a part of the record but do not require any action.

Agenda Item: 26-0328

CNST-6 ADOPT A PROCLAMATION DESIGNATING MARCH 9-15 AS FLOOD AWARENESS WEEK IN MARTIN COUNTY, FLORIDA

The Board is asked to adopt a proclamation designating March 9-15 as Flood Awareness Week in Martin County, Florida that will be presented at the March 10, 2026 meeting.

Agenda Item: 26-0509

CNST-7 ADOPT A PROCLAMATION DECLARING MARCH 2026 AS IRISH AMERICAN HERITAGE MONTH IN MARTIN COUNTY, FLORIDA

The Board is asked to adopt a proclamation declaring March 2026 as Irish American Heritage Month in Martin County, Florida.

Agenda Item: 26-0538

CNST-8 ADOPT A PROCLAMATION DECLARING SURVEYORS AND MAPPERS WEEK IN MARTIN COUNTY, FLORIDA

The Board is asked to adopt a proclamation declaring Surveyors and Mappers Week in Martin County, Florida that will be presented at the March 10, 2026 meeting.

Agenda Item: 26-0599

PUBLIC WORKS

CNST-9 ADOPT RESOLUTIONS ACCEPTING VARIOUS ROADWAY SEGMENTS INTO THE COUNTY'S ROAD INVENTORY

The Board of County Commissioners is asked to adopt six resolutions accepting various road segments into the County's Road Inventory.

Agenda Item: 26-0475 [RESOLUTION NOS. 26-2.10 through 26-2.15](#)

CNST-10 PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

The Federal Transit Administration (FTA) released a final rule outlining Public Transportation Agency Safety Plan (PTASP) requirements on July 19, 2019. The final rule requires all transit agencies that receives funds under 49 U.S.C. Section 5307 to adopt a PTASP no later than July 20, 2020, and to certify this plan each year thereafter. PTASPs commit transit agencies to designate a Chief Safety Officer and to develop and implement a safety program.

Agenda Item: 26-0492

CNST-11 APPROVAL OF A SECOND AMENDMENT TO LEASE AGREEMENT WITH HOBE SOUND-1 LLC, FOR THE CONTINUED USE OF THE CONSOLIDATED SATELLITE OFFICE SPACE CURRENTLY USED BY THE CONSTITUTIONAL OFFICES IN HOBE SOUND

Approval of the Second Amendment to the Lease Agreement with Hobe Sound-1, LLC, a Florida limited liability company (Landlord), to add a five-year extension to the current lease agreement terms for the continued use of the satellite office space utilized by the Constitutional Offices in Phase II of Island Crossings in Hobe Sound.

Agenda Item: 26-0522

BOARD AND COMMITTEE APPOINTMENTS

B&C-1 HEALTH FACILITIES AUTHORITY APPOINTMENTS

After solicitation of applicants due to members' term expiring, the Board is asked to make the necessary appointments to the Health Facilities Authority.

Agenda Item: 26-0383

RESOLUTION NO. 26-2.16

ACTION TAKEN: The Board re-appointed Louis Mark Cocorullo and appointed Geraldine Genco for terms to begin February 24, 2026 and end February 23, 2030 and authorized the Chair to sign the Resolution of Appointment and Chair letter and certificate for Mr. Waddell.

B&C-2 ANIMAL CARE AND CONTROL OVERSIGHT BOARD APPOINTMENT

After solicitation of applicants, the Board is asked to make the necessary appointment to the Animal Care and Control Oversight Board.

Agenda Item: 26-0503

RESOLUTION NO. 26-2.17

ACTION TAKEN: The Board re-appointed Rita C. Nelson for a term to begin March 28, 2026 and end March 27, 2030 and authorized the Chair to sign the Resolution of Appointment and Chair letter and certificate for Mrs. Nelson.

B&C-3 INDUSTRIAL DEVELOPMENT AUTHORITY APPOINTMENT

After solicitation of applicants due to a member resigning, the Board is asked to make the necessary appointment to the Industrial Development Authority.

Agenda Item: 26-0356

RESOLUTION NO. 26-2.18

ACTION TAKEN: The Board appointed Jaime Elfert for a term to begin immediately and end September 14, 2026 and authorized the Chair to sign the Resolution of Appointment.

PUBLIC HEARINGS

PH-1 PUBLIC HEARING TO CONSIDER ADOPTION OF AN ORDINANCE AMENDING CHAPTER 111, ARTICLE 5, FALSE ALARM REDUCTION, GENERAL ORDINANCES, MARTIN COUNTY CODE AND ADOPTION OF A RESOLUTION ESTABLISHING AN ADMINISTRATIVE FEE FOR APPEALS

This is a public hearing to consider adoption of an ordinance amending Chapter 111, Article 5, False Alarm Reductions, General Ordinances, Martin County Code and adoption of a resolution establishing an administrative fee for appeals. The revisions to the False Alarm Ordinance were requested by the Martin County Sheriff's Office and the Martin County Code Enforcement Division.

Agenda Item: 26-0530

ORDINANCE NO. 1268 and RESOLUTION NO. 26-2.19

ACTION TAKEN: The Board adopted the Ordinance amending the False Alarm Reduction Ordinance and adopted a Resolution establishing an administrative fee for appeals under False Alarm Reduction Ordinance.

PH-2 PUBLIC HEARING TO CONSIDER ADOPTION OF AN ORDINANCE AMENDING DIVISION 6, SITE DEVELOPMENT STANDARDS, ARTICLE 11, PLANNED MIXED-USE VILLAGE, LAND DEVELOPMENT REGULATIONS, MARTIN COUNTY CODE, REGARDING EXCAVATION STANDARDS

This is a request by Gunster, Yoakley & Stewart, P.A., on behalf of Mattamy Palm Beach LLC, for approval of an amendment to Division 6, Site Development Standards, Article 11, Planned Mixed-Use Village, Land Development Regulations, Martin County Code, to add excavation standards for projects within the Planned Mixed Use Village Zoning District.

Agenda Item: 26-0529

ORDINANCE NO. 1269

ACTION TAKEN: The Board received and filed the agenda item and all attachments as an exhibit and adopted the Ordinance amending Article 11, Planned Mixed-Use Village, Land Development Regulations, Martin County Code.

PH-3 LEGISLATIVE PUBLIC HEARING TO CONSIDER ADOPTION OF AN ORDINANCE AMENDING ARTICLE 3, ZONING DISTRICTS, LAND DEVELOPMENT REGULATIONS, MARTIN COUNTY CODE, REGARDING ACCESSORY DWELLING UNITS, (LDR 25-03) A TEXT AMENDMENT

This is a request, initiated by the Board of County Commissioners (BCC), to amend Divisions 1, 2, 3, 4, and 7, Article 3, Zoning Districts, Land Development Regulations, Martin County Code, changing the text regarding Accessory Dwelling Units (ADUs) in the furtherance of affordable housing.

5:05 PM PRESET

Agenda Item: 26-0443

ORDINANCE NO. 1270

ACTION TAKEN: The Board adopted the Ordinance amending Article 3, Zoning Districts, Land Development Regulations, Martin County Code.

PH-4 FUND BALANCE ADJUSTMENTS THAT ARE NECESSARY FOR FISCAL YEAR 2026

Each year staff reviews fund balance, monies which are not expended at the end of each fiscal year and amends the budget accordingly. These adjustments are for projects that were planned and approved in Fiscal Year (FY) 2025 but not completed prior to September 30, 2025. Funds that are remaining that are not for a specific project in Fiscal Year 2026 will be placed in reserves

Agenda Item: 26-0536 Supplemental Memorandum

ACTION TAKEN: The Board adopted the Budget Resolutions to amend the various taxing authorities and non-taxing authority funds to allocate available monies from the adopted fund balance and other revenue sources in the FY26 Budget.

RESOLUTION NOS. 26-2.20 through 26-2.45

**DEPARTMENTAL
ADMINISTRATION****DEPT-1 OFFICE OF MANAGEMENT AND BUDGET ITEMS WHICH REQUIRE BOARD APPROVAL**

This is a placeholder on all Board meeting agendas to streamline the process for grant applications, awards, budget resolutions, budget transfers from reserves, and CIP amendments. Specific items requiring approval, if any, will be provided by Supplemental Memorandum.

Agenda Item: 26-0334 Supplemental Memorandum (6 items)

ACTION TAKEN:

1. Permission to Apply for the American Association of Retired Persons (AARP) Community Challenge Grant - The Board authorized the Human Services Director or designee to apply for the AARP Community Challenge Grant.
2. Permission to Apply for the FY26 Small County Outreach Program (SCOP) Grant through the Florida Department of Transportation (FDOT) for the SW 84th Avenue and SW Busch Street Resurfacing and Reconstruction Project - The Board adopted a Resolution authorizing the Director of the Public Works Department, or designee, to apply for the FDOT – SCOP grant for the SW 84th Avenue and SW Busch Street Resurfacing and Reconstruction Project and authorized the Director of the Public Works Department, or designee, to sign other non-monetary documents related to this grant application upon review and concurrence of the County Attorney's Office. RESOLUTION NO. 26-2.46
3. Permission to Apply for the FY26 Small County Outreach Program (SCOP) Grant through the Florida Department of Transportation (FDOT) for the SW Sunset Trail Resurfacing and Reconstruction Project - The Board adopted a Resolution authorizing the Director of the Public Works Department, or designee, to apply for the FDOT – SCOP grant for the SW Sunset Trail Resurfacing and Reconstruction Project and authorized the Director of the Public Works Department, or designee, to sign other non-monetary documents related to this grant application upon review and concurrence of the County Attorney's Office. RESOLUTION NO. 26-2.47
4. Permission to Apply for the Fiscal Year 2026 Florida Fish and Wildlife Conservation Commission (FFWCC) State Wildlife Grant (SWG) for the MC-2 Shoreline Stabilization Project - The Board authorized the Public Works Director or designee to apply for the FY26 FFWCC SWG program funding for the MC-2 Shoreline Stabilization Project.
5. Permission to Accept the Florida Department of Environmental Protection (FDEP) Grant QG030, S-1 Canal Channel Enhancement Project - The Board authorized the Chair to execute the FDEP Grant Agreement QG030, S-1 Canal Channel Enhancement Project; authorized the County Administrator or designee to execute any future non-monetary grant-related documents upon review and concurrence of the County Attorney's Office; adopted the Budget Resolution; and adopted the FY26 S-1 Canal Channel Enhancement CIP sheet. RESOLUTION NO. 26-2.48
6. Permission to Accept the FY26 Department of Children and Families (DCF) Water Safety Campaign Rip Current Simulator for Ocean Rescue – The Board adopted the Budget Resolution. RESOLUTION NO. 26-2.49

DEPT-2 CONTRACTS THAT MEET THE THRESHOLD FOR BOARD APPROVAL \$1 MILLION OR GREATER

This item is a placeholder on all Board meeting agendas to streamline the process for items that meet the Board approval threshold. Specific items requiring approval, if any, will be provided by Supplemental Memorandum. If there are no items, a Supplemental Memorandum will not be attached.

Agenda Item: 26-0465 **No items**

ACTION TAKEN: No action needed.

DEPT-3 LEGISLATIVE SESSION UPDATE

Each year the Board of County Commissioners adopts a state legislative program that sets the appropriations and policy priorities for the county. This presentation will discuss the 2026 Legislative Priorities, the successes, and any additional direction needed within the legislative program.

Agenda Item: 26-0609

9:30 AM PRESET

ACTION TAKEN: The Board heard the presentation.

DEPT-4 ART IN PUBLIC PLACES PROGRAM MANUAL AND BUDGET REVIEW FOR APPROVAL

The Martin County Art in Public Places (AIPP) program requests approval of the refreshed, updated Art in Public Places Program Manual, review of the current FY 2026 Budget, program activities/projects and the AIPP inventory.

Agenda Item: 26-0520

ACTION TAKEN: The Board approved the AIPP Program Manual update and the FY 2026 Budget.

GENERAL SERVICES

DEPT-5 PUBLIC MEETING FOR CONSIDERATION OF UNSOLICITED PROPOSAL FOR PUBLIC-PRIVATE PARTNERSHIP (P3) TO BUILD MARTIN COUNTY OPERATIONS FACILITY

In accordance with Section 255.065(3)(c), Florida Statutes, Martin County has received an unsolicited Public-Private Partnership (P3) proposal from Florida Development Solutions, LLC. to design, build, and convey a Maintenance and Operations Facility. This item is being presented to the Board for consideration and to provide the public with an opportunity to provide public comment.

Agenda Item: 26-0618 **Supplemental Memorandum**

1:30 PM PRESET

ACTION TAKEN: The Board denied acceptance of this item.

DEPT-6 PUBLIC MEETING FOR EVALUATION OF UNSOLICITED PROPOSAL FOR PUBLIC-PRIVATE PARTNERSHIP (P3) - SECOND REQUIRED MEETING

This item represents the second of three required public meetings under Section 255.065(3)(c), Florida Statutes, for consideration of an unsolicited Public-Private Partnership proposal for a Martin County Operations Facility. Following Board direction at the December 2, 2025, meeting, staff has completed its evaluation of the proposal. This meeting presents the statutory findings, provides an opportunity for public comment, and includes the required statement explaining why the proposal should proceed.

RESOLUTION NO. 26-2.50

Agenda Item: 26-0480

1:35 PM PRESET

ACTION TAKEN: The Board received the statutory evaluation findings, considered public comments, adopted the Resolution affirming the public interest determination pursuant to Section 255.065(3)(c), Florida Statutes, and directed staff to proceed with the remaining required steps, including scheduling a third public meeting and enter into negotiations for a comprehensive agreement.

GROWTH MANAGEMENT

DEPT-7 UPDATE ON CHANCEY BAY ANIMAL PROCESSING FACILITY

Staff presentation regarding a proposed, but now withdrawn, major site plan application for an animal processing facility in western Martin County.

Agenda Item: 26-0474

ACTION TAKEN: The Board heard the presentation. The Board directed staff to discuss this with the property owners and the County Attorney's Office will research this matter.

UTILITIES AND SOLID WASTE

DEPT-8 REQUEST FOR BOARD APPROVAL TO CONDUCT A FEASIBILITY STUDY REGARDING COUNTY ACQUISITION OF SOUTH MARTIN REGIONAL UTILITY (SMRU)

Jupiter Island has requested that Martin County consider potential acquisition of South Martin Regional Utility (SMRU) wastewater plant operations due to the need for significant facility upgrades. This item requests Board approval to conduct a feasibility study evaluating acquisition options, infrastructure requirements, and financial impacts. The study will assess whether wastewater flows could be conveyed to the County's Tropical Farms Wastewater Treatment Plant as a potentially lower-cost alternative to constructing a new facility.

Agenda Item: 26-0602

ACTION TAKEN: The Board approved staff's request to conduct a feasibility study evaluating the potential acquisition of South Martin Regional Utility water and wastewater plant operations, including consideration of utilizing the County's Tropical Farms Water and Wastewater Treatment Plant as a service alternative.

PUBLIC - PLEASE LIMIT COMMENTS TO THREE MINUTES.

ADJOURNED AT 5:30 PM

The next meeting is March 10, 2026.

Martin County Public Transit (Marty)
FY2023 – FY2027 Transit Asset Management Plan
Annual Update
03/26/2025



Mission Statement

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

About Marty

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

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

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

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

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

Acknowledgements

Marty TAM Plan Administrative Staff

James Gorton, Public Works Director, FTA Authorized Representative

Ashman Beecher, Transit Administrator & TAM Program Coordinator

Contents

EXECUTIVE SUMMARY	3
SECTION 1: INTRODUCTION AND APPLICABILITY	4
SECTION 2: ASSET INVENTORY PORTFOLIO	15
SECTION 3: ASSET CONDITION ASSESSMENT	20
SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH	23
SECTION 5: PRIORITIZED LIST OF INVESTMENTS	30
SECTION 6: ANNUAL PERFORMANCE TARGETS AND MEASURES	31
SECTION 7: RECORDKEEPING & NTD REPORTING	33
SECTION 8: UPDATES & CONTINUOUS IMPROVEMENT	34
PLAN & PERFORMANCE TARGETS APPROVAL	35
Tables	
1.1 Marty Annual TAM Goal	9
1.2 FTA Min Useful Life Benchmark (ULB)	10
1.3 FTA NTD Max Useful Life Benchmark (ULB)	11
1.4 Marty Asset Useful Life Benchmarks (ULB)	12
2.1 Marty Asset Inventory Summary	15
2.2 Marty Revenue Vehicle Inventory	17
2.3 Marty Equipment Inventory	18
2.4 Marty Facility TAM Plan	19
3.1 Marty Rating Scales	20
3.2 Marty Vehicle Condition Rating Report	21
3.3 Marty Equipment Condition Report	22
3.4 Marty Facility Condition Rating Report	22
4.1 Marty TAM Decision Support Tools & Capital Asset Investment Planning Process	23
4.2 Marty TAM Decision Support Tools	24
4.3 Marty Asset Management Approach: Acquisition and Renewal Strategy	25
4.4 Marty Asset Management Approach: Maintenance Strategy	26
4.5 Marty Asset Management Approach: Maintenance Strategy	27
4.6 Marty Asset Management Approach: Disposal Strategy	28
4.7 Marty Asset Management Approach: Risk Strategy	29
5.1 Marty Performance Measures	32

Executive Summary

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

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

The consequences of an asset not being in SGR include:

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

Transit Asset Management Plan (TAM) Plan Policy:

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

Agency Overview

Martin County's public transit service, Marty, provided over 118K unlinked passenger trips in FY2024 on its fixed route, Commuter Bus, and ADA paratransit service.

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

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

SECTION 1: INTRODUCTION & APPLICABILITY

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

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

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

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

The Accountable Executive:

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

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

TAM Plan Elements

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

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

Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

State of Good Repair (SGR) Standards Policy

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

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

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

Marty shall establish annual TAM goals, which are separate from annual SGR performance goals, based on tangible criteria related to asset performance. TAM goals include monitoring the following criteria: (Table1.1):

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

Table 1.1

MARTY Annual TAM Goals

Criteria	Measure	FY24 Actual	FY25 Goal	FY25 Actual
Safety Risks	Number of accidents per 100,000 revenue miles by mode (MB)	1	1	TBD
Safety Risks	Number of accidents per 100,000 revenue miles by mode (DR)	0	1	TBD
Safety Risks	Number of accidents per 100,000 revenue miles by mode (CB)	1	1	TBD
Safety Risks	Number of facility-related incidents involving employees or customers	0	0	TBD
System Reliability	On-time performance (MB)	63%	92%	TBD
System Reliability	On-time performance (DR)	96%	92%	TBD
System Reliability	On-time performance (CB)	44%	92%	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (MB)	1	1	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (DR)	0	0	TBD
Maintenance Resources	Number of Vehicles out of service for 30 or more days by mode (CB)	0	0	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (MB)	0	<6	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (DR)	0	<6	TBD
System Performance	Missed runs due to major breakdown, as a percentage of total runs by mode (CB)	0	<6	TBD

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

Useful Life Benchmark

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

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

Table 1.2

Minimum Service-life categories for Buses and Vans

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

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

Table 1.3

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



FEDERAL TRANSIT ADMINISTRATION

MARTY Asset Useful Life Benchmarks

Table 1.4

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

FY24 Fixed-route Rolling Stock Report

Bus #	Vehicle Year	Make/Model	Date in Revenue Service	Current Date	FTA ULB	Actual Service (years)	Remaining Years	Actual Mileage	Minimum Useful Life Mileage	Remaining Mileage
50	2015	Gillig 30'Bus	10/1/2015	9/30/2024	12	9.005	2.995	395091	500,000	104,909
51	2016	Gillig 30'Bus	10/19/2016	9/30/2024	12	7.953	4.047	292067	500,000	207,933
52	2016	Gillig 30'Bus	12/1/2016	9/30/2024	12	7.836	4.164	365006	500,000	134,994
53	2017	Gillig 30'Bus	5/3/2017	9/30/2024	12	7.416	4.584	305249	500,000	194,751
54	2017	Gillig 30'Bus	12/1/2017	9/30/2024	12	6.836	5.164	357716	500,000	142,284
55	2017	Gillig 30'Bus	12/18/2017	9/30/2024	12	6.789	5.211	347768	500,000	152,232
56	2017	Gillig 30'Bus	1/9/2018	9/30/2024	12	6.729	5.271	347289	500,000	152,711
57	2018	Gillig 30'Bus	5/4/2018	9/30/2024	12	6.414	5.586	356916	500,000	143,084
58	2018	Gillig 30'Bus	5/4/2018	9/30/2024	12	6.414	5.586	399160	500,000	100,840
59	2018	Gillig 30'Bus	10/4/2018	9/30/2024	12	5.995	6.005	266373	500,000	233,627
60	2018	Gillig 30'Bus	4/30/2019	9/30/2024	12	5.425	6.575	360866	500,000	139,134
61	2019	Gillig 30'Bus	2/27/2020	9/30/2024	12	4.595	7.405	187612	500,000	312,388
62	2019	Gillig 30'Bus	4/9/2020	9/30/2024	12	4.479	7.521	188559	500,000	311,441
63	2020	Gillig 30'Bus	12/2/2020	9/30/2024	12	3.830	8.170	237175	500,000	262,825

FY24 Paratransit Vehicle Mileage Report

Bus #	Acquisition Year	Asset Owner	Asset Class	Make	ID/Serial No.	Vehicle Mileage
7	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62850	34607
8	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62778	37255
9	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62779	37645
10	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62812	43666
11	2019	MCBOCC	CU - Cutaway Bus	TURTLETOP	62780	30439

FY24 Non-Rev Service Vehicle Mileage Report

Vehicle #	Vehicle Year	Vehicle Make	Mileage	Value	Age (Current year minus vehicle year)
60370	2017	Chevy Cruze	44486	\$39,386	7
60371	2017	Chevy Cruze	38192	\$31,099	7
61928	2018	Chevy Cruze	46342	\$35,932	6
61436	2017	Chevy P/U Truck	60505	\$48,435	7
64126	2022	Chevy Equinox	25521	\$10,167	2

Condition Assessment

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

SGR Performance Measures & Targets

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

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

SECTION 2: ASSET INVENTORY PORTFOLIO

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

MARTY TAM Asset Inventory Summary: FY2024, Authority owned with direct Capital Responsibility

Table 2.1
Asset Inventory Summary

Revenue Vehicles	Total Count	Avg Age (years)	Avg Mileage	Average Value
BU- Bus	14	6.4	314,775	\$405,026.0
CU- Cutaway Bus	5	6	36,772	\$89,229.0
Equipment	Total Count	Avg Age	Avg Mileage	Average Value
Non-Revenue/Service Automobile	4	5.8	38,635	\$16,548.0
Trucks and other Rubber Tire Vehicles	1	7.1	60,505	\$21,019.0
Facilities	Total Count	Avg Age	Avg Mileage	Average Value
Maintenance	1	40.0	N/A	N/A

Rolling Stock

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

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

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

Revenue Vehicle Inventory

Table 2.2

Fixed Route/Commuter

Asset Category	Asset Class	Asset Name	Make	Model	Count No.	ID/Serial	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	BU - Bus	30' Bus (50)	Gillig	Low Floor	1	59165	MCBOCC	2015	395,091.00	\$ 380,740.00
RevenueVehicles	BU - Bus	30' Bus (51)	Gillig	Low Floor	1	60039	MCBOCC	2016	292,067.00	\$ 392,643.00
RevenueVehicles	BU - Bus	30' Bus (52)	Gillig	Low Floor	1	60271	MCBOCC	2016	365,006.00	\$ 392,964.00
RevenueVehicles	BU - Bus	30' Bus (53)	Gillig	Low Floor	1	61412	MCBOCC	2016	305,249.00	\$ 399,826.00
RevenueVehicles	BU - Bus	30' Bus (54)	Gillig	Low Floor	1	61604	MCBOCC	2017	357,716.00	\$ 407,425.00
RevenueVehicles	BU - Bus	30' Bus (55)	Gillig	Low Floor	1	61605	MCBOCC	2017	347,768.00	\$ 407,425.00
RevenueVehicles	BU - Bus	30' Bus (56)	Gillig	Low Floor	1	61603	MCBOCC	2017	347,289.00	\$ 407,425.00
RevenueVehicles	BU - Bus	30' Bus (57)	Gillig	Low Floor	1	61718	MCBOCC	2018	356,916.00	\$ 409,597.00
RevenueVehicles	BU - Bus	30' Bus (58)	Gillig	Low Floor	1	61835	MCBOCC	2018	399,160.00	\$ 409,597.00
RevenueVehicles	BU - Bus	30' Bus (59)	Gillig	Low Floor	1	62003	MCBOCC	2018	266,373.00	\$ 410,105.00
RevenueVehicles	BU - Bus	30' Bus (60)	Gillig	Low Floor	1	62004	MCBOCC	2018	360,866.00	\$ 410,105.00
RevenueVehicles	BU - Bus	30' Bus (61)	Gillig	Low Floor	1	62871	MCBOCC	2019	187,612.00	\$ 410,105.00
RevenueVehicles	BU - Bus	30' Bus (62)	Gillig	Low Floor	1	62872	MCBOCC	2019	188,559.00	\$ 410,105.00
RevenueVehicles	BU - Bus	30' Bus (63)	Gillig	Low Floor	1	63383	MCBOCC	2020	237,175.00	\$ 422,304.00

Paratransit

Asset Category	Asset Class	Asset Name	Make	Model	Count No.	ID/Serial	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	U - Cutaway Bt	23' Bus (7)	TURTLETOP		1	62850	MCBOCC	2019	34607	\$ 89,229.00
RevenueVehicles	U - Cutaway Bt	23' Bus (8)	TURTLETOP		1	62778	MCBOCC	2019	37255	\$ 89,229.00
RevenueVehicles	U - Cutaway Bt	23' Bus (9)	TURTLETOP		1	62779	MCBOCC	2019	37645	\$ 89,229.00
RevenueVehicles	U - Cutaway Bt	23' Bus (10)	TURTLETOP		1	62812	MCBOCC	2019	43666	\$ 89,229.00
RevenueVehicles	U - Cutaway Bt	23' Bus (11)	TURTLETOP		1	62780	MCBOCC	2019	30439	\$ 89,229.00

Equipment:

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

Equipment: Non-Revenue Service Vehicles

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

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

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

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

Currently, Marty has no equipment in this category

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

Facilities

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

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

Marty Facility TAM Plan

Table 2.4

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

SECTION 3: ASSET CONDITION ASSESSMENT

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

Rolling Stock

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

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

Table 3.1

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

MARTY Vehicle Condition Rating Report FY24

Table 3.2

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Default Useful Life Benchmark (Yrs)	Past Useful Life Benchmark	Condition Assessment Score
RevenueVehicles	BU - Bus	30' Bus (50)	59165	9.0	\$ 380,740.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (51)	60039	8.0	\$ 392,643.00	14	No	4
RevenueVehicles	BU - Bus	30' Bus (52)	60271	7.8	\$ 392,964.00	14	No	4
RevenueVehicles	BU - Bus	30' Bus (53)	61412	7.4	\$ 399,826.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (54)	61604	6.8	\$ 407,425.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (55)	61605	6.8	\$ 407,425.00	14	No	4
RevenueVehicles	BU - Bus	30' Bus (56)	61603	6.7	\$ 407,425.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (57)	61718	6.4	\$ 409,597.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (58)	61835	6.4	\$ 409,597.00	14	No	4.5
RevenueVehicles	BU - Bus	30' Bus (59)	62003	6.0	\$ 410,105.00	14	No	4
RevenueVehicles	BU - Bus	30' Bus (60)	62004	5.4	\$ 410,105.00	14	No	4.8
RevenueVehicles	BU - Bus	30' Bus (61)	62871	4.6	\$ 422,978.00	14	No	4.8
RevenueVehicles	BU - Bus	30' Bus (62)	62872	4.5	\$ 422,978.00	14	No	4.8
RevenueVehicles	BU - Bus	30' Bus (63)	63383	3.8	\$ 422,304.00	14	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (7)	62850	7.0	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (8)	62778	7.0	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (9)	62779	6.0	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (10)	62812	7.0	\$ 89,229.00	7	No	4.5
RevenueVehicles	CU - Cutaway Bus	23' Bus (11)	62780	2.0	\$ 89,229.00	7	No	4.5

Equipment: Non-Revenue Service Vehicles

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

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

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

MARTY Equipment Condition Report FY23

Table 3.3

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

Facilities

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

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

Asset Category	Asset Class	Asset Name	Count	ID/Serial No	Age (Years)	TERM Scale Condition	Replacement Cost/Value
Facilities	Maintenance	Slater Street, Maint Center	1	1	39	5	

SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

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

Decision Support Tools:

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

MARTY TAM Decision Support & Capital Asset Investment Planning Process

Table 4.1

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

Project Year	Project Name	Asset Class	Cost	Priority
2025	N/A			
2026	N/A			
2027	Diesel Bus Acquisition (1)	Revenue Vehicles	\$600,000.00	High

MARTY TAM Decision Support Tools

Table 4.2

Documents	Description
Fleet Management and Maintenance Plan	MARTY's Maintenance Plan details all policies and procedures related to the Authority-owned vehicles. It includes: maintenance department responsibilities, PM schedules, work order process, vendor contracts and inspection needs.
Procurement Manual	The Procurement Procedure Manual lists all FTA purchasing policies, contract/bidding requirements and regulations, asset purchasing procedures, and asset disposal procedures.
TAM Plan	MARTY's Transit Asset Plan is a document containing a business model that uses the condition of assets (facility, rolling stock and equipment) used in the provision of providing public transportation to help guide the optimal prioritization of funding in order to keep the agencies transit system in a State of Good Repair (SGR). The TAM Plan also contains information related to data collection and reporting requirements for the following: Asset Inventory portfolio, Asset Condition assessment (PTMS), Decision Support Tools and Management approach, Investment prioritization list for Program of Projects reporting, and NTD annual reporting.
Capital Plan/List of Priorization of Projects/Programs	The Capital plan lists projects in rank of order on the priority list of projects needed in order to maintain SGR of an asset.
Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)	The Metropolitan Planning Organization Improvement Program is a list of upcoming transportation projects covering a period of at least four years. The TIP is developed by MARTY's MPO. The TIP includes capital and non-capital surface transportation projects.

Management Approach to Asset Management:

The primary management approach utilized to maintain SGR is risk mitigation. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the assets life cycle, both from a maintenance perspective (breakdowns) and a safety & accessibility perspective (accidents/ADA requirements).

Throughout each asset's life cycle, Marty shall monitor all assets for unsafe and inaccessible conditions. However, identifying an opportunity to improve the safety of an asset does not necessarily indicate an unsafe condition. When Marty encounters and identifies an unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable.

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

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

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

MARTY Asset Management Approach: Acquisition and Renewal Strategy

Table 4.3

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

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

MARTY Asset Mangement Approach: Maintenance Strategy

Table 4.4

Maintenance Strategy

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

MARTY Asset Management Approach: Overhaul Strategy

Table 4.5

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

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

MARTY Asset Management Approach: Disposal Strategy

Table 4.6

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

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

MARTY Asset Management Approach: Risk Management Strategy

Table 4.7

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

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

SECTION 5: PRORITIZATION LIST OF INVESTMENTS

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

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

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

SECTION 6: ANNUAL PERFORMANCE TARGETS & MEASURES

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

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

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

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

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

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

Table 5.1

MARTY SGR Performance and Targets (2023–2027)

ASSET CATEGORY PERFORMANCE MEASURE	ASSET CLASS	TARGET 2023	TARGET 2024	TARGET 2025	TARGET 2026	TARGET 2027
REVENUE VEHICLES						
Age-% of vehicles that have met or exceeded their useful life Benchmark (ULB)	AB-Articulated Bus	N/A	N/A	N/A	N/A	N/A
	AO-Automobile	N/A	N/A	N/A	N/A	N/A
	BR-Over the Road Bus	N/A	N/A	N/A	N/A	N/A
	BU-Bus	0%	0%	0%	0%	7%
	CU-Cutaway Bus	0%	0%	0%	0%	100%
	DB-Double Decked Bus	N/A	N/A	N/A	N/A	N/A
	FB-Ferryboat	N/A	N/A	N/A	N/A	N/A
	MB-Mini-Bus	N/A	N/A	N/A	N/A	N/A
	MV-Mini-Van	N/A	N/A	N/A	N/A	N/A
	RT-Rubber-tire Vintage Trolley	N/A	N/A	N/A	N/A	N/A
	SB-School Bus	N/A	N/A	N/A	N/A	N/A
	SV-Sport Utility Vehicle	N/A	N/A	N/A	N/A	N/A
	TB-Trolleybus	N/A	N/A	N/A	N/A	N/A
	VN-Van	N/A	N/A	N/A	N/A	N/A
	Custom -1	N/A	N/A	N/A	N/A	N/A
Custom -2	N/A	N/A	N/A	N/A	N/A	
Custom -3	N/A	N/A	N/A	N/A	N/A	
EQUIPMENT						
Age-% of revenue vehicles within a particular asset class that have met or exceeded their useful life Benchmark (ULB)	Non-Revenue / Service Automobile	0%	0%	0%	0%	0%
	Steel Wheel Vehicles	N/A	N/A	N/A	N/A	N/A
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%	0%
	Custom -1	N/A	N/A	N/A	N/A	N/A
	Custom -2	N/A	N/A	N/A	N/A	N/A
Custom -3	N/A	N/A	N/A	N/A	N/A	
FACILITIES						
Condition-% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	N/A	N/A	N/A	N/A
	Maintenance	N/A	N/A	N/A	N/A	N/A
	Trucks and other Rubber Tire Vehicles	N/A	N/A	N/A	N/A	N/A
	Parking Structures	N/A	N/A	N/A	N/A	N/A
	Passenger Facilities	N/A	N/A	N/A	N/A	N/A
	Custom -1	N/A	N/A	N/A	N/A	N/A
	Custom -2	N/A	N/A	N/A	N/A	N/A
Custom -3	N/A	N/A	N/A	N/A	N/A	

SECTION 7: RECORDKEEPING & NTD REPORTING

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

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

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

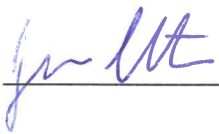
SECTION 8: UPDATES & CONTINUOUS IMPROVEMENT

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

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

PLAN & PERFORMANCE TARGETS APPROVAL

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

Name (Print)	Title	Approval (Sign)	Date
<u>James Gorton</u>	<u>Public Works Director</u>		<u>4/17/25</u>

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Martin MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on 02/03/2020.

Based on a joint review and evaluation, the Florida Department of Transportation and the Martin MPO recommend that the Metropolitan Planning Process for the Martin MPO be certified.

Name: Steve C. Braun, P.E.
Title: District Secretary (or designee)

Date

Name: Sarah Heard
Title: MPO Chair (or designee)

Date

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

ITEM NUMBER:413253 2 PROJECT DESCRIPTION:SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
 ROADWAY ID:89095000 PROJECT LENGTH: 7.131MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		214,774
TOTAL 413253 2		214,774
TOTAL 413253 2		214,774

ITEM NUMBER:413254 2 PROJECT DESCRIPTION:SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH MEADOWS *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
 ROADWAY ID:89095000 PROJECT LENGTH: 7.768MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP		132,053
TOTAL 413254 2		132,053
TOTAL 413254 2		132,053

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

FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CARU		-735,674
SA		15,000
TOTAL 419669 3		-720,674
TOTAL 419669 3		-720,674

ITEM NUMBER:422681 5 PROJECT DESCRIPTION:SR-9/I-95 FR 1 MILE N OF HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE *SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
 ROADWAY ID:89095000 PROJECT LENGTH: 9.918MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025	

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NFP		500,000
NHPP		286,663
TOTAL 422681 5		786,663
TOTAL 422681 5		786,663

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

ITEM NUMBER:435139 2 PROJECT DESCRIPTION:CR-707/SE BEACH ROAD FROM PALM BEACH/MARTIN CL TO CR-708/SE BRIDGE RD *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
 ROADWAY ID:89030000 PROJECT LENGTH: 7.052MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C	
SA	303,897
TOTAL 435139 2	303,897
TOTAL 435139 2	303,897

ITEM NUMBER:437838 1 PROJECT DESCRIPTION:SR-5/US-1 FROM S. OF SE HERITAGE BLVD. TO NORTH OF SE SALERNO RD. *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
 ROADWAY ID:89010000 PROJECT LENGTH: 3.570MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,901
TOTAL 437838 1	20,901
TOTAL 437838 1	20,901

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

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	64,000
TOTAL 441699 1	64,000
TOTAL 441699 1	64,000

ITEM NUMBER:441700 1 PROJECT DESCRIPTION:COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1 *NON-SIS*
 DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:PD&E/EMO STUDY
 ROADWAY ID:89000003 PROJECT LENGTH: 3.230MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
CM	35,129
PROT	25,760
SU	1,581,193
TOTAL 441700 1	1,642,082
TOTAL 441700 1	1,642,082

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

ITEM NUMBER:441701 1	PROJECT DESCRIPTION:COVE ROAD FROM SR-5/US-1 TO DIXIE HIGHWAY	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:89000003	PROJECT LENGTH: 1.080MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2025	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	749	
SU	-84	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C		
SM	779,119	
TOTAL 441701 1	779,784	
TOTAL 441701 1	779,784	

ITEM NUMBER:442317 1	PROJECT DESCRIPTION:SR-76/KANNER HIGHWAY @ CSX CROSSING 628084L	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:RAIL SAFETY PROJECT
ROADWAY ID:89060000	PROJECT LENGTH: .013MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2025	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	-3,507	
TOTAL 442317 1	-3,507	
TOTAL 442317 1	-3,507	

ITEM NUMBER:444405 2	PROJECT DESCRIPTION:SR-714 SE MONTEREY ROAD AND CR-A1A MULTIMODAL PATHWAY	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:89030000	PROJECT LENGTH: .723MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2025	
<hr/>		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA	28,022	
SU	5,000	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C		
SU	143,898	
TOTAL 444405 2	176,920	
TOTAL 444405 2	176,920	

ITEM NUMBER:444705 1	PROJECT DESCRIPTION:NE DIXIE HWY, NW ALICE ST AND SE PETTWAY ST @ FEC	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:FEASIBILITY STUDY
ROADWAY ID:89030000	PROJECT LENGTH: .117MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2025	
<hr/>		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU	-178,376	
TOTAL 444705 1	-178,376	
TOTAL 444705 1	-178,376	

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

HIGHWAYS
=====

ITEM NUMBER:446072 1	PROJECT DESCRIPTION:SALERNO ROAD FROM SOUTHEAST WILLOUGHBY TO SOUTHEAST CABLE DRIVE	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89000004	PROJECT LENGTH: .911MI	TYPE OF WORK:BIKE LANE/SIDEWALK LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	TALT	-2,360
TOTAL 446072 1		-2,360
TOTAL 446072 1		-2,360

ITEM NUMBER:447002 1	PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89091000	PROJECT LENGTH: .015MI	TYPE OF WORK:LIGHTING LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0
FUND CODE	2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	HSP	189,002
TOTAL 447002 1		189,002
TOTAL 447002 1		189,002

ITEM NUMBER:447555 1	PROJECT DESCRIPTION:SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY	*SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89090500	PROJECT LENGTH: .372MI	TYPE OF WORK:INTERSECTION (NEW) LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2
FUND CODE	2025	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SA	5,133
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SA	300
TOTAL 447555 1		5,433
TOTAL 447555 1		5,433

ITEM NUMBER:447649 1	PROJECT DESCRIPTION:SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER AVE	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89010000	PROJECT LENGTH: 1.724MI	TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2025	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
	SA	2,243,073
TOTAL 447649 1		2,243,073
TOTAL 447649 1		2,243,073

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

HIGHWAYS
=====

ITEM NUMBER:448307 1 PROJECT DESCRIPTION:CITY OF STUART - VARIOUS LOCATIONS *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
ROADWAY ID:89000044 PROJECT LENGTH: .748MI LANES EXIST/IMPROVED/ADDED: 1/ 1/ 0

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT	12,171
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C SM	-34,175
TALT	-20,386
TALU	-45,832
TOTAL 448307 1	-88,222
TOTAL 448307 1	-88,222

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

FUND CODE	2025

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	211,660
TOTAL 448397 1	211,660
TOTAL 448397 1	211,660

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

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	-2,832
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT TALU	16,832
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C TALT	492,490
TALU	446,976
TOTAL 448997 1	953,466
TOTAL 448997 1	953,466

ITEM NUMBER:449159 1 PROJECT DESCRIPTION:SR-9/I-95 N OF BRIDGE RD TO S OF SR-76/KANNER HWY *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
ROADWAY ID:89095000 PROJECT LENGTH: 3.675MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP	669,001
TOTAL 449159 1	669,001
TOTAL 449159 1	669,001

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

HIGHWAYS
=====

ITEM NUMBER:449160 1 PROJECT DESCRIPTION:SR-9/I-95 FR S OF SR-76/KANNER HWY TO MARTIN/ST. LUCIE COUNTY LINE *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:RESURFACING
ROADWAY ID:89095000 PROJECT LENGTH: 13.327MI LANES EXIST/IMPROVED/ADDED: 6/ 3/ 0

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,383,943
TOTAL 449160 1	1,383,943
TOTAL 449160 1	1,383,943

ITEM NUMBER:452997 1 PROJECT DESCRIPTION:SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY *NON-SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:SIDEWALK
ROADWAY ID:89030000 PROJECT LENGTH: .160MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	5,000
TOTAL 452997 1	5,000
TOTAL 452997 1	5,000

ITEM NUMBER:453333 1 PROJECT DESCRIPTION:SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW VAN BUREN AVE *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:89070000 PROJECT LENGTH: 5.101MI LANES EXIST/IMPROVED/ADDED: 3/ 2/ 2

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	40,675
TOTAL 453333 1	40,675
TOTAL 453333 1	40,675

ITEM NUMBER:453333 2 PROJECT DESCRIPTION:SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD *SIS*
DISTRICT:04 COUNTY:MARTIN TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:89070000 PROJECT LENGTH: 9.812MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2025

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	1,216,310
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	8,901
TOTAL 453333 2	1,225,211
TOTAL 453333 2	1,225,211
TOTAL DIST: 04	10,054,399
TOTAL HIGHWAYS	10,054,399

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

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

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

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C	
PL	-212,770
TOTAL 439328 4	-212,770
TOTAL 439328 4	-212,770

ITEM NUMBER: 439328 5 PROJECT DESCRIPTION: MARTIN COUNTY FY 2024/2025-2025/2026 UPWP
 DISTRICT: 04 COUNTY: MARTIN
 ROADWAY ID: PROJECT LENGTH: .000

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

FUND CODE	2025
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C	
PL	781,259
TOTAL 439328 5	781,259
TOTAL 439328 5	781,259
TOTAL DIST: 04	568,489
TOTAL PLANNING	568,489

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

RAIL
=====

ITEM NUMBER: 448048 1
DISTRICT: 04
ROADWAY ID:

PROJECT DESCRIPTION: CROSSING #628079P MARTIN LUTHER KING DRIVE IN INDIANTOWN.
COUNTY: MARTIN
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK: RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2025
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHH	
TOTAL 448048 1	-13,367
TOTAL 448048 1	-13,367
TOTAL DIST: 04	-13,367
TOTAL RAIL	-13,367
GRAND TOTAL	10,609,521

Capital Improvement Plan's (CIPs)

Martin County, FL
Capital Improvement Plan (CIP)
2026 through 2035

ROADS EXPENDITURE SUMMARY

Project Name	C or N	Total	To Date	Unfunded	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031-2035
1011 - Multimodal Pathways	C	\$ 800,000	-	-	80,000	80,000	80,000	80,000	80,000	400,000
101113 - SE Washington Street Sidewalk	N	\$ 843,507	112,483	-	731,024	-	-	-	-	-
101114 - SUN Trail Multimodal Pathway (US-1 to Seabranck Preserve State Park)	N	\$ 1,900,000	400,000	-	-	1,500,000	-	-	-	-
101115 - SW Bulldog Way Sidewalk	N	\$ 1,323,062	-	-	150,000	1,173,062	-	-	-	-
101116 - NW Alice St at FEC Rail Crossing Sidewalk	N	\$ 1,320,000	250,000	-	-	1,070,000	-	-	-	-
101117 - NE South Street Sidewalk Project	N	\$ 50,000	-	-	50,000	-	-	-	-	-
101118 - Fisherman's Cove Sidewalk	N	\$ 50,000	-	-	50,000	-	-	-	-	-
1016 - Intersection Improvements	C	\$ 5,950,000	-	-	595,000	595,000	595,000	595,000	595,000	2,975,000
101608 - US-1 (NW Federal Highway) Turn Lane at NW Baker Road	C	\$ 1,858,531	106,322	-	264,397	1,487,812	-	-	-	-
101609 - US-1 (SW Federal Highway) Turn Lane at SR-76 (S Kanner Highway)	C	\$ 8,588,892	-	-	861,680	1,820,000	4,502,831	1,404,381	-	-
101612 - SE Bridge Road Turn Lane at SE Powerline Avenue	C	\$ 730,000	30,000	(570,000)	-	-	-	-	-	700,000
101615 - SR-710 (SW Warfield Blvd.) at CR-714 (SW Martin Highway) Intersection Realignment	N	\$ 440,376	113,859	-	176,187	150,330	-	-	-	-
1017 - Resurfacing and Drainage Maintenance	N	\$ 82,038,791	-	-	849,678	1,946,831	2,321,289	2,268,095	3,700,483	70,952,415
101719 - Jensen Beach Neighborhood Restoration	N	\$ 2,921,000	571,000	-	-	-	150,000	2,200,000	-	-
101738 - Old Palm City (South) Neighborhood Restoration	N	\$ 8,041,500	2,541,500	-	-	5,500,000	-	-	-	-
101739 - Port Salerno/New Monrovia Neighborhood Restoration	N	\$ 4,960,000	160,000	-	2,500,000	-	2,300,000	-	-	-
101742 - Coral Gardens Neighborhood Restoration	N	\$ 2,790,000	1,500,000	-	-	1,290,000	-	-	-	-
101747 - Rocky Point Neighborhood Restoration	N	\$ 5,888,000	2,288,000	-	-	-	3,600,000	-	-	-
101760 - Tropic Vista Neighborhood Restoration	N	\$ 1,910,000	-	-	-	110,000	1,800,000	-	-	-
101762 - SPS/Manatee Business Park Improvements	N	\$ 1,930,000	130,000	-	1,800,000	-	-	-	-	-
101765 - Zeus Park Neighborhood Restoration	N	\$ 3,050,000	-	-	-	-	250,000	2,800,000	-	-
101766 - Old Palm City (North) Neighborhood Restoration	N	\$ 8,159,000	484,000	-	7,675,000	-	-	-	-	-
101767 - South County Neighborhood Restoration	N	\$ 1,800,000	150,000	-	-	1,650,000	-	-	-	-
101773 - SE Shell Avenue Realignment	N	\$ 980,000	-	(825,000)	-	-	155,000	-	-	825,000
101776 - Rio Neighborhood Restoration	N	\$ 4,685,000	-	-	-	250,000	-	3,635,000	800,000	-
101777 - South Fork Neighborhood Restoration	N	\$ 3,000,000	-	-	-	200,000	2,800,000	-	-	-
101778 - Dirt Road Paving (Urban Service District)	N	\$ 3,150,000	-	-	350,000	350,000	350,000	350,000	-	1,750,000
101787 - SW Kansas Avenue Resurfacing	N	\$ 1,295,611	-	-	-	-	1,295,611	-	-	-
101788 - SE County Line Road Resurfacing (US-1 to Wooden Bridge Lane)	N	\$ 2,926,252	-	-	100,000	-	2,826,252	-	-	-
101790 - Gomez West Neighborhood Restoration	N	\$ 2,350,000	-	-	-	-	-	150,000	2,200,000	-
101791 - Browning - MHG Neighborhood Restoration	N	\$ 2,150,000	-	-	-	-	-	150,000	2,000,000	-
101792 - NE Green River Parkway Resurfacing	N	\$ 1,829,550	-	-	300,000	-	-	1,529,550	-	-
101794 - CR-A1A SE Dixie Hwy (Cove to Jefferson)	N	\$ 3,594,420	-	-	80,000	3,514,420	-	-	-	-
101795 - Port Sewall Neighborhood Restoration	N	\$ 2,450,000	-	-	-	-	250,000	-	2,200,000	-
101796 - North Sewall's Point Road	N	\$ 150,000	-	-	150,000	-	-	-	-	-
101797 - SW 84th Avenue-SW Busch Street Resurfacing	N	\$ 1,500,000	-	-	1,500,000	-	-	-	-	-
1017PM - Pavement Marking Maintenance	N	\$ 2,000,000	-	-	200,000	200,000	200,000	200,000	200,000	1,000,000
1018 - Traffic Signals and Streetlight Rehabilitations	N	\$ 10,000,000	-	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
1019 - Annual Commitments	N	\$ 4,000,000	-	-	400,000	400,000	400,000	400,000	400,000	2,000,000
101901 - Rail Safety Improvements	N	\$ 6,000,000	-	-	600,000	600,000	600,000	600,000	600,000	3,000,000
1053 - Bridge Replacements/Renovations	N	\$ 3,000,000	-	-	300,000	300,000	300,000	300,000	300,000	1,500,000
105307 - NW Pine Lake Drive Bridge Replacement	N	\$ 3,100,000	-	-	500,000	-	-	2,600,000	-	-
105313 - SE Island Way West Bridge Replacement	N	\$ 2,900,000	500,000	-	-	2,400,000	-	-	-	-
105315 - Arundel Bridge (SW 96th St.) Scour Protection	N	\$ 1,582,591	100,000	-	-	1,482,591	-	-	-	-
1064 - Traffic Safety Measures	N	\$ 5,000,000	-	-	500,000	500,000	500,000	500,000	500,000	2,500,000
1066A - SR-710 (SW Warfield Boulevard) Widening	C	\$ 47,714,089	-	-	8,099,019	12,246,519	16,272,920	11,095,631	-	-
1124 - SE Willoughby Boulevard Extension	C	\$ 1,225,985	845,985	-	380,000	-	-	-	-	-
1125 - CR-713 (SW High Meadow Avenue) Widening	C	\$ 2,696,043	-	-	1,176,995	-	-	1,519,048	-	-
4957 - Heavy Equipment Replacement	N	\$ 8,050,000	-	-	805,000	805,000	805,000	805,000	805,000	4,025,000
TBD - Enhanced Landscape Rehabilitation	N	\$ 2,650,000	-	(2,350,000)	30,000	30,000	30,000	30,000	30,000	2,500,000
TBD - SE Cove Road Widening	C	\$ 4,937,050	3,345,299	-	1,591,751	-	-	-	-	-
Expenditure Total		\$ 282,259,250	\$ 13,628,448	\$ (3,745,000)	\$ 33,845,731	\$ 42,651,565	\$ 43,383,903	\$ 34,211,705	\$ 15,410,483	\$ 99,127,415

Martin County, FL
Capital Improvement Plan (CIP)
 2026 through 2035

ROADS REVENUE SUMMARY

Revenue	Total	To Date	Carryover	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031-2035
Ad Valorem	\$ 15,268,500	1,188,500	780,000	1,330,000	1,330,000	1,330,000	1,330,000	1,330,000	6,650,000
Fire MSTU	\$ 300,000	-	-	30,000	30,000	30,000	30,000	30,000	150,000
FPL Franchise Fee	\$ 109,470,483	3,140,483	12,330,000	8,900,000	8,900,000	8,900,000	8,900,000	8,900,000	49,500,000
Gas Tax	\$ 16,240,000	160,000	-	1,608,000	1,608,000	1,608,000	1,608,000	1,608,000	8,040,000
Grant	\$ 15,568,471	642,000	3,000,000	580,219	8,856,421	1,342,669	1,147,162	-	-
Impact Fee	\$ 1,050,000	-	250,000	80,000	80,000	80,000	80,000	80,000	400,000
Road MSTU	\$ 52,155,830	1,486,000	1,745,000	3,762,483	3,762,483	3,762,483	3,762,483	3,862,483	30,012,415
State Funds	\$ 67,460,966	4,411,465	-	12,550,029	15,704,661	20,775,751	14,019,060	-	-
Stormwater MSTU	\$ 1,000,000	-	-	100,000	100,000	100,000	100,000	100,000	500,000
Revenue Total	\$ 278,514,250	\$ 11,028,448	\$ 18,105,000	\$ 28,940,731	\$ 40,371,565	\$ 37,928,903	\$ 30,976,705	\$ 15,910,483	\$ 95,252,415

Town of Jupiter Island

Road Microsurfacing and Asphalt Overlay Rotation

Last Update (4/9/2026)

Road	Group	Grading	Length	Width	Sq. Feet	Sq. Yards	Type	Last Paved	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Gomez Road	15	75	11409	19	216,771	24,085	Asphalt Overlay (AO)	2013														X			
Reed Place	1	95	429	9	3,816	429	AO	2015	X																X
Estrada Road	2	100	705	13	14,940	1,660	AO	2015	X																X
Greenville West	1	98	394	13	5,122	569	AO	2016		X															X
Greenville East	3	100	394	13	5,122	569	AO	2016		X															X
Bunker Hill Road	8	85	530	13	6,890	765	AO	2017			X														X
River Road (the ramble)	1	90	1614	9	14,526	1,614	Microsurface (MS)	2018				X													
Grassy Trail	7	95	530	13	6,890	765	MS	2018				X													
Palmetto Trail	7	95	530	13	6,890	765	MS	2018				X													
Rabbit Run	7	95	530	13	9,903	741	MS	2018				X													
Black Bear Trail	7	95	530	13	6,916	768	MS	2018				X													
South Trail	7	85	530	8	4,240	471	AO	2018				X													
Palm Trail	11	95	303	13	3,939	438	MS	2018				X													
Angas Trail	11	95	300	13	3,900	433	MS	2018				X													
Allen Trail	11	95	347	13	4,511	501	MS	2018				X													
Links Road fka Delespine	9	95	576	15	37,592	960	AO	2018				X													
Links Road	9	90	2000	15	37,592	3,333	AO	2018				X													
Pitou Trail	12	90	384	17	6,528	725	MS	2018				X													
Public Safety Parking	5	95			17,163	1,907	AO	2018				X													
North Beach Road Drainage	5	100	8,884	18	159,912	17,768	Full Depth Rec. (FDR)	2019					X												
North Beach Road	6	100	8,884	18	159,912	17,768	FDR	2020						X											
Town Hall Parking	6	50			43,515	4,835	AO	2024										X							
Devonshire Lane West	3	50	786	13	10,218	1,139	MS	2024										X							
Barrow Place West	3	60	496	13	5,148	572	MS	2024										X							
Barrow Place East	3	60	496	13	5,148	572	MS	2024										X							
Clear View Avenue	13	60	387	12	4,644	516	MS	2024										X							
Osceola Avenue	13	70	434	16	6,944	772	MS	2024										X							
Bright View Avenue	13	80	720	16	11,520	1,280	MS	2024										X							
Harmony Lane	13	84	771	12	9,252	1,028	MS	2024										X							
Bassett Creek Trail	14	70	1013	18	18,234	2,026	MS	2024										X							
Isle Ridge E/W Street	10	50	600	16	9,600	1,067	AO+Widening	2025											X						
Isle Ridge N/S Streets	10	50	1200	9	10,800	1,200	AO	2025											X						
TOTALS			46,706		868,098	92,041																			

ROAD CONDITION ASSESSMENT

Notes:

Micro-Surfacing: is a polymer modified, asphalt emulsion based, dense graded, cold mixed, quick setting, asphalt resurfacing material. It is designed to be applied in a semi-liquid condition with a specialized mixing and paving machine. By design it chemically changes from a semi-liquid material to a dense cold mix material that is able to carry normal traffic within one hour after application. This method requires a level surface without significant imperfections or cracks. Limited repairs may be required prior to application.

Asphalt Overlay: An "overlay" is the paving of a second layer of asphalt over existing asphalt. An overlay can be done when the existing asphalt is in overall good condition, but will require limited repairs prior to application. This method is recommended over micro-surfacing when greater than 20% of the roadway is deteriorated to an extent that it will need repaired.

(FDR) Full Depth Reclamation: This process rebuilds worn out asphalt pavements by recycling the existing roadway. The old asphalt and base materials are pulverized and compacted to produce a strong durable base for either an asphalt or concrete surface. Alternately, new base material may be brought in if existing asphalt layers are not significant enough to be used as base material or when additional materials are needed.

North Beach Road, River Road, Bassett Creek Trail: Future road assessment and design considerations to include mitigation strategies in accordance with Vulnerability Assessment.

Root Pruning should be utilized periodically where ficus or other plants may impact the structural integrity of the roadway. Root pruning is shown in alternating years and would be utilized as needed throughout the Town.



**RESOLUTION
NO. 988-25**

**A RESOLUTION OF THE TOWN COMMISSION OF THE
TOWN OF SEWALL'S POINT, FLORIDA, ADOPTING THE
FIVE-YEAR CAPITAL IMPROVEMENT PLAN FOR
FISCAL YEAR 2025-2026; AND PROVIDING FOR AN
EFFECTIVE DATE AND OTHER PURPOSES.**

WHEREAS, the Town of Sewall's Point, Florida, (the "Town") is a duly constituted municipality having such power and authority conferred upon it by the Florida Constitution and Chapter 166, Florida Statutes; and

WHEREAS, Article IV, section 2(2) of the Town's Charter, requires the Town Manager in conjunction with the budget process, submit a five-year capital improvement plan to the Commission for approval and adoption.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF SEWALL'S POINT, FLORIDA, AS FOLLOWS:

Section 1. The Town Commission of the Town of Sewall's Point does hereby adopt the Five-Year Capital Improvement Plan for Fiscal Year 2025-2026 which is attached hereto and incorporated herein as "Exhibit A."

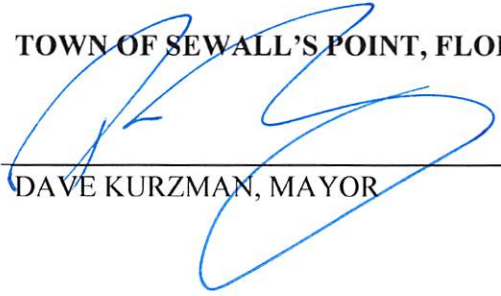
Section 2. This Resolution shall take effect upon approval by the Town Commission.

Commissioner Mayfield offered the Resolution and moved its adoption. The motion was seconded by Commissioner Fender, and upon being put to a vote, the vote was:

	<u>AYE</u>	<u>NAY</u>
DAVE KURZMAN, MAYOR	<u>X</u>	_____
VINNY BARILE, VICE MAYOR	<u>X</u>	_____
FRANK FENDER, COMMISSIONER	<u>X</u>	_____
KAIJA MAYFIELD, COMMISSIONER	<u>X</u>	_____
FRANK TIDIKIS, COMMISSIONER	_____	<u>X</u>

The Town Manager thereupon declared this Resolution No. 988-25 approved and adopted by the Town Commission of the Town of Sewall's Point on this 11th day of September, 2025.

TOWN OF SEWALL'S POINT, FLORIDA



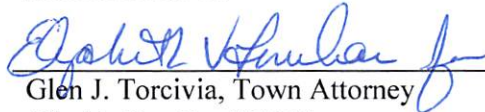
DAVE KURZMAN, MAYOR

ATTEST:



Maria Pierce, Acting Town Clerk/Finance Director

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:



Glen J. Torcivia, Town Attorney
Florida Bar No. 343374



TOWN OF SEWALL'S POINT
CAPITAL IMPROVEMENT PLAN 2026 - 2030



PROJECT COSTS

CAPITAL PROJECTS

	FY26	FY27	FY28	FY29	FY30	5-YR TOTAL
South Sewall's Point Road Phase 1 Part 4	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000
South Sewall's Point Road Phase 2	\$ 6,750,000	\$ 6,750,000	\$ -	\$ -	\$ -	\$ 13,500,000
South Sewall's Point Road Phase 3	\$ 3,950,780	\$ 1,798,988	\$ -	\$ -	\$ -	\$ 5,749,768
South Sewall's Point Road Phase 4	\$ -	\$ 8,100,000	\$ 6,300,000	\$ -	\$ -	\$ 14,400,000
N. Sewall's Point Stormwater Improvements	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ 250,000	\$ 750,000
South Sewall's Point Septic to Sewer	\$ 7,250,000	\$ -	\$ -	\$ -	\$ -	\$ 7,250,000
Police Department Remodel	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000
Town Hall Resiliency Project	\$ -	\$ -	\$ 2,750,000	\$ 2,250,000	\$ -	\$ 5,000,000
TOTAL	\$ 18,060,780	\$ 19,148,988	\$ 9,300,000	\$ 2,500,000	\$ 250,000	\$ 49,259,768

JOINT CAPITAL PROJECTS

N. Sewall's Point Roadway Improvements	TBD	TBD	TBD	TBD	TBD	TBD
--	-----	-----	-----	-----	-----	-----

CAPITAL PURCHASES

Park Fountain	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Police Radios	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 100,000
Police Cars	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 425,000
Police Security Upgrades	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Server/Computer Replacements	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
TOTAL	\$ 110,000	\$ 210,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 650,000

CAPITAL MAINTENANCE

Engineering	\$ 75,000	\$ 75,000	\$ 75,000	\$ 80,000	\$ 80,000	\$ 385,000
Streetlights & Signs	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 75,000
Streets & Bridges/Seawalls	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 1,750,000
Storm Water System Maintenance	\$ 100,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 700,000
Parks & Landscaping						\$ -
Streetscaping	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 300,000
Tree Maintenance	\$ 10,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 90,000
Town Hall	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 125,000
TOTAL	\$ 635,000	\$ 695,000	\$ 695,000	\$ 700,000	\$ 700,000	\$ 3,425,000

COST GRAND TOTAL	\$ 18,805,780	\$ 20,053,988	\$ 10,105,000	\$ 3,310,000	\$ 1,060,000	\$ 53,334,768
-------------------------	----------------------	----------------------	----------------------	---------------------	---------------------	----------------------

	Title	Fund	Bud Acct	Orgn	Project	Proj Acct	OG #	Notes	2024	2025	2026	2027	2028	2029	2030
1	ALT WATER SUPPLY PHASE II	410	56563	610	21032605	531	311	DESIGN - FA #2		600,000					
2	ALT WATER SUPPLY PHASE II	410	56563	610	21032605	563	311	CONSTRUCTION - FA #2 (DRILL WELL & CASING)			4,600,000				
3	RO TREATMENT PLANT EXPANSION PHASE III	410	56363	610	TBD	531	TBD	DESIGN (WELL & ADDL RO EQUIP) FA #3				2,000,000			
4	RO TREATMENT PLANT EXPANSION PHASE III	410	56363	610	TBD	563	TBD	CONSTRUCTION (WELL & ADDL RO EQUIP) FA #3					4,800,000	4,800,000	1,800,000
5	REHAB RAW WATER WELL 27	410	53531	610	TBD	531	TBD	DESIGN		45,000					
6	REHAB RAW WATER WELL 27	410	53546	610	TBD	546	TBD	CONSTRUCTION			1,500,000				
7	EFF PUMP STATION WET WELL EXPANSION MODIFICATION	410	56563	620	21032605	563	345	DESIGNED IN 2023, SEEK POSSIBLE GRANT FUNDING				500,000			
8	REHAB/REPLACE CLARIFIER BASINS	410	56563	620	TBD	563	314	GRAVITY PIPING MANIFOLDS				1,500,000	1,500,000	1,500,000	
9	TURBO BLOWERS	410	56564	620	20044201	531	313	DESIGN - DEFER TO FY26. SEEK GRANT FUNDING OPP FY25			150,000				
10	TURBO BLOWERS	410	56564	620	20044201	564	313	TURBO BLOWERS - CONSTRUCTION				1,000,000	1,000,000	1,000,000	
11	WRF HEADWORKS IMPROVEMENTS	410	56562	620	22046101	562	308	WRF HEADWORKS IMPS	750,000	750,000					
12	WRF HEADWORKS IMPROVEMENTS PH 2 (TANK ROOF STRUCTURES)	410		620				EQUIPMENT			800,000				
13	WRF HEADWORKS IMPROVEMENTS PH 2 (TANK ROOF STRUCTURES)	410		620				DESIGN & CEI			315,000				
14	WRF HEADWORKS IMPROVEMENTS PH 2 (TANK ROOF STRUCTURES)	410	56562	620	TBD	TBD	TBD	INSTALLATION			1,300,000				
15	FIRE HYDRANT/WATER MAIN UPGRADES	410	56563	630	TBD	531	347	ST LUCIE BLVD FIRE HYDRANTS (5) INSTALLATION IN FY24	75,000	75,000					
16	B&A FLEA MARKET UTILITIES	410	56563	630	22046301	563	346	B&A FLEA MARKET UTILITIES				20,000	30,000		
17	FORCE MAIN EVALUATIONS (EXISTING)-CITYWIDE	410	53531	630	TBD	531	348	EVALUATE FM CONDITIONS	100,000						
18	FORCE MAIN UPGRADES-CITYWIDE	410	56563	630	051601	531	348	DESIGN- DEFER FROM FY25. NO CURRENT FUNDING.			150,000				
19	FORCE MAIN UPGRADES-CITYWIDE	410	56563	630	051601	563	348	CONSTRUCTION				500,000	500,000	500,000	500,000
20	GRINDER STA INTALLS	410	53552	630	22011201	552	302	GRINDER INSTALL RESTORATION		10,000	10,000	7,150	5,200		
21	GRINDER STA INTALLS	410	56563	630	22011201	563	302	GRINDER SYSTEMS		274,738	300,000	203,713	168,200		
22	LIFTSTATION REHAB C25 & C45 (CONQUISTADOR)	410	56563	630	050101	531	349	DESIGN/CONSULTANT/CEI (CONQUISTADOR)	150,000	25,000					
23	LIFTSTATION REHAB C25 & C45 (CONQUISTADOR)	410	56563	630	050101	563	349	CONSTRUCTION (CONQUISTADOR)		500,000					
24	L/S C25 N. STUART	410	56563	630	TBD	563	TBD	CONSTRUCTION			1,000,000				
25	MONTEREY RD FORCE MAIN CONSTRUCTION	410	56563	630	21040501	531	312	DESIGN	75,000	75,000					
26	MONTEREY RD FORCE MAIN CONSTRUCTION	410	56563	630	21040501	563	312	RECONSTRUCT MONTEREY RD FORCE MAIN @ US-1			425,000				
27	KRUEGER FORCEMAIN REPLACEMENT PH3	410	56563	630	20044403	531	352	DESIGN		100,000	150,000				
28	KRUEGER FORCEMAIN REPLACEMENT PH3	410	56563	630	20044403	563	352	CONSTRUCTION & CEI (SAILFISH PH 3)			2,000,000	2,000,000			
29	WATER MAIN EVALUATIONS (EXISTING)-CITYWIDE	410	56563	630	051501	531	344	EVALUATE WM CONDITIONS W/HYDRAULIC MODELING		100,000	150,000				
30	WATER MAIN UPGRADES-CITYWIDE	410	56563	630	051501	531	344	DESIGN			250,000				
31	WATER MAIN UPGRADES-CITYWIDE	410	56563	630	051501	563	344	CONSTRUCTION			250,000	500,000	500,000	500,000	500,000
32	LPS WATERCRESS WAY SW	410	56563	630	051701	531		DESIGN		25,000					
33	LPS WATERCRESS WAY SW	410	56563	630	051701	563		CONSTRUCTION		50,000					
34	PUBLIC WORKS COMPLEX	420	53531	720	20042503	531	350	ENG DESIGN SVCS PW/SAN/VEH MAINT FACILITY (CONCEPTUAL)	515,000						
35	PUBLIC WORKS COMPLEX	420	56562	720	20042503	531	350	ENG DESIGN SVCS PW/SAN/VEH MAINT FACILITY		985,000					
36	FLOURIDE SYSTEM							REPLACE SYSTEM & RECOAT CONTAINMENT AREA		150,000					
										3,689,738	13,350,000	5,730,863	3,703,400	3,500,000	
	PUBLIC WORKS														
32	BANDSHELL IMPROVEMENTS	001	56563	220		563	328	BANDSHELL IMPROVEMENTS	-			75,000			
33	VETERANS MEMORIAL PK AMPHITHEATRE	001	56563	220	47110	563	329	VETERANS MEMORIAL PK AMPHITHEATRE	1,271,000	2,819,402					
34	COURTESY DOCK WAVE ATTENUATOR	001	56563	230	PWP00394	563	301	COURTESY DOCK WAVE ATTENUATOR	50,000	1,150,000	1,150,000				
35	HANEY CREEK NATURE TRAILS	001	56563	230		563	318	HANEY CREEK NATURE TRAILS					555,710		
36	SE CENTRAL PKWY DRAINAGE IMPROVEMENTS	430	56563	810		563	325			17,000	111,000				
37	SE FLAMINGO AVE DRAINAGE IMPROVEMENTS	430	56563	810	47115	563	326	SE FLAMINGO AVE DRAINAGE IMPRS					500,000		
38	SE OCEAN AVE DRAINAGE IMPROVEMENTS	430	56563	810		531	324	DESIGN				38,000			
39	SE OCEAN AVE DRAINAGE IMPROVEMENTS	430	56563	810		563	324	CONSTRUCTION					273,000		
40	SW SOUTH CAROLINA DRAINAGE IMPROVEMENTS	430	56563	810		531	327	DESIGN			12,000				

	Title	Fund	Bud Acct	Orgn	Project	Proj Acct	OG #	Notes	2024	2025	2026	2027	2028	2029	2030
41	SW SOUTH CAROLINA DRAINAGE IMPROVEMENTS	430	56563	810		563	327	CONSTRUCTION				90,720			
42	DYER DR. STORMWATER IMPROVEMENTS	430	56563	810		531	321	DESIGN	50,000						
43	DYER DR. STORMWATER IMPROVEMENTS	430	56563	810		563	321	CONSTRUCTION		262,000					
44	LAKE CHARLOTTE DRAINAGE IMPROVEMENTS	430	56563	810		531	323	DESIGN				30,800			
45	LAKE CHARLOTTE DRAINAGE IMPROVEMENTS	430	56563	810		563	323	CONSTRUCTION					221,600		
46	LONITA STREET DRAINAGE IMPROVEMENTS	430	56563	810		531	322	DESIGN	80,000						
47	LONITA STREET DRAINAGE IMPROVEMENTS	430	56563	810		563	322	CONSTRUCTION		327,600					
48	(119, 312, 300) SE MARTIN AVE DRAINAGE IMPS	430	56563	810		531		DESIGN				75,000			
49	(119, 312, 300) SE MARTIN AVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION					636,000		
50	201 SE CHANNEL AVE DRAINAGE IMPS	430	56563	810		531		DESIGN				25,000			
51	201 SE CHANNEL AVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION				182,000			
52	540 SE ST LUCIE CRESCENT DRAINAGE IMPS	430	56563	810		531		DESIGN			12,000				
53	540 SE ST LUCIE CRESCENT DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION			95,000				
54	713 SW BRYANT AVE DRAINAGE IMPS	430	56563	810		531		DESIGN				8,000			
55	713 SW BRYANT AVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION				25,000			
56	834-906 SE LINCOLN AVE DRAINAGE IMPS	430	56563	810		531		DESIGN		50,000					
57	834-906 SE LINCOLN AVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION			521,000				
58	SW NORTH CAROLINA DRIVE @ DEAD END DRAINAGE IMPS	430	56563	810		531		DESIGN			30,000				
59	SW NORTH CAROLINA DRIVE @ DEAD END DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION				300,000			
60	SE STYPMANN BLVD NEIGHBORHOOD DRAINAGE IMPS	430	56563	810		531		DESIGN				200,000	200,000		
61	SE STYPMANN BLVD NEIGHBORHOOD DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						1,600,000	
62	304 SW INDIAN GROVE DRIVE DRAINAGE IMPS	430	56563	810		531		DESIGN				70,000			
63	304 SW INDIAN GROVE DRIVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION					670,000		
64	HOLIDAY MH PARK/FRAZIER CREEK TRIB DITCH DRAINAGE	430	56563	810		531		DESIGN		60,000					
65	HOLIDAY MH PARK/FRAZIER CREEK TRIB DITCH DRAINAGE	430	56563	810		563		CONSTRUCTION			578,000				
66	(502) SE DOLPHIN DRIVE DRAINAGE IMPS	430	56563	810		531		DESIGN					50,000		
67	(502) SE DOLPHIN DRIVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						424,000	
68	(510) SW SOUTH CAROLINA DRIVE DRAINAGE IMPS	430	56563	810		531		DESIGN					15,000		
69	(510) SW SOUTH CAROLINA DRIVE DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						131,000	
70	(100) SW ATLANTA AVE/ANCHORAGE WAY DRAINAGE IMPS	430	56563	810		531		DESIGN					30,000		
71	(100) SW ATLANTA AVE/ANCHORAGE WAY DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						236,000	
72	(201) SE DUNSCOMBE RD DRAINAGE IMPS	430	56563	810		531		DESIGN					40,000		
73	(201) SE DUNSCOMBE RD DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						327,000	
74	WRIGHT BLVD/DIXIE HWY DRAINAGE IMPS	430	56563	810		531		DESIGN					150,000		
75	WRIGHT BLVD/DIXIE HWY DRAINAGE IMPS	430	56563	810		563		CONSTRUCTION						1,250,000	
76	(518) NW 3RD STREET DRAINAGE IMPS	430	56563	810		531		DESIGN					50,000		

VILLAGE OF INDIANTOWN

PUBLIC WORKS FY26/FY31

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

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

5-Year Summary of Projects by Funding Category

Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
Federal	17,665,142	7,072,470	13,754,883	15,120,981	111,204,707	164,818,183
Local	3,298,441	1,605,464	1,965,860	1,281,590	1,499,423	9,650,778
R/W and Bridge Bonds	6,171,851	3,746,519	0	0	0	9,918,370
State 100%	26,063,350	51,787,592	91,865,465	78,189,040	218,319,851	466,225,298
Toll/Turnpike	15,639,563	30,732	707,859	43,097,301	31,534,693	91,010,148
Total	68,838,347	64,242,777	108,294,067	137,688,912	362,558,674	741,622,777

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ACCM - ADVANCE CONSTRUCTION (CM)							
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	0	0	92,160	211,549	956,000	1,259,709
Total		0	0	92,160	211,549	956,000	1,259,709
ACNP - ADVANCE CONSTRUCTION NHPP							
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	0	0	707,250	8,224,260	0	8,931,510
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	995,144	2,139,440	654,864	45,000	0	3,834,448
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	1,717,500	803,500	2,939,499	1,028,982	106,078,599	112,568,080
Total		2,712,644	2,942,940	4,301,613	9,298,242	106,078,599	125,334,038
ACPL - ADVANCE CONSTRUCTION PLANNING							
4393286	MARTIN COUNTY FY 2026/2027-2027/2028 UPWP	576,585	576,585	0	0	0	1,153,170
4393287	MARTIN COUNTY FY 2028/2029-2029/2030 UPWP	0	0	576,585	576,585	0	1,153,170
4393288	MARTIN COUNTY FY 2030/2031-2031/2031 UPWP	0	0	0	0	576,585	576,585
Total		576,585	576,585	576,585	576,585	576,585	2,882,925
ACSA - ADVANCE CONSTRUCTION (SA)							
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	0	0	417,000	0	0	417,000
4444151	SR-5/US-1 AT BAKER RD	254,146	0	0	0	0	254,146
4444171	SR-5/US-1 AT NW SUNSET BLVD	35,811	0	0	0	0	35,811
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	20,000	51,000	0	0	0	71,000
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	49,013	0	0	0	0	49,013
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	5,000	0	0	0	5,000
Total		358,970	56,000	417,000	0	0	831,970
ACSL - ADVANCE CONSTRUCTION (SL)							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ACSL - ADVANCE CONSTRUCTION (SL)							
4444171	SR-5/US-1 AT NW SUNSET BLVD	1,541,972	0	0	0	0	1,541,972
Total		1,541,972	0	0	0	0	1,541,972
ACSM - STBG AREA POP. W/ 5K TO 49,999							
4444151	SR-5/US-1 AT BAKER RD	244,323	0	0	0	0	244,323
Total		244,323	0	0	0	0	244,323
ACSS - ADVANCE CONSTRUCTION (SS,HSP)							
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	159,240	0	0	0	0	159,240
4571801	SR-9/I-95 MARTIN COUNTY - GUARDRAIL	6,544,709	0	0	0	0	6,544,709
Total		6,703,949	0	0	0	0	6,703,949
ACSU - ADVANCE CONSTRUCTION (SU)							
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	0	0	0	1,191,424	0	1,191,424
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	0	0	240,661	1,570,451	0	1,811,112
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	0	700,000	2,490,000	6,000	2,150,000	5,346,000
4444151	SR-5/US-1 AT BAKER RD	1,469,503	0	0	0	0	1,469,503
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	851,777	0	0	0	0	851,777
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	1,314,162	0	526,599	0	0	1,840,761
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	0	252,805	0	0	0	252,805
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	827,025	0	827,025
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	2,000,000	0	0	2,000,000
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	0	15,000	0	0	15,000
Total		3,635,442	952,805	5,272,260	3,594,900	2,150,000	15,605,407
ART - ARTERIAL HIGHWAYS PROGRAMS							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ART - ARTERIAL HIGHWAYS PROGRAMS							
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	0	0	0	0	87,169,489	87,169,489
Total		0	0	0	0	87,169,489	87,169,489
ARTW - ARTERIAL WIDENING PROGRAM							
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	0	0	0	0	18,144,160	18,144,160
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	0	0	20,000,000	0	0	20,000,000
Total		0	0	20,000,000	0	18,144,160	38,144,160
BNIR - INTRASTATE R/W & BRIDGE BONDS							
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	6,171,851	0	0	0	0	6,171,851
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	0	3,746,519	0	0	0	3,746,519
Total		6,171,851	3,746,519	0	0	0	9,918,370
BRRP - STATE BRIDGE REPAIR & REHAB							
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	350,000	0	0	5,097,988	0	5,447,988
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	0	0	3,657,297	0	0	3,657,297
Total		350,000	0	3,657,297	5,097,988	0	9,105,285
D - UNRESTRICTED STATE PRIMARY							
2337031	MARTIN CO STATE HWY SYS ROADWAY	300,000	300,000	300,000	0	0	900,000
2337032	MARTIN CO STATE HWY SYS BRIDGES	35,000	35,000	0	0	0	70,000
2342651	MARTIN COUNTY INTERSTATE-ROADWAY	10,000	10,000	0	0	0	20,000
2342652	MARTIN COUNTY INTERSTATE-BRIDGES	12,000	12,000	12,000	0	0	36,000
4505591	MARTIN COUNTY ASSET MAINTENANCE	2,923,990	2,923,990	2,833,505	2,833,505	0	11,514,990
4505592	MARTIN COUNTY ASSET MAINTENANCE	0	0	2,500,000	3,000,000	3,000,000	8,500,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
D - UNRESTRICTED STATE PRIMARY							
4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	0	766,779	694,556	980,886	797,581	3,239,802
Total		3,280,990	4,047,769	6,340,061	6,814,391	3,797,581	24,280,792
DDR - DISTRICT DEDICATED REVENUE							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	417,575	430,102	430,102	0	0	1,277,779
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	256,694	0	0	0	0	256,694
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	15,000	2,046,533	0	0	0	2,061,533
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	1,687,098	0	830,448	5,684,990	8,202,536
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	0	0	1,443,965	0	0	1,443,965
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	356,625	0	0	0	0	356,625
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	140,000	5,408,173	0	0	0	5,548,173
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	6,133,191	0	0	0	6,133,191
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	0	0	0	210,704	0	210,704
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	16,891,584	1,314,727	18,206,311
4570041	SR-A1A/SE OCEAN BOULEVARD AT SR-714/SE MONTEREY ROAD	0	0	0	0	300,000	300,000
Total		1,185,894	15,705,097	1,874,067	17,932,736	7,299,717	43,997,511
DI - ST. - S/W INTER/INTRASTATE HWY							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	850,972	2,000,000	426,712	0	3,277,684
Total		0	850,972	2,000,000	426,712	0	3,277,684
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	0	69,744	0	0	0	69,744

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	120,000	200,000	200,000	644,924	0	1,164,924
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	31,993	0	0	0	0	31,993
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	20,000	100,280	0	0	0	120,280
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	124,127	0	0	0	124,127
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	5,000	0	0	5,640	0	10,640
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	0	0	5,465	0	0	5,465
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	69,910	69,872	139,782
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	109,300	0	0	109,300
4570041	SR-A1A/SE OCEAN BOULEVARD AT SR-714/SE MONTEREY ROAD	0	0	0	0	5,000	5,000
Total		176,993	494,151	314,765	720,474	74,872	1,781,255
DIOH - STATE 100% - OVERHEAD							
2337031	MARTIN CO STATE HWY SYS ROADWAY	37,140	37,140	37,140	0	0	111,420
2337032	MARTIN CO STATE HWY SYS BRIDGES	4,333	4,333	0	0	0	8,666
2342651	MARTIN COUNTY INTERSTATE-ROADWAY	1,238	1,238	0	0	0	2,476
2342652	MARTIN COUNTY INTERSTATE-BRIDGES	1,486	1,486	1,486	0	0	4,458
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	10,231	10,537	10,537	10,959	22,794	65,058
4134931	PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS	0	0	0	0	28,420	28,420
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	0	0	0	119,640	0	119,640
4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS	3,284	3,483	3,483	3,668	8,747	22,665
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	44,937	0	0	0	0	44,937
4346611	PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES	0	0	0	0	3,185	3,185

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIOH - STATE 100% - OVERHEAD							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	479	77,563	0	0	0	78,042
4393286	MARTIN COUNTY FY 2026/2027-2027/2028 UPWP	82,221	82,221	0	0	0	164,442
4393287	MARTIN COUNTY FY 2028/2029-2029/2030 UPWP	0	0	82,221	82,221	0	164,442
4393288	MARTIN COUNTY FY 2030/2031-2031/2031 UPWP	0	0	0	0	82,221	82,221
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	155,247	468,416	148,220	1,200,862	206,365	2,179,110
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	0	0	21,115	111,273	59,182	191,570
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	0	44,988	207,851	92,619	132,225	477,683
4419951	MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING	0	137,473	0	0	0	137,473
4435002	FROM SE OSPREY ST TO SE GOMEZ AVE (FROM US-1 TO SEABRANCH STATE PARK)	47,850	0	0	0	0	47,850
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	0	0	272,425	0	0	272,425
4444151	SR-5/US-1 AT BAKER RD	67,849	0	0	0	0	67,849
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	44,059	0	0	0	0	44,059
4444171	SR-5/US-1 AT NW SUNSET BLVD	55,169	0	0	0	0	55,169
4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	90,160	0	0	0	0	90,160
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	91,953	298,280	32,386	0	0	422,619
4473981	SAILFISH CAPITAL TRAIL/MARTIN TRAIL	0	119,200	0	0	0	119,200
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	12,316	21,398	47,673	267,965	0	349,352
4478681	I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES	15,237	0	0	0	0	15,237
4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	0	0	9,800	0	0	9,800
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	6,068	0	0	0	0	6,068
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	35,446	0	0	0	0	35,446

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIOH - STATE 100% - OVERHEAD							
4496941	GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE	0	0	0	36,594	0	36,594
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	403,436	0	0	0	403,436
4505591	MARTIN COUNTY ASSET MAINTENANCE	171,346	171,346	166,043	166,043	0	674,778
4505592	MARTIN COUNTY ASSET MAINTENANCE	0	0	146,500	175,800	175,800	498,100
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	76,981	0	0	0	0	76,981
4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	0	44,933	40,701	57,480	46,738	189,852
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	52,635	14,580	0	0	67,215
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	26,756	0	0	176,753	0	203,509
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	15,295	0	0	0	0	15,295
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	0	0	120,276	0	0	120,276
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	445,220	136,671	47,631	5,675	3,469,659	4,104,856
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	119,120	297,196	836,149	63,282	6,443,305	7,759,052
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	582,644	56,375	639,019
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	1,532,650	0	0	1,532,650
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	0	2,352	0	0	0	2,352
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	28,251	0	0	28,251
4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	0	4,900	0	0	0	4,900
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	36,081	0	0	0	36,081
4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	0	13,014	0	0	0	13,014

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DIOH - STATE 100% - OVERHEAD							
4570041	SR-A1A/SE OCEAN BOULEVARD AT SR-714/SE MONTEREY ROAD	0	0	0	0	23,031	23,031
4570961	FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS	681	0	21,796	0	0	22,477
4571801	SR-9/I-95 MARTIN COUNTY - GUARDRAIL	366,936	0	0	0	0	366,936
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	681	33,096	0	0	33,777
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	47,938	47,938
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	31,560	31,560
Total		2,029,038	2,471,001	3,862,010	3,153,478	10,837,545	22,353,072
DIS - STRATEGIC INTERMODAL SYSTEM							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	13,054,045	0	0	0	13,054,045
Total		0	13,054,045	0	0	0	13,054,045
DITS - STATEWIDE ITS - STATE 100%.							
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	346,489	0	0	0	0	346,489
Total		346,489	0	0	0	0	346,489
DPTO - STATE - PTO							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	0	0	0	447,306	465,199	912,505
4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	3,680,000	0	0	0	0	3,680,000
4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	0	0	400,000	0	0	400,000
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	0	96,000	0	0	0	96,000
4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	0	200,000	0	0	0	200,000
4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	0	531,200	0	0	0	531,200

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
DPTO -							
Total		3,680,000	827,200	400,000	447,306	465,199	5,819,705
DS - STATE PRIMARY HIGHWAYS & PTO							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	0	0	715,924	0	715,924
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	1,111,449	0	0	0	1,111,449
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	5,666,418	0	0	0	5,666,418
Total		0	6,777,867	0	715,924	0	7,493,791
DU - STATE PRIMARY/FEDERAL REIMB							
4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS	134,037	142,178	142,178	149,705	153,523	721,621
Total		134,037	142,178	142,178	149,705	153,523	721,621
DWS - WEIGH STATIONS - STATE 100%							
4419951	MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING	0	4,309,490	0	0	0	4,309,490
4478681	I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES	477,662	0	0	0	0	477,662
Total		477,662	4,309,490	0	0	0	4,787,152
FTA - FEDERAL TRANSIT ADMINISTRATION							
4134931	PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS	1,160,000	1,160,000	1,160,000	1,160,000	1,160,000	5,800,000
4346611	PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES	130,000	130,000	130,000	130,000	130,000	650,000
Total		1,290,000	1,290,000	1,290,000	1,290,000	1,290,000	6,450,000
GMR - GROWTH MANAGEMENT FOR SIS							
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	0	0	0	0	88,039,186	88,039,186
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	9,100,000	0	0	9,100,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
GMR -							
Total		0	0	9,100,000	0	88,039,186	97,139,186
GRSC - GROWTH MANAGEMENT FOR SCOP							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	50,000	0	0	0	0	50,000
4496941	GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE	0	0	0	1,147,162	0	1,147,162
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	1,832,051	0	0	0	0	1,832,051
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	137,805	0	0	0	137,805
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	826,518	826,518
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	544,138	544,138
Total		1,882,051	137,805	0	1,147,162	1,370,656	4,537,674
LF - LOCAL FUNDS							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	417,575	430,102	430,102	447,306	465,199	2,190,284
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	0	0	0	256,201	0	256,201
4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS	180,027	188,168	188,168	195,695	203,523	955,581
4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	920,000	0	0	0	0	920,000
4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	0	0	100,000	0	0	100,000
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	371,440	0	0	0	0	371,440
4496941	GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE	0	0	0	382,388	0	382,388
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	1,101,212	0	0	0	0	1,101,212
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	719,194	0	0	0	719,194

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
LF - LOCAL FUNDS							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	308,187	0	0	0	0	308,187
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	0	24,000	0	0	0	24,000
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	295,204	0	0	295,204
4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	0	50,200	0	0	0	50,200
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	61,000	0	0	0	61,000
4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	0	132,800	0	0	0	132,800
4570961	FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS	0	0	907,386	0	0	907,386
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	0	45,000	0	0	45,000
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	500,920	500,920
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	329,781	329,781
Total		3,298,441	1,605,464	1,965,860	1,281,590	1,499,423	9,650,778
PKOH - TURNPIKE INDIRECT COSTS							
4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)	41,480	0	2,440	0	0	43,920
4461661	I95 & SR91 DIRECT CONNECT INTCHG AT BRIDGE RD (MP 123.7-127)	0	0	0	602,680	0	602,680
4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)	36,600	732	15,419	424,180	752,118	1,229,049
4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)	294,000	0	0	0	0	294,000
4469751	TPK (SR91) AND I-95 DIRECT CONNECTION INTERCHANGE (MP 125)	732	0	0	0	0	732
Total		372,812	732	17,859	1,026,860	752,118	2,170,381
PKYI - TURNPIKE IMPROVEMENT							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PKYI - TURNPIKE IMPROVEMENT							
4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)	1,700,000	0	100,000	0	0	1,800,000
4461661	I95 & SR91 DIRECT CONNECT INTCHG AT BRIDGE RD (MP 123.7-127)	0	0	0	24,700,000	0	24,700,000
4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)	1,500,000	30,000	590,000	17,370,441	30,782,575	50,273,016
4469751	TPK (SR91) AND I-95 DIRECT CONNECTION INTERCHANGE (MP 125)	30,000	0	0	0	0	30,000
Total		3,230,000	30,000	690,000	42,070,441	30,782,575	76,803,016
PKYR - TURNPIKE RENEWAL & REPLACEMENT							
4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)	12,036,751	0	0	0	0	12,036,751
Total		12,036,751	0	0	0	0	12,036,751
SCED - 2012 SB1998-SMALL CO OUTREACH							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	487,805	0	0	0	0	487,805
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	25,016	0	0	0	0	25,016
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	487,805	457,058	0	0	944,863
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	210,386	210,386
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	138,508	138,508
Total		512,821	487,805	457,058	0	348,894	1,806,578
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	5,053	0	0	0	0	5,053
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	462,896	0	0	0	0	462,896
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	454,146	0	0	0	454,146

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	442,805	0	0	442,805
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	225,414	225,414
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	148,401	148,401
Total		467,949	454,146	442,805	0	373,815	1,738,715
SCWR - 2015 SB2514A-SMALL CO OUTREACH							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	568,293	0	0	0	0	568,293
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	93,245	0	0	0	0	93,245
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	570,244	0	0	0	570,244
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	442,806	0	0	442,806
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	0	0	0	0	240,442	240,442
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	0	0	0	0	158,295	158,295
Total		661,538	570,244	442,806	0	398,737	2,073,325
SIWR - 2015 SB2514A-STRATEGIC INT SYS							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	5,670,000	0	0	40,232,869	0	45,902,869
Total		5,670,000	0	0	40,232,869	0	45,902,869
SR2T - SAFE ROUTES - TRANSFER							
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	0	0	1,000,523	0	0	1,000,523
Total		0	0	1,000,523	0	0	1,000,523
SSI - STATEWIDE SAFETY INITIATIVES							
4571801	SR-9/I-95 MARTIN COUNTY - GUARDRAIL	3,841,925	0	0	0	0	3,841,925

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
SSI -							
Total		3,841,925	0	0	0	0	3,841,925
STED - 2012 SB1998-STRATEGIC ECON COR							
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	0	0	36,069,000	0	0	36,069,000
Total		0	0	36,069,000	0	0	36,069,000
TALM - TAP AREA POP. 5K TO 50,000							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	78,426	0	0	0	0	78,426
Total		78,426	0	0	0	0	78,426
TALT - TRANSPORTATION ALTS- ANY AREA							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	206,657	0	0	0	0	206,657
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	872,300	0	0	0	872,300
4570961	FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS	5,000	0	422,802	0	0	427,802
Total		211,657	872,300	422,802	0	0	1,506,759
TALU - TRANSPORTATION ALTS- >200K							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	177,137	0	0	0	0	177,137
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	239,662	0	0	0	239,662
4570961	FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS	0	0	239,762	0	0	239,762
Total		177,137	239,662	239,762	0	0	656,561
TLWR - 2015 SB2514A-TRAIL NETWORK							
4435002	FROM SE OSPREY ST TO SE GOMEZ AVE (FROM US-1 TO SEABRANCH STATE PARK)	1,500,000	0	0	0	0	1,500,000
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	0	0	6,905,596	0	0	6,905,596

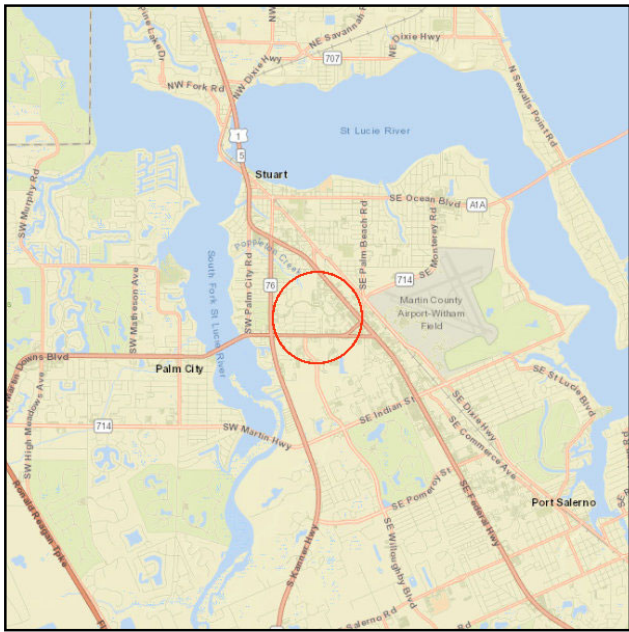
5-Year Summary of Projects by Funding Category

Project #	Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total
TLWR - 2015 SB2514A-TRAIL NETWORK							
4473981	SAILFISH CAPITAL TRAIL/MARTIN TRAIL	0	1,600,000	0	0	0	1,600,000
Total		1,500,000	1,600,000	6,905,596	0	0	10,005,596
TRWR - 2015 SB2514A-TRAN REG INCT PRG							
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	0	0	0	1,500,000	0	1,500,000
Total		0	0	0	1,500,000	0	1,500,000

Section A - Highway

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

Non-SIS



From: SR-714/MONTEREY RD
To: SR-5/US-1/FEDERAL HWY
Section: A - Highway
Work Summary: PD&E/EMO STUDY **Length:** .000
Lead Agency: FDOT **LRTP #:** Figure 7.3.1-1

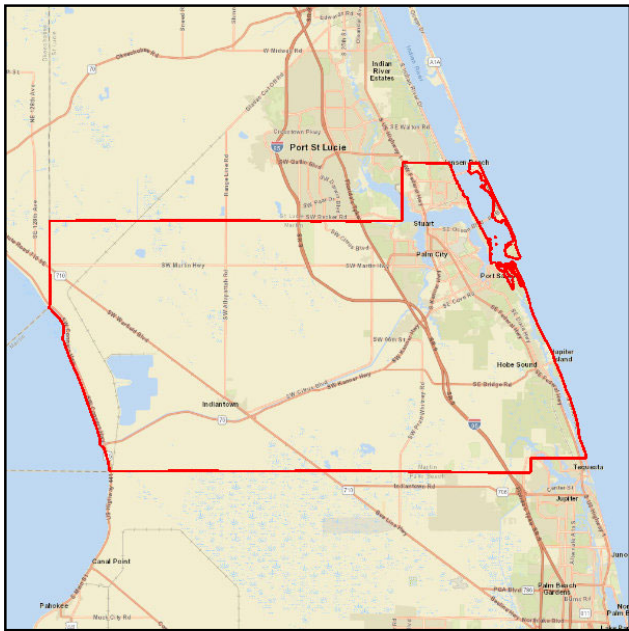
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	LF	0	0	0	256,201	0	256,201
PE	ACSU	0	0	0	1,191,424	0	1,191,424
PEX	DIOH	0	0	0	119,640	0	119,640
Total		0	0	0	1,567,265	0	1,567,265

Prior Cost <2027: 6,257,594
Future Cost >2032: 0
Total Project Cost: 7,824,859

Project Description: 2022 MPO PRIORITY #9; FY27-FY31 MPO PRIORITY #10. NEW 2L ROAD; PD&E R/W NEEDED

4278035 - MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM

Non-SIS



From:
To: COUNTYWIDE
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** .000
Lead Agency: Martin County **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
OPS	DDR	256,694	0	0	0	0	256,694
OPS	DITS	346,489	0	0	0	0	346,489
OPX	DIOH	44,937	0	0	0	0	44,937
Total		648,120	0	0	0	0	648,120

Prior Cost <2027: 3,145,368
Future Cost >2032: 0
Total Project Cost: 3,793,488
Project Description: TRAFFIC SIGNALS

4383452 - SR-5/US-1 AT JOAN JEFFERSON WAY & SR-5/US-1 AT OCEAN BLVD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** .113
Lead Agency: FDOT **LRTP #:** Figure 7.3.4.-1

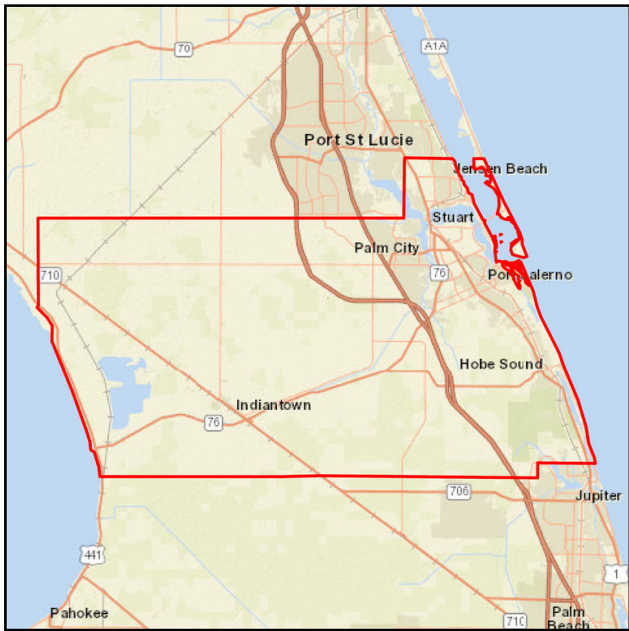
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	2,046,533	0	0	0	2,046,533
CST	DIH	0	69,744	0	0	0	69,744
RRU	DDR	15,000	0	0	0	0	15,000
COX	DIOH	479	51,698	0	0	0	52,177
CSX	DIOH	0	25,865	0	0	0	25,865
Total		15,479	2,193,840	0	0	0	2,209,319

Prior Cost <2027: 885,312
Future Cost >2032: 0
Total Project Cost: 3,094,631

Project Description: 2022 MPO PRIORITY #11 REPLACE THE SIGNAL MAST ARMS AND PROVIDE ENHANCED PEDESTRIAN FACILITIES AND BACK PLATES WITH VIDEO DETECTION SYSTEM AT SR-5/US-1 AND SW JOAN JEFFERSON, & SR-5/US-1 AND SW OCEAN BLVD INTERSECTIONS. PROVIDE QUEUE DETECTION CAMERA FOR EB TRAFFIC ALONG SW JOAN JEFFERSON WAY. R/W NEEDED. MPO AGREES TO GREEN MAST ARMS.

4393286 - MARTIN COUNTY FY 2026/2027-2027/2028 UPWP

Non-SIS



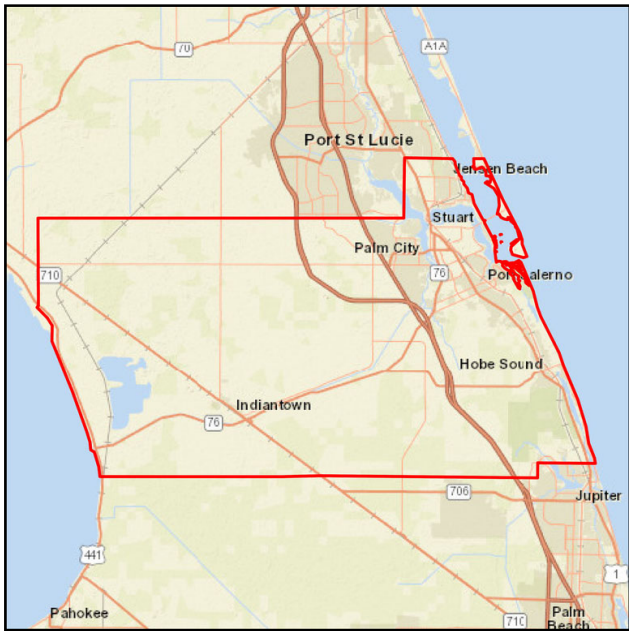
From:
To:
Section: A - Highway
Work Summary: TRANSPORTATION PLANNING **Length:**
Lead Agency: Martin MPO **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PLN	ACPL	576,585	576,585	0	0	0	1,153,170
PLX	DIOH	82,221	82,221	0	0	0	164,442
Total		658,806	658,806	0	0	0	1,317,612

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,317,612
Project Description: PLANNING (PL) FUNDS

4393287 - MARTIN COUNTY FY 2028/2029-2029/2030 UPWP

Non-SIS



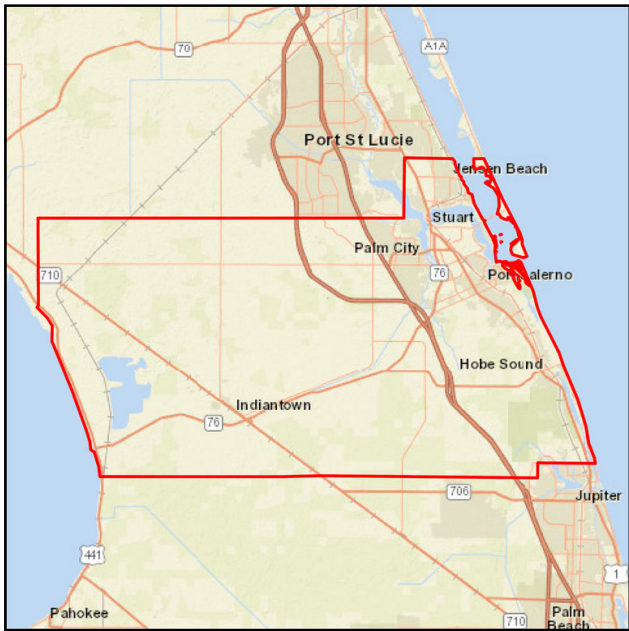
From:
To:
Section: A - Highway
Work Summary: TRANSPORTATION PLANNING **Length:**
Lead Agency: Martin MPO **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PLN	ACPL	0	0	576,585	576,585	0	1,153,170
PLX	DIOH	0	0	82,221	82,221	0	164,442
Total		0	0	658,806	658,806	0	1,317,612

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,317,612
Project Description: PLANNING (PL) FUNDS

4393288 - MARTIN COUNTY FY 2030/2031-2031/2031 UPWP

Non-SIS



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

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PLN	ACPL	0	0	0	0	576,585	576,585
PLX	DIOH	0	0	0	0	82,221	82,221
Total		0	0	0	0	658,806	658,806

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 658,806
Project Description: PLANNING (PL) FUNDS

4416363 - SR-714/MONTEREY ROAD AT FEC RAILROAD CROSSING

SIS



From:
To:
Section: A - Highway
Work Summary: PTO STUDIES **Length:** 0
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

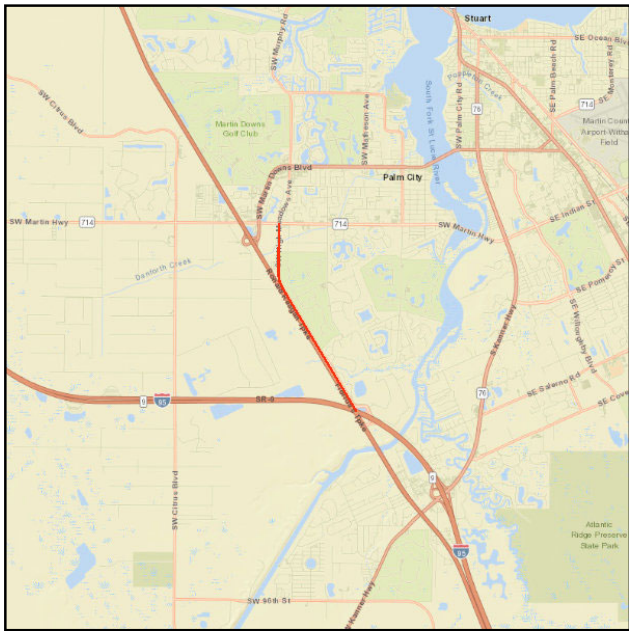
	Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
	ROW	DDR	0	1,687,098	0	0	0	1,687,098
	ROW	DIH	0	200,000	200,000	230,000	0	630,000
	ROW	DI	0	850,972	2,000,000	426,712	0	3,277,684
	ROW	DIS	0	13,054,045	0	0	0	13,054,045
	PE	DIH	120,000	0	0	0	0	120,000
	PE	DS	0	0	0	715,924	0	715,924
	PE	SIWR	5,670,000	0	0	0	0	5,670,000
	DSB	DDR	0	0	0	830,448	5,684,990	6,515,438
	DSB	DIH	0	0	0	414,924	0	414,924
	DSB	SIWR	0	0	0	40,232,869	0	40,232,869
	COX	DIOH	0	0	0	985,705	0	985,705
	PEX	DIOH	155,247	0	0	53,336	0	208,583
	RWX	DIOH	0	468,416	148,220	55,246	0	671,882
	CSX	DIOH	0	0	0	106,575	206,365	312,940
	Total		5,945,247	16,260,531	2,348,220	44,051,739	5,891,355	74,497,092

Prior Cost <2027: 639,499
Future Cost >2032: 0
Total Project Cost: 75,136,591

Project Description:

4416991 - CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY

Non-SIS



From: I-95
To: CR-714/MARTIN HWY
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 2.67
Lead Agency: FDOT **LRTP #:** Table 7.3.1-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ROW	ACSU	0	0	240,661	1,570,451	0	1,811,112
ROW	ACCM	0	0	92,160	211,549	956,000	1,259,709
RWX	DIOH	0	0	21,115	111,273	59,182	191,570
Total		0	0	353,936	1,893,273	1,015,182	3,262,391

Prior Cost <2027: 4,608,110
Future Cost >2032: 0
Total Project Cost: 7,870,501

Project Description: 2022 MPO PRIORITY #10; FY27-FY31 MPO PRIORITY #11. WIDEN FROM 2 LANES TO 4 LANES R/W NEEDED

4417001 - COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1

Non-SIS



From: SR-76/KANNER HWY
To: SR-5/US-1
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 3.23
Lead Agency: FDOT **LRTP #:** Table 7.3.1-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ROW	ACSA	0	0	417,000	0	0	417,000
ROW	ACSU	0	700,000	2,490,000	6,000	2,150,000	5,346,000
ROW	TRWR	0	0	0	1,500,000	0	1,500,000
RWX	DIOH	0	44,988	207,851	92,619	132,225	477,683
Total		0	744,988	3,114,851	1,598,619	2,282,225	7,740,683

Prior Cost <2027: 8,755,978

Future Cost >2032: 0

Total Project Cost: 16,496,661

Project Description: 2023 MPO PRIORITY #1; FY27-FY31 MPO PRIORITY #4. WIDEN FROM 2 TO 4 LANES NO R/W NEEDED

4419951 - MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING

SIS



From:
To: (EAST SIDE OF I-95)
Section: A - Highway
Work Summary: MCCO WEIGH STATION STATIC/WIM **Length:** 1.702
Lead Agency: FDOT **LRTP #:** Figure 7.3.6-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DWS	0	4,309,490	0	0	0	4,309,490
COX	DIOH	0	137,473	0	0	0	137,473
Total		0	4,446,963	0	0	0	4,446,963

Prior Cost <2027: 0
 Future Cost >2032: 0
 Total Project Cost: 4,446,963

Project Description:

4435002 - FROM SE OSPREY ST TO SE GOMEZ AVE (FROM US-1 TO SEABRANCH STATE PARK)

Non-SIS



From:
To:
Section: A - Highway
Work Summary: BIKE PATH/TRAIL **Length:**
Lead Agency: Martin County **LRTP #:** Figure 7.3.8-3

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	TLWR	1,500,000	0	0	0	0	1,500,000
COX	DIOH	47,850	0	0	0	0	47,850
Total		1,547,850	0	0	0	0	1,547,850

Prior Cost <2027: 476,938
Future Cost >2032: 0
Total Project Cost: 2,024,788
Project Description: BIKE PATH/TRAIL

4435051 - SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE

Non-SIS



From: SE BRIDGE RD.
To: HOBE SOUND WILDLIFE REFUGE
Section: A - Highway
Work Summary: BIKE PATH/TRAIL **Length:** 1.93
Lead Agency: FDOT **LRTP #:** Figure 7.3.8-2

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	0	1,443,965	0	0	1,443,965
CST	TLWR	0	0	6,905,596	0	0	6,905,596
COX	DIOH	0	0	243,109	0	0	243,109
CSX	DIOH	0	0	29,316	0	0	29,316
Total		0	0	8,621,986	0	0	8,621,986

Prior Cost <2027: 2,389,383

Future Cost >2032: 0

Total Project Cost: 11,011,369

Project Description: SUNTRAIL US-1 SHARED USE PATH.

4444151 - SR-5/US-1 AT BAKER RD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: INTERSECTION IMPROVEMENT **Length:** .08
Lead Agency: FDOT **LRTP #:** Table 7.3-1

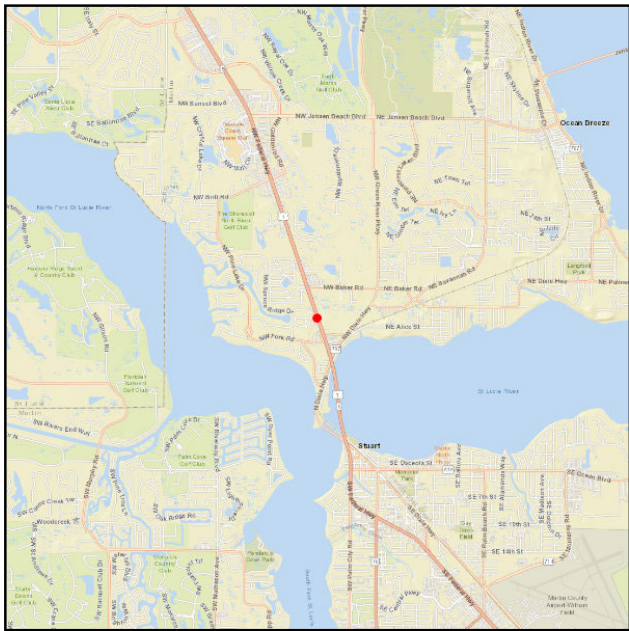
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSA	254,146	0	0	0	0	254,146
CST	ACSU	1,469,503	0	0	0	0	1,469,503
CST	ACSM	244,323	0	0	0	0	244,323
COX	DIOH	54,671	0	0	0	0	54,671
CSX	DIOH	13,178	0	0	0	0	13,178
Total		2,035,821	0	0	0	0	2,035,821

Prior Cost <2027: 447,854
Future Cost >2032: 0
Total Project Cost: 2,483,675

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

4444161 - SR-5/US-1 AT NW NORTH RIVER SHORES BLVD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** .009
Lead Agency: FDOT **LRTP #:** Table 7.3-1

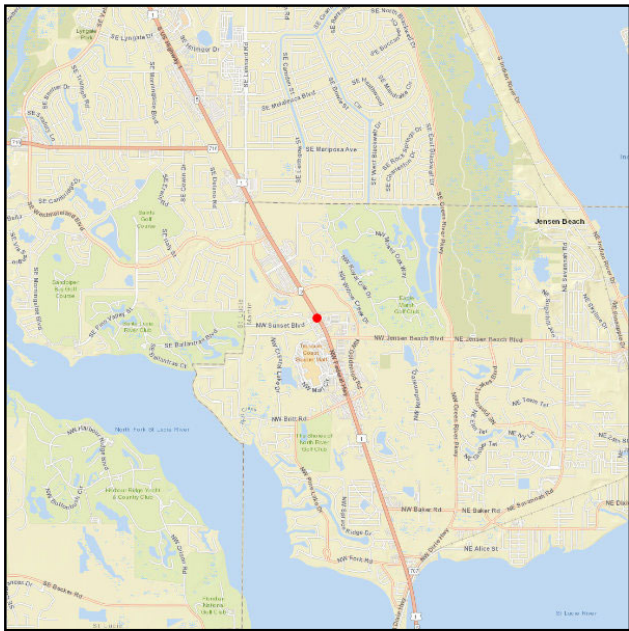
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	356,625	0	0	0	0	356,625
CST	DIH	31,993	0	0	0	0	31,993
CST	ACSU	851,777	0	0	0	0	851,777
COX	DIOH	33,693	0	0	0	0	33,693
CSX	DIOH	10,366	0	0	0	0	10,366
Total		1,284,454	0	0	0	0	1,284,454

Prior Cost <2027: 309,179
Future Cost >2032: 0
Total Project Cost: 1,593,633

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

4444171 - SR-5/US-1 AT NW SUNSET BLVD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** .008
Lead Agency: FDOT **LRTP #:** Table 7.3-1

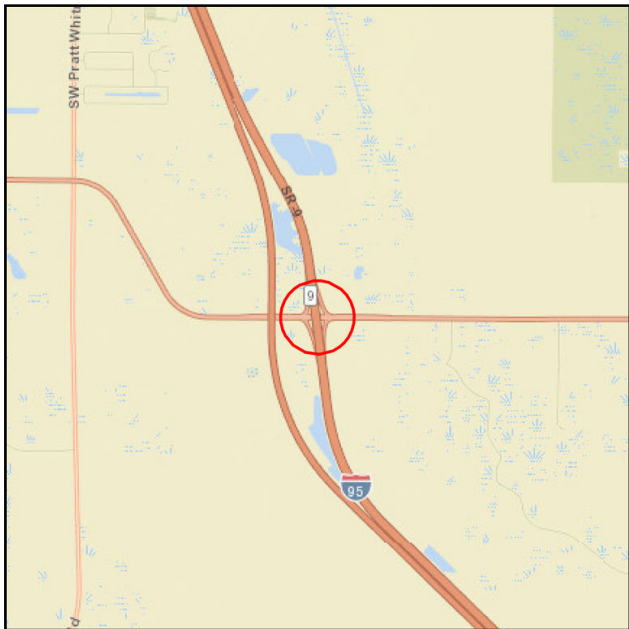
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSA	35,811	0	0	0	0	35,811
CST	ACSL	1,541,972	0	0	0	0	1,541,972
COX	DIOH	45,646	0	0	0	0	45,646
CSX	DIOH	9,523	0	0	0	0	9,523
Total		1,632,952	0	0	0	0	1,632,952

Prior Cost <2027: 325,742
Future Cost >2032: 0
Total Project Cost: 1,958,694

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

4461661 - I95 & TPK (SR91) DIRECT CONNECT INTCHG AT BRIDGE RD (MP 123.7-127)

SIS



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

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	PKYI	0	0	0	24,700,000	0	24,700,000
PEX	PKOH	0	0	0	602,680	0	602,680
Total		0	0	0	25,302,680	0	25,302,680

Prior Cost <2027: 11,666
Future Cost >2032: 0
Total Project Cost: 25,314,346
Project Description:

4462571 - SR-5/US-1 AT SR-76/KANNER HIGHWAY

Non-SIS



From: SR-5/US-1
To: AT SR-76/KANNER HIGHWAY
Section: A - Highway
Work Summary: INTERSECTION IMPROVEMENT **Length:** .128
Lead Agency: FDOT **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	3,815,793	0	0	0	3,815,793
CST	DIH	0	93,280	0	0	0	93,280
CST	DS	0	215,829	0	0	0	215,829
ROW	DDR	140,000	1,592,380	0	0	0	1,732,380
ROW	DIH	20,000	7,000	0	0	0	27,000
ROW	DS	0	895,620	0	0	0	895,620
ROW	ACSU	1,314,162	0	526,599	0	0	1,840,761
COX	DIOH	0	113,313	0	0	0	113,313
RWX	DIOH	91,953	153,895	32,386	0	0	278,234
CSX	DIOH	0	31,072	0	0	0	31,072
Total		1,566,115	6,918,182	558,985	0	0	9,043,282

Prior Cost <2027: 1,816,832

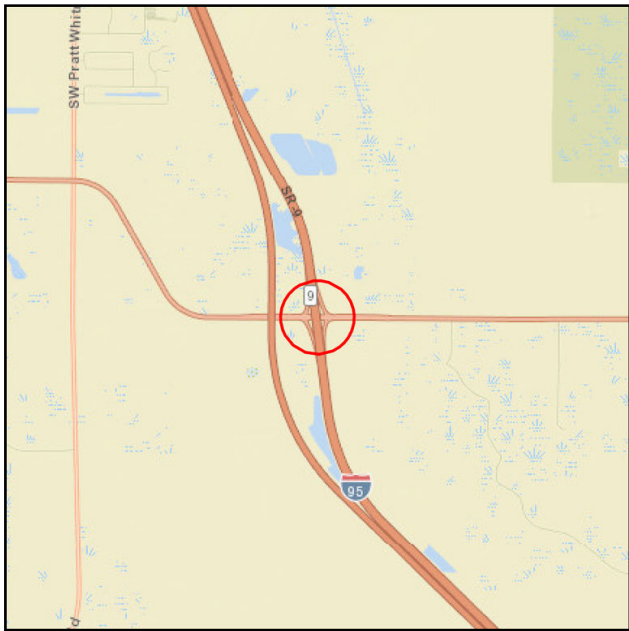
Future Cost >2032: 0

Total Project Cost: 10,860,114

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

4469751 - I-95 & TPK (SR91) DIRECT CONNECTION INTERCHANGE (MP 125)

SIS



From:
To:
Section: A - Highway
Work Summary: PD&E/EMO STUDY **Length:** 3.0
Lead Agency: FDOT **LRTP #:** Page 5-16

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
ENV	PKYI	30,000	0	0	0	0	30,000
ENX	PKOH	732	0	0	0	0	732
Total		30,732	0	0	0	0	30,732

Prior Cost <2027: 2,265,627
Future Cost >2032: 0
Total Project Cost: 2,296,359
Project Description:

4473981 - SAILFISH CAPITAL TRAIL/MARTIN TRAIL

Non-SIS



From: SE GRAFTON AVENUE
To: NW WRIGHT BLVD
Section: A - Highway
Work Summary: BIKE PATH/TRAIL **Length:** 7.68
Lead Agency: FDOT **LRTP #:** Figure 7.3.8-2

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	TLWR	0	1,600,000	0	0	0	1,600,000
PEX	DIOH	0	119,200	0	0	0	119,200
Total		0	1,719,200	0	0	0	1,719,200

Prior Cost <2027: 741,472
Future Cost >2032: 0
Total Project Cost: 2,460,672

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

4475551 - SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY

SIS



From: SR-710
To: at CR-714
Section: A - Highway
Work Summary: ROAD RECONSTRUCTION - 2 LANE **Length:** 0.485
Lead Agency: FDOT **LRTP #:** Table 7.3.1-1

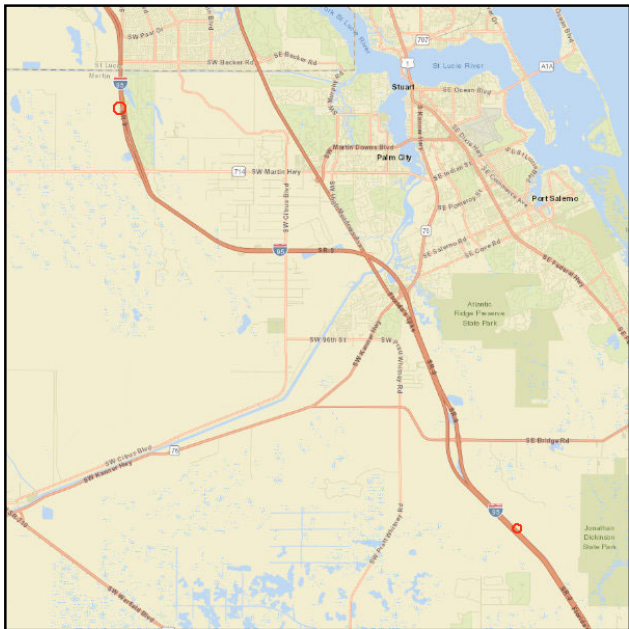
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACNP	0	0	273,250	8,224,260	0	8,497,510
ROW	ACSA	20,000	51,000	0	0	0	71,000
ROW	ACSU	0	252,805	0	0	0	252,805
ROW	ACSS	159,240	0	0	0	0	159,240
RRU	ACNP	0	0	434,000	0	0	434,000
COX	DIOH	0	0	13,845	221,676	0	235,521
RWX	DIOH	12,316	21,398	0	0	0	33,714
CSX	DIOH	0	0	33,828	46,289	0	80,117
Total		191,556	325,203	754,923	8,492,225	0	9,763,907

Prior Cost <2027: 847,085
Future Cost >2032: 0
Total Project Cost: 10,610,992

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

4478681 - I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES

SIS



From:
To:
Section: A - Highway
Work Summary: MCCO WEIGH STATION STATIC/WIM **Length:** 20.608
Lead Agency: FDOT **LRTP #:** Figure 7.3.6-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DWS	477,662	0	0	0	0	477,662
COX	DIOH	15,237	0	0	0	0	15,237
Total		492,899	0	0	0	0	492,899

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 492,899
Project Description:

4484471 - SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET

Non-SIS



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

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSA	49,013	0	0	0	0	49,013
CSX	DIOH	6,068	0	0	0	0	6,068
Total		55,081	0	0	0	0	55,081

Prior Cost <2027: 19,737,067

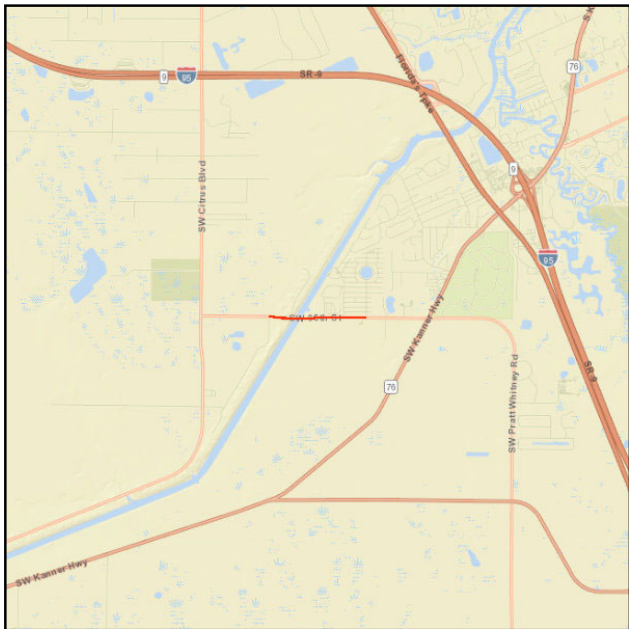
Future Cost >2032: 0

Total Project Cost: 19,792,148

Project Description: RESURFACING

4495071 - CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION

Non-SIS



From: W OF SW BOBCAT DR
To: E OF SW GREEN RIDGE LANE
Section: A - Highway
Work Summary: BRIDGE-REPAIR/REHABILITATION **Length:** 0.13
Lead Agency: Martin County **LRTP #:** Table 6.7.1-1

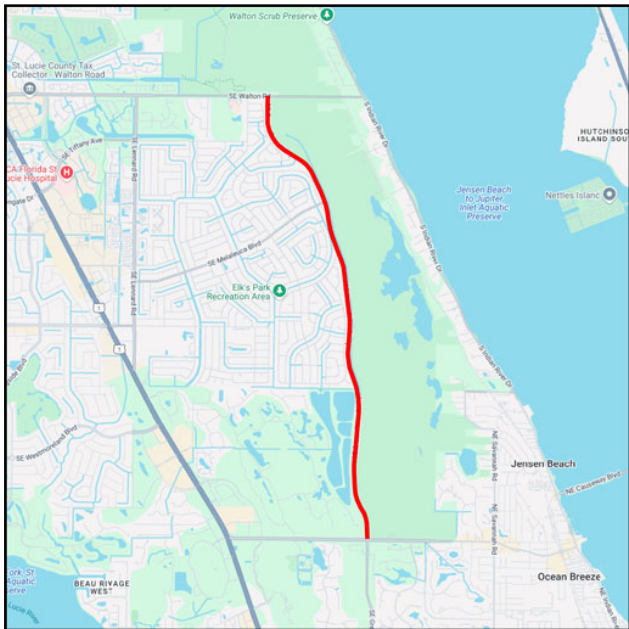
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	5,053	0	0	0	0	5,053
CST	LF	371,440	0	0	0	0	371,440
CST	GRSC	50,000	0	0	0	0	50,000
CST	SCED	487,805	0	0	0	0	487,805
CST	SCWR	568,293	0	0	0	0	568,293
COX	DIOH	35,446	0	0	0	0	35,446
Total		1,518,037	0	0	0	0	1,518,037

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,518,037

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

4496941 - GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE

Non-SIS



From: NE JENSEN BEACH BLVD
To: MARTIN COUNTY LINE
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.225
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	0	0	382,388	0	382,388
CST	GRSC	0	0	0	1,147,162	0	1,147,162
COX	DIOH	0	0	0	36,594	0	36,594
Total		0	0	0	1,566,144	0	1,566,144

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,566,144
Project Description: RESURFACING

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

Non-SIS



From: SW PALM CITY RD
To: 400 FT S OF US-1
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.399
Lead Agency: FDOT **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	6,133,191	0	0	0	6,133,191
CST	DIH	0	124,127	0	0	0	124,127
CST	DS	0	5,666,418	0	0	0	5,666,418
COX	DIOH	0	331,152	0	0	0	331,152
CSX	DIOH	0	72,284	0	0	0	72,284
Total		0	12,327,172	0	0	0	12,327,172

Prior Cost <2027: 1,326,464

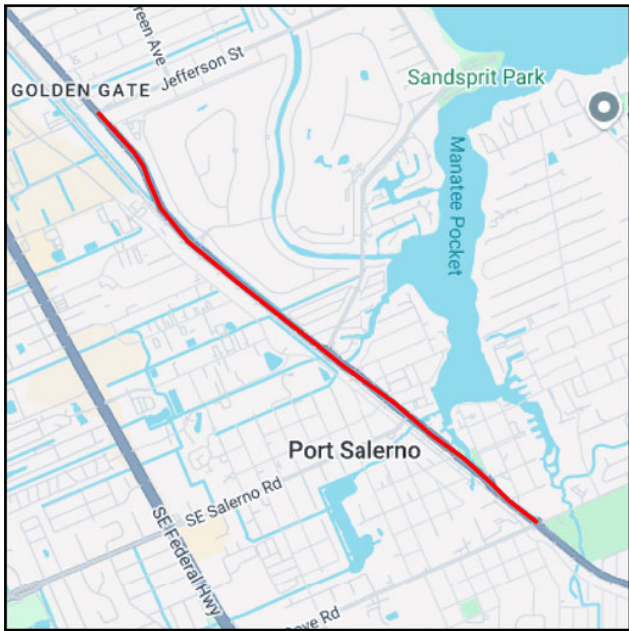
Future Cost >2032: 0

Total Project Cost: 13,653,636

Project Description: RESURFACING

4507851 - CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST

Non-SIS



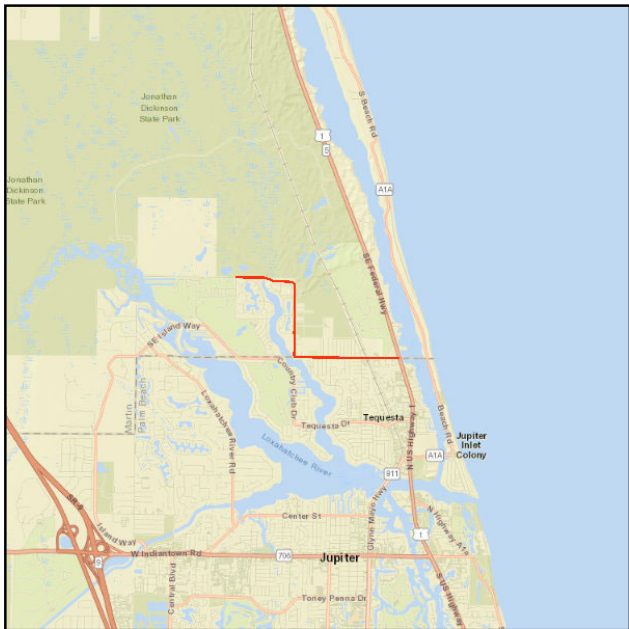
From:
To:
Section: A - Highway
Work Summary: RESURFACING **Length:** 12.286
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	462,896	0	0	0	0	462,896
CST	LF	1,101,212	0	0	0	0	1,101,212
CST	GRSC	1,832,051	0	0	0	0	1,832,051
CST	SCED	25,016	0	0	0	0	25,016
CST	SCWR	93,245	0	0	0	0	93,245
COX	DIOH	76,981	0	0	0	0	76,981
Total		3,591,401	0	0	0	0	3,591,401

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 3,591,401
Project Description: RESURFACING

4522571 - SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5

Non-SIS



From: SE Wooden Bridge Lane
To: US-1
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.678
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	0	454,146	0	0	0	454,146
CST	LF	0	719,194	0	0	0	719,194
CST	GRSC	0	137,805	0	0	0	137,805
CST	SCED	0	487,805	457,058	0	0	944,863
CST	SCWR	0	570,244	0	0	0	570,244
COX	DIOH	0	52,635	14,580	0	0	67,215
Total		0	2,421,829	471,638	0	0	2,893,467

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 2,893,467

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

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

Non-SIS



From: Roosevelt Bridge Over St. Lucie River
To:
Section: A - Highway
Work Summary: BRIDGE-REPAIR/REHABILITATION **Length:** 0.863
Lead Agency: FDOT **LRTP #:** Table 6.7.1-1

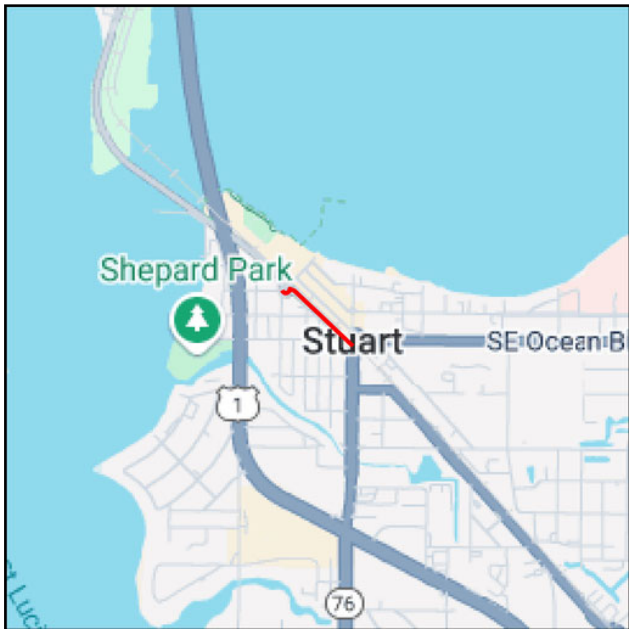
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	BRRP	0	0	0	5,097,988	0	5,097,988
CST	DDR	0	0	0	210,704	0	210,704
CST	DIH	0	0	0	5,640	0	5,640
PE	BRRP	350,000	0	0	0	0	350,000
PE	DIH	5,000	0	0	0	0	5,000
COX	DIOH	0	0	0	144,842	0	144,842
PEX	DIOH	26,756	0	0	0	0	26,756
CSX	DIOH	0	0	0	31,911	0	31,911
Total		381,756	0	0	5,491,085	0	5,872,841

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 5,872,841

Project Description: BRIDGE REPAIR/ REHABILITATION

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

Non-SIS



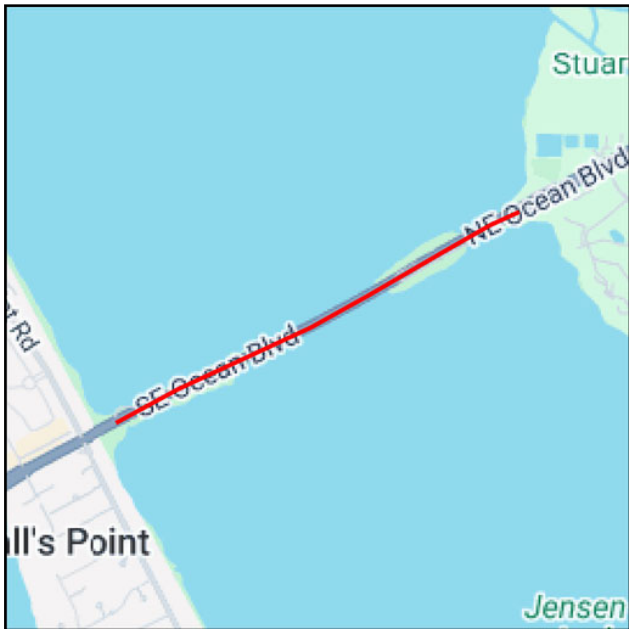
From: COLORADO AVE
To: JOAN JEFFERSON WAY
Section: A - Highway
Work Summary: SIDEWALK
Lead Agency: City of Stuart
Length:
LRTP #: Page 7-6

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	308,187	0	0	0	0	308,187
CST	TALT	206,657	0	0	0	0	206,657
CST	TALU	177,137	0	0	0	0	177,137
CST	TALM	78,426	0	0	0	0	78,426
COX	DIOH	13,938	0	0	0	0	13,938
CSX	DIOH	1,357	0	0	0	0	1,357
Total		785,702	0	0	0	0	785,702

Prior Cost <2027: 5,681
Future Cost >2032: 0
Total Project Cost: 791,383
Project Description: SIDEWALK

4533211 - SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW

Non-SIS



From:
To:
Section: A - Highway
Work Summary: BRIDGE-REPAIR/REHABILITATION **Length:**
Lead Agency: FDOT **LRTP #:** Table 6.7.1-1

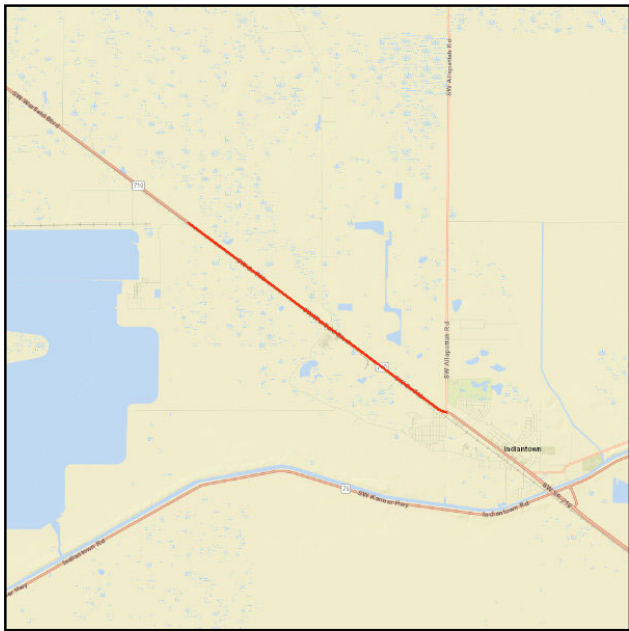
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	BRRP	0	0	3,657,297	0	0	3,657,297
CST	DIH	0	0	5,465	0	0	5,465
COX	DIOH	0	0	106,064	0	0	106,064
CSX	DIOH	0	0	14,212	0	0	14,212
Total		0	0	3,783,038	0	0	3,783,038

Prior Cost <2027: 870,044
Future Cost >2032: 0
Total Project Cost: 4,653,082

Project Description: REHABILITATION PROJECT FOR EPOXY OVERLAY ENTIRE BRIDGE CONCRETE DECK, FENDER SYSTEM REHABILITATION, MISCELLANEOUS SPALLS/CRACKS REPAIRS AT CLOSURE POUR (CP) BOTTOM SLABS, OVERHANGS, & EXTERIOR FACES. REPLACE ENTIRE EXISTING BRIDGE LIGHTING (60 LIGHT POLES WITH FIXTURES) WITH LATEST STANDARD ALUMINUM BRIDGE LIGHTING (LED) SYSTEM AS PER FDOT

4533331 - SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD

SIS



From: SW FP&L ACCESS ROAD
To: CR-609/ALLAPATAH ROAD
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 5.201
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ARTW	0	0	0	0	18,144,160	18,144,160
CST	ART	0	0	0	0	87,169,489	87,169,489
ROW	ACNP	970,144	2,114,440	629,864	45,000	0	3,759,448
ROW	BNIR	6,171,851	0	0	0	0	6,171,851
PE	ACNP	25,000	25,000	25,000	0	0	75,000
COX	DIOH	0	0	0	0	2,770,182	2,770,182
PEX	DIOH	3,403	3,403	3,403	0	0	10,209
RWX	DIOH	441,817	133,268	44,228	5,675	0	624,988
CSX	DIOH	0	0	0	0	699,477	699,477
Total		7,612,215	2,276,111	702,495	50,675	108,783,308	119,424,804

Prior Cost <2027: 5,057,591

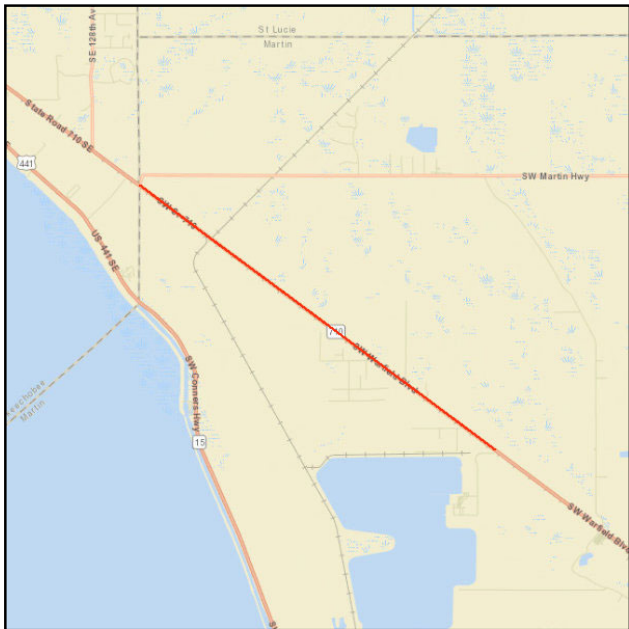
Future Cost >2032: 0

Total Project Cost: 124,482,395

Project Description: 2024 MPO PRIORITY #1; FY27-FY31 MPO PRIORITY #2. RECONSTRUCT SR 710 FR 2 LANE TO 4 LANE DIVIDED HIGHWAY

4533332 - SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD

SIS



From: MARTIN/OKEECHOBEE CO LINE
To: SW FP&L ACCESS ROAD
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 9.812
Lead Agency: FDOT **LRTP #:** Table 7.3.1-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	GMR	0	0	0	0	88,039,186	88,039,186
CST	ACNP	0	0	0	0	106,078,599	106,078,599
ROW	ACNP	1,692,500	778,500	2,914,499	1,028,982	0	6,414,481
ROW	BNIR	0	3,746,519	0	0	0	3,746,519
PE	ACNP	25,000	25,000	25,000	0	0	75,000
RRU	ARTW	0	0	20,000,000	0	0	20,000,000
COX	DIOH	0	0	638,000	0	5,533,831	6,171,831
PEX	DIOH	3,403	3,403	3,403	0	0	10,209
RWX	DIOH	115,717	293,793	194,746	63,282	0	667,538
CSX	DIOH	0	0	0	0	909,474	909,474
Total		1,836,620	4,847,215	23,775,648	1,092,264	200,561,090	232,112,837

Prior Cost <2027: 8,070,817

Future Cost >2032: 0

Total Project Cost: 240,183,654

Project Description: 2024 MPO PRIORITY #1; FY27-FY31 MPO PRIORITY #1. RECONSTRUCT SR 710 FR 2 LANE TO 4 LANE DIVIDED HIGHWAY

4533334 - SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE

SIS



From: SW ALLAPATTAH RD
To: SW VAN BUREN AVE
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 0.838
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

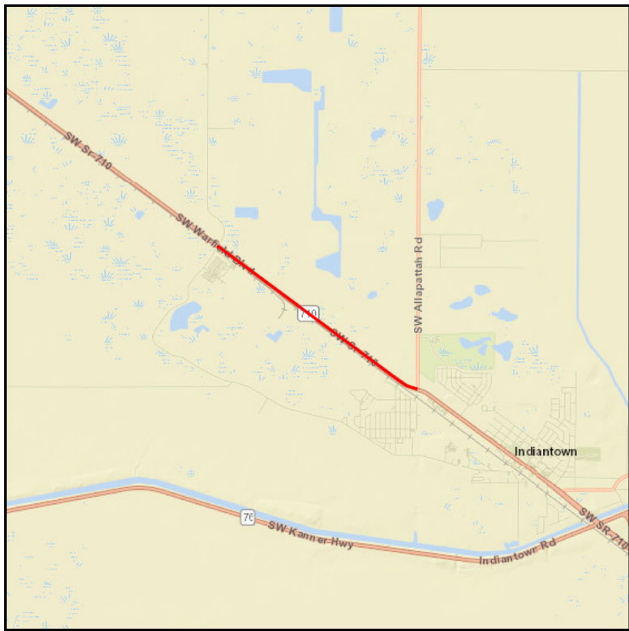
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DDR	0	0	0	16,891,584	1,314,727	18,206,311
CST	DIH	0	0	0	69,910	69,872	139,782
CST	ACSU	0	0	0	827,025	0	827,025
COX	DIOH	0	0	0	550,078	0	550,078
CSX	DIOH	0	0	0	32,566	56,375	88,941
Total		0	0	0	18,371,163	1,440,974	19,812,137

Prior Cost <2027: 109,565
Future Cost >2032: 0
Total Project Cost: 19,921,702

Project Description: ADD LANES & RECONSTRUCT

4533336 - SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT **Length:** 2.36
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

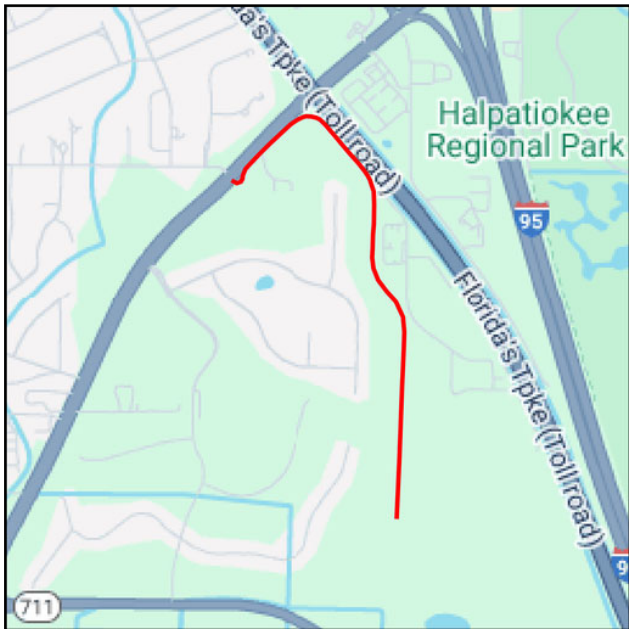
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	DIH	0	0	109,300	0	0	109,300
CST	GMR	0	0	9,100,000	0	0	9,100,000
CST	ACSU	0	0	2,000,000	0	0	2,000,000
CST	STED	0	0	36,069,000	0	0	36,069,000
COX	DIOH	0	0	1,400,091	0	0	1,400,091
CSX	DIOH	0	0	132,559	0	0	132,559
Total		0	0	48,810,950	0	0	48,810,950

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 48,810,950

Project Description: ADD LANES & RECONSTRUCT

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

Non-SIS



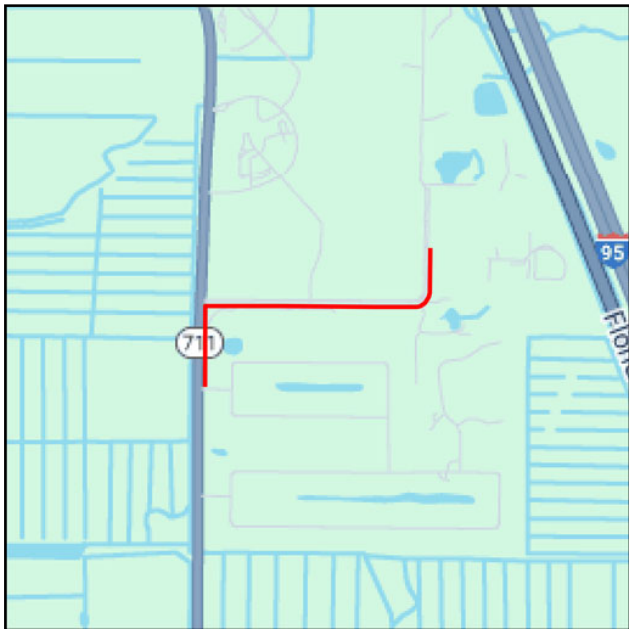
From: 100 FT S of CAMP VALOR
To: SW KANNER HWY
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.287
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	0	0	442,805	0	0	442,805
CST	LF	0	0	295,204	0	0	295,204
CST	SCWR	0	0	442,806	0	0	442,806
COX	DIOH	0	0	28,251	0	0	28,251
Total		0	0	1,209,066	0	0	1,209,066

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,209,066
Project Description: RESURFACING

4548761 - BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL

Non-SIS



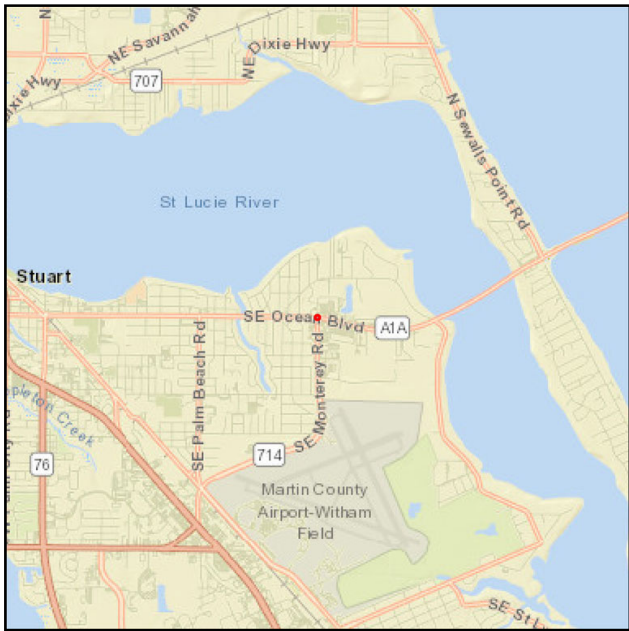
From:
To:
Section: A - Highway
Work Summary: SIDEWALK **Length:** 0.84
Lead Agency: FDOT **LRTP #:** Page 5-30

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	61,000	0	0	0	61,000
CST	TALT	0	872,300	0	0	0	872,300
CST	TALU	0	239,662	0	0	0	239,662
COX	DIOH	0	34,227	0	0	0	34,227
CSX	DIOH	0	1,854	0	0	0	1,854
Total		0	1,209,043	0	0	0	1,209,043

Prior Cost <2027: 5,681
Future Cost >2032: 0
Total Project Cost: 1,214,724
Project Description: SIDEWALK

4570041 - SR-A1A/SE OCEAN BOULEVARD AT SR-714/SE MONTEREY ROAD

Non-SIS



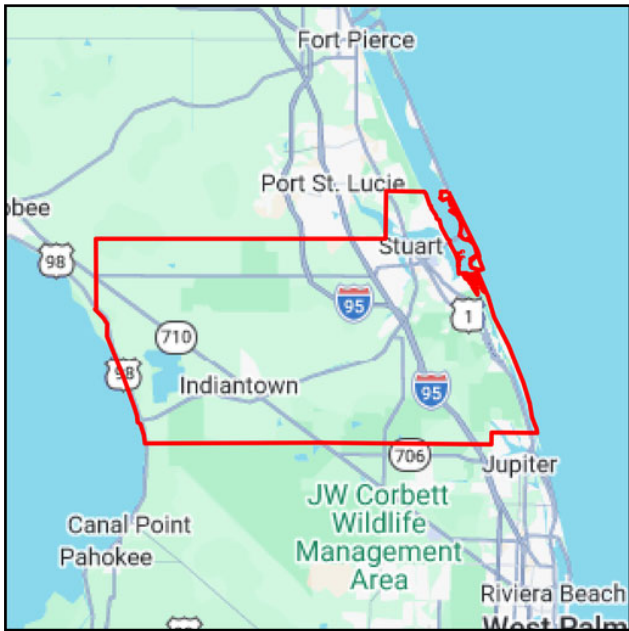
From:
To:
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** 0.025
Lead Agency: FDOT **LRTP #:** Table 7.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
PE	DDR	0	0	0	0	300,000	300,000
PE	DIH	0	0	0	0	5,000	5,000
PEX	DIOH	0	0	0	0	23,031	23,031
Total		0	0	0	0	328,031	328,031

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 328,031
Project Description:

4570961 - FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS

Non-SIS



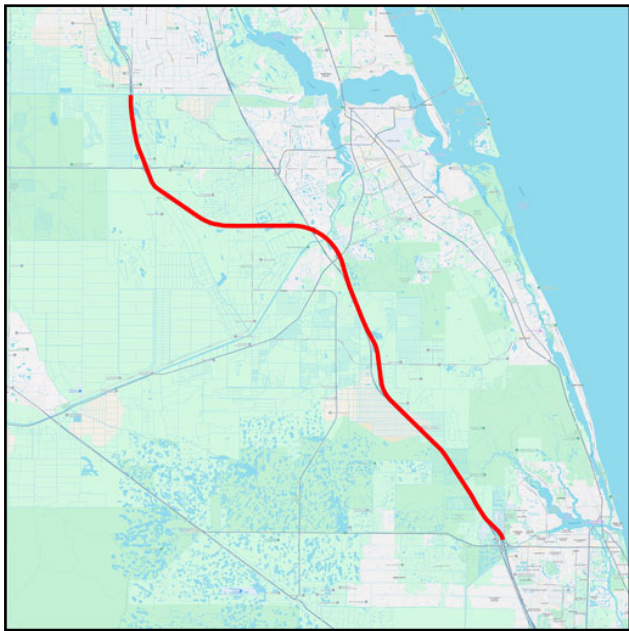
From:
To:
Section: A - Highway
Work Summary: SIDEWALK **Length:** 0.0
Lead Agency: FDOT **LRTP #:** Page 7-6

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	0	907,386	0	0	907,386
CST	TALT	0	0	422,802	0	0	422,802
CST	TALU	0	0	239,762	0	0	239,762
PE	TALT	5,000	0	0	0	0	5,000
COX	DIOH	0	0	19,522	0	0	19,522
PEX	DIOH	681	0	0	0	0	681
CSX	DIOH	0	0	2,274	0	0	2,274
Total		5,681	0	1,591,746	0	0	1,597,427

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,597,427
Project Description: SIDEWALK

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

Non-SIS



From: I-95
To:
Section: A - Highway
Work Summary: PRELIMINARY ENGINEERING **Length:** 24.691
Lead Agency: FDOT **LRTP #:** Table 7.3.3-1

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	ACSS	6,544,709	0	0	0	0	6,544,709
CST	SSI	3,841,925	0	0	0	0	3,841,925
COX	DIOH	265,097	0	0	0	0	265,097
CSX	DIOH	101,839	0	0	0	0	101,839
Total		10,753,570	0	0	0	0	10,753,570

Prior Cost <2027: 1,742,294

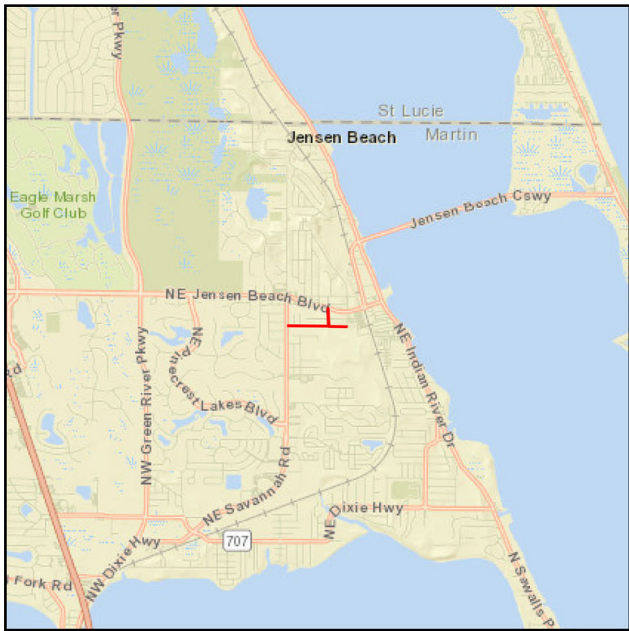
Future Cost >2032: 0

Total Project Cost: 12,495,864

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

4575661 - NE SOUTH STREET AND NE HIGHLAND AVENUE

Non-SIS



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

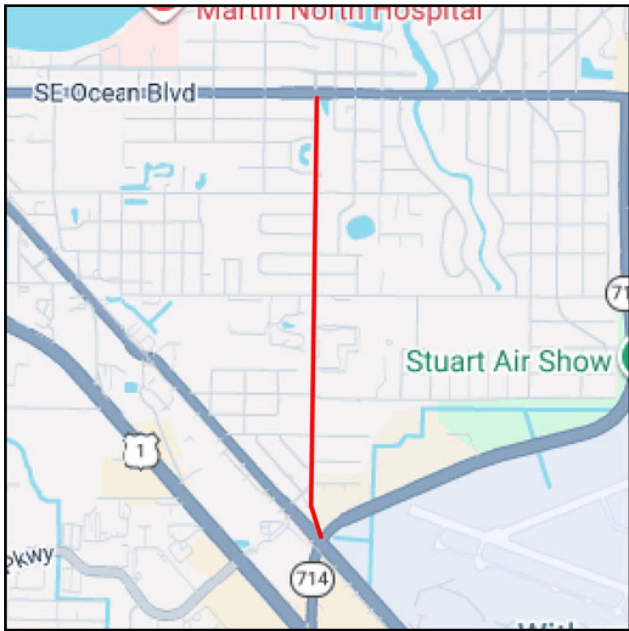
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	LF	0	0	45,000	0	0	45,000
CST	ACSU	0	0	15,000	0	0	15,000
CST	SR2T	0	0	1,000,523	0	0	1,000,523
PE	ACSA	0	5,000	0	0	0	5,000
COX	DIOH	0	0	30,480	0	0	30,480
PEX	DIOH	0	681	0	0	0	681
CSX	DIOH	0	0	2,616	0	0	2,616
Total		0	5,681	1,093,619	0	0	1,099,300

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,099,300

Project Description: LAP SIDEWALK JENSEN BEACH SAFE ROUTES TO SCHOOL PROJECT

4577711 - SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD

Non-SIS



From:
To:
Section: A - Highway
Work Summary: RESURFACING **Length:** 1.165
Lead Agency: Martin County **LRTP #:** Table 6.5-5

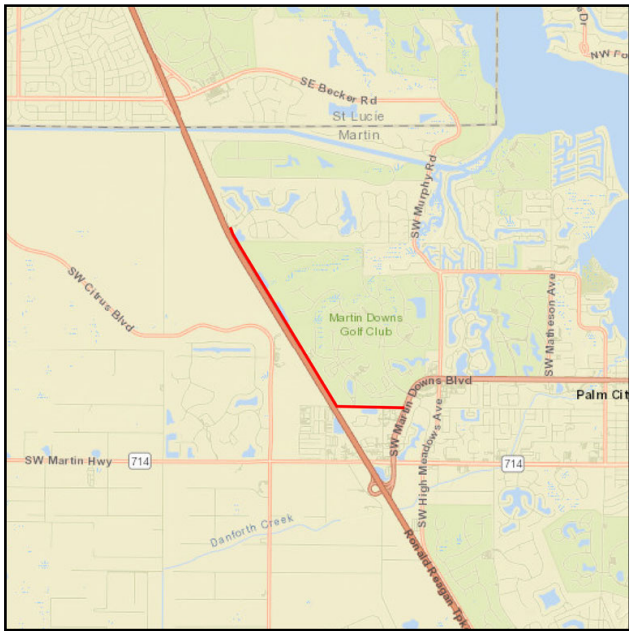
Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	0	0	0	0	225,414	225,414
CST	LF	0	0	0	0	500,920	500,920
CST	GRSC	0	0	0	0	826,518	826,518
CST	SCED	0	0	0	0	210,386	210,386
CST	SCWR	0	0	0	0	240,442	240,442
COX	DIOH	0	0	0	0	47,938	47,938
Total		0	0	0	0	2,051,618	2,051,618

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 2,051,618

Project Description: RESURFACING; Small County Outreach Program (SCOP)

4577721 - W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE

Non-SIS



From:
To:
Section: A - Highway
Work Summary: RESURFACING **Length:** 2.519
Lead Agency: Martin County **LRTP #:** Table 6.5-5

Phase	Fund Source	2026/27	2027/28	2028/29	2029/30	2030/31	Total
CST	SCOP	0	0	0	0	148,401	148,401
CST	LF	0	0	0	0	329,781	329,781
CST	GRSC	0	0	0	0	544,138	544,138
CST	SCED	0	0	0	0	138,508	138,508
CST	SCWR	0	0	0	0	158,295	158,295
COX	DIOH	0	0	0	0	31,560	31,560
Total		0	0	0	0	1,350,683	1,350,683

Prior Cost <2027: 0
Future Cost >2032: 0
Total Project Cost: 1,350,683

Project Description: RESURFACING; Small County Outreach Program (SCOP)

Section B - Transit

Martin MPO Transportation Improvement Program - FY 2027 - 2031

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE						
Type of Work	OPERATING/ADMIN. ASSISTANCE			L RTP Pg: Appx. K, pg.5	Length .000	Lead Agency Martin County	*Non-SIS*
OPS	DDR	417,575	430,102	430,102	0	0	1,277,779
OPS	DPTO	0	0	0	447,306	465,199	912,505
OPS	LF	417,575	430,102	430,102	447,306	465,199	2,190,284
OPX	DIOH	10,231	10,537	10,537	10,959	22,794	65,058
Total		845,381	870,741	870,741	905,571	953,192	4,445,626
	<i>Prior Years Cost</i>	<i>1,611,991</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>6,057,617</i>
FM# 4134931	PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS						
Type of Work	CAPITAL FOR FIXED ROUTE			L RTP Pg: pg. 64	Lead Agency Martin County		*Non-SIS*
<i>Transit funding for fixed route</i>							
CAP	FTA	650,000	650,000	650,000	650,000	650,000	3,250,000
OPS	FTA	510,000	510,000	510,000	510,000	510,000	2,550,000
OPX	DIOH	0	0	0	0	12,495	12,495
CAX	DIOH	0	0	0	0	15,925	15,925
Total		1,160,000	1,160,000	1,160,000	1,160,000	1,188,420	5,828,420
	<i>Prior Years Cost</i>	<i>9,934,411</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>15,762,831</i>
FM# 4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS						
Type of Work	OPERATING/ADMIN. ASSISTANCE			L RTP Pg: Appx. K, pg. 5	Length .000	Lead Agency Martin County	*Non-SIS*
OPS	DU	134,037	142,178	142,178	149,705	153,523	721,621
OPS	LF	180,027	188,168	188,168	195,695	203,523	955,581
OPX	DIOH	3,284	3,483	3,483	3,668	8,747	22,665
Total		317,348	333,829	333,829	349,068	365,793	1,699,867
	<i>Prior Years Cost</i>	<i>446,396</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,146,263</i>
FM# 4346611	PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES						
Type of Work	CAPITAL FOR FIXED ROUTE			L RTP Pg: pg. 64; p. 29, Appendix B	Length .000	Lead Agency Martin County	*Non-SIS*
<i>GRANT FL-34-0018 EXECUTED 7/30/2014 FL-2017-077-00;\$79,083; EXECUTED 8/8/2017 NON-BUDGET REVENUE</i>							
CAP	FTA	130,000	130,000	130,000	130,000	130,000	650,000
CAX	DIOH	0	0	0	0	3,185	3,185
Total		130,000	130,000	130,000	130,000	133,185	653,185
	<i>Prior Years Cost</i>	<i>1,373,145</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,026,330</i>

Section C - Aviation

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25						*Non-SIS*
Type of Work	AVIATION PRESERVATION PROJECT			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency	Martin County	
CAP	DPTO	3,680,000	0	0	0	0	3,680,000
CAP	LF	920,000	0	0	0	0	920,000
CAX	DIOH	90,160	0	0	0	0	90,160
Total		4,690,160	0	0	0	0	4,690,160
	<i>Prior Years Cost</i>	0	<i>Future Years Cost</i>	0		<i>Total Project Cost</i>	4,690,160
FM# 4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1						*Non-SIS*
Type of Work	AVIATION PRESERVATION PROJECT			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency	Martin County	
CAP	DPTO	0	0	400,000	0	0	400,000
CAP	LF	0	0	100,000	0	0	100,000
CAX	DIOH	0	0	9,800	0	0	9,800
Total		0	0	509,800	0	0	509,800
	<i>Prior Years Cost</i>	0	<i>Future Years Cost</i>	0		<i>Total Project Cost</i>	509,800
FM# 4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE						*Non-SIS*
Type of Work	AVIATION SAFETY PROJECT			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency	Martin County	
CAP	DPTO	0	96,000	0	0	0	96,000
CAP	LF	0	24,000	0	0	0	24,000
CAX	DIOH	0	2,352	0	0	0	2,352
Total		0	122,352	0	0	0	122,352
	<i>Prior Years Cost</i>	0	<i>Future Years Cost</i>	0		<i>Total Project Cost</i>	122,352
FM# 4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT				Length 0		*Non-SIS*
Type of Work	AVIATION SAFETY PROJECT			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency	Martin County	
CAP	DPTO	0	200,000	0	0	0	200,000
CAP	LF	0	50,200	0	0	0	50,200
CAX	DIOH	0	4,900	0	0	0	4,900
Total		0	255,100	0	0	0	255,100
	<i>Prior Years Cost</i>	0	<i>Future Years Cost</i>	0		<i>Total Project Cost</i>	255,100

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)				Length 0		*Non-SIS*
Type of Work	AVIATION REVENUE/OPERATIONAL			L RTP Pg: Appx. A, pg. 3; Appx. D, pg. 30	Lead Agency Martin County		
CAP	DPTO	0	531,200	0	0	0	531,200
CAP	LF	0	132,800	0	0	0	132,800
CAX	DIOH	0	13,014	0	0	0	13,014
Total		0	677,014	0	0	0	677,014
	<i>Prior Years Cost</i>	<i>0</i>	<i>Future Years Cost</i>	<i>0</i>		<i>Total Project Cost</i>	<i>677,014</i>

Section D - Turnpike

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)						*SIS*
Type of Work	INTERCHANGE - ADD LANES			L RTP Pg: pg. 52; Appx. D, pg. 42	Lead Agency	FDOT	Length 0.285
ROW	PKYI	0	0	100,000	0	0	100,000
PE	PKYI	1,700,000	0	0	0	0	1,700,000
PEX	PKOH	41,480	0	0	0	0	41,480
RWX	PKOH	0	0	2,440	0	0	2,440
Total		1,741,480	0	102,440	0	0	1,843,920
<i>Prior Years Cost</i>		7,922,066	<i>Future Years Cost</i>		101,416	<i>Total Project Cost</i>	
FM# 4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)						*SIS*
Type of Work	ADD LANES & RECONSTRUCT			L RTP Pg: pg. 52; Appx. D, pg. 42	Lead Agency	FDOT	Length 3.622
ROW	PKYI	0	0	190,000	17,370,441	30,457,575	48,018,016
PE	PKYI	750,000	0	400,000	0	0	1,150,000
ENV	PKYI	0	30,000	0	0	325,000	355,000
RRU	PKYI	750,000	0	0	0	0	750,000
PEX	PKOH	36,600	0	9,760	0	0	46,360
RWX	PKOH	0	0	5,659	424,180	744,188	1,174,027
ENX	PKOH	0	732	0	0	7,930	8,662
Total		1,536,600	30,732	605,419	17,794,621	31,534,693	51,502,065
<i>Prior Years Cost</i>		6,260,112	<i>Future Years Cost</i>		248,104,685	<i>Total Project Cost</i>	
FM# 4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)						*SIS*
Type of Work	BRIDGE REPLACEMENT			L RTP Pg: pg. 132	Lead Agency	FDOT	Length 0.021
CST	PKYR	12,036,751	0	0	0	0	12,036,751
COX	PKOH	216,224	0	0	0	0	216,224
CSX	PKOH	77,776	0	0	0	0	77,776
Total		12,330,751	0	0	0	0	12,330,751
<i>Prior Years Cost</i>		510,336	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	

Section E - Districtwide

Martin MPO Transportation Improvement Program - FY 2027 - 2031

Phase	Fund Source	2027	2028	2029	2030	2031	Total	
FM# 2337031	MARTIN CO STATE HWY SYS ROADWAY							
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Length .000	Lead Agency FDOT	*Non-SIS*	
MNT	D	300,000	300,000	300,000	0	0	900,000	
MTX	DIOH	37,140	37,140	37,140	0	0	111,420	
Total		337,140	337,140	337,140	0	0	1,011,420	
<i>Prior Years Cost</i>		<i>15,753,220</i>	<i>Future Years Cost</i>		<i>0</i>		<i>Total Project Cost</i>	<i>16,764,640</i>
FM# 2337032	MARTIN CO STATE HWY SYS BRIDGES							
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Length .000	Lead Agency FDOT	*Non-SIS*	
MNT	D	35,000	35,000	0	0	0	70,000	
MTX	DIOH	4,333	4,333	0	0	0	8,666	
Total		39,333	39,333	0	0	0	78,666	
<i>Prior Years Cost</i>		<i>1,759,206</i>	<i>Future Years Cost</i>		<i>0</i>		<i>Total Project Cost</i>	<i>1,837,872</i>
FM# 2342651	MARTIN COUNTY INTERSTATE-ROADWAY							
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Lead Agency FDOT		*SIS*	
MNT	D	10,000	10,000	0	0	0	20,000	
MTX	DIOH	1,238	1,238	0	0	0	2,476	
Total		11,238	11,238	0	0	0	22,476	
<i>Prior Years Cost</i>		<i>6,244,765</i>	<i>Future Years Cost</i>		<i>0</i>		<i>Total Project Cost</i>	<i>6,267,241</i>
FM# 2342652	MARTIN COUNTY INTERSTATE-BRIDGES							
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Length .000	Lead Agency FDOT	*SIS*	
MNT	D	12,000	12,000	12,000	0	0	36,000	
MTX	DIOH	1,486	1,486	1,486	0	0	4,458	
Total		13,486	13,486	13,486	0	0	40,458	
<i>Prior Years Cost</i>		<i>583,769</i>	<i>Future Years Cost</i>		<i>0</i>		<i>Total Project Cost</i>	<i>624,227</i>
FM# 4505591	MARTIN COUNTY ASSET MAINTENANCE							
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: pg. 29	Lead Agency FDOT		*Non-SIS*	
MNT	D	2,923,990	2,923,990	2,833,505	2,833,505	0	11,514,990	
MTX	DIOH	171,346	171,346	166,043	166,043	0	674,778	
Total		3,095,336	3,095,336	2,999,548	2,999,548	0	12,189,768	
<i>Prior Years Cost</i>		<i>11,569,393</i>	<i>Future Years Cost</i>		<i>0</i>		<i>Total Project Cost</i>	<i>23,759,161</i>

Martin MPO Transportation Improvement Program - FY 2027 - 2031

Phase	Fund Source	2027	2028	2029	2030	2031	Total
FM# 4505592	MARTIN COUNTY ASSET MAINTENANCE						*Non-SIS*
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: pg. 29	Lead Agency FDOT	Length 0	
MNT	D	0	0	2,500,000	3,000,000	3,000,000	8,500,000
MTX	DIOH	0	0	146,500	175,800	175,800	498,100
Total		0	0	2,646,500	3,175,800	3,175,800	8,998,100
<i>Prior Years Cost</i>		0	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	8,998,100
FM# 4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM						*Non-SIS*
Type of Work	TRAFFIC SIGNALS			L RTP Pg: pg. 29	Lead Agency Martin County		
<i>NEW MSCA TARGET STARTING IN FY28</i>							
MNT	D	0	766,779	694,556	980,886	797,581	3,239,802
MTX	DIOH	0	44,933	40,701	57,480	46,738	189,852
Total		0	811,712	735,257	1,038,366	844,319	3,429,654
<i>Prior Years Cost</i>		0	<i>Future Years Cost</i>		0	<i>Total Project Cost</i>	3,429,654

Project Index

FM #	Project Name	Section	Page
2337031	MARTIN CO STATE HWY SYS ROADWAY	E - Districtwide	E-2
2337032	MARTIN CO STATE HWY SYS BRIDGES	E - Districtwide	E-2
2342651	MARTIN COUNTY INTERSTATE-ROADWAY	E - Districtwide	E-2
2342652	MARTIN COUNTY INTERSTATE-BRIDGES	E - Districtwide	E-2
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	B - Transit	B-2
4134931	PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS	B - Transit	B-2
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	A - Highway	A-2
4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS	B - Transit	B-2
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	A- Highway	A-3
4346611	PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES	B - Transit	B-2
4383452	SR-5/US-1 AT JOAN JEFFERSON WAY & SR-5/US-1 AT OCEAN BLVD	A - Highway	A-4
4393286	MARTIN COUNTY FY 2026/2027-2027/2028 UPWP	A - Highway	A-5
4393287	MARTIN COUNTY FY 2028/2029-2029/2030 UPWP	A - Highway	A-6
4393288	MARTIN COUNTY FY 2030/2031-2031/2031 UPWP	A - Highway	A-7
4416363	SR-714/MONTEREY ROAD AT FEC RAILROAD CROSSING	A - Highway	A-8

4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	A - Highway	A-9
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	A - Highway	A-10
4419951	MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING	A - Highway	A-11
4435002	FROM SE OSPREY ST TO SE GOMEZ AVE (FROM US-1 TO SEABRANCH STATE PARK)	A - Highway	A-12
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	A - Highway	A-13
4444151	SR-5/US-1 AT BAKER RD	A - Highway	A-14
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	A - Highway	A-15
4444171	SR-5/US-1 AT NW SUNSET BLVD	A - Highway	A-16
4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	C - Aviation	C-2
4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)	D - Turnpike	C-2
4461661	I95 & TPK (SR91) DIRECT CONNECT INTCHG AT BRIDGE RD (MP 123.7-127)	A - Highway	A-17
4462571	SR-5/US-1 AT SR-76/KANNER HIGHWAY	A - Highway	A-18
4463331	WIDEN TPK(SR91) FROM SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)	D - Turnpike	D-2
4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)	D - Turnpike	D-2
4469751	I-95 & TPK (SR91) DIRECT CONNECTION INTERCHANGE (MP 125)	A - Highway	A-19
4473981	SAILFISH CAPITAL TRAIL/MARTIN TRAIL	A - Highway	A-20
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	A - Highway	A-21

4478681	I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES	A - Highway	A-22
4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	C - Aviation	C-2
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	A - Highway	A-23
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	A - Highway	A-24
4496941	GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE	A - Highway	A-25
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	A - Highway	A-26
4505591	MARTIN COUNTY ASSET MAINTENANCE	E - Districtwide	E-2
4505592	MARTIN COUNTY ASSET MAINTENANCE	E - Districtwide	E-3
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	A - Highway	A-27
4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	E - Districtwide	E-3
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	A - Highway	A-28
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	A - Highway	A-29
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	A - Highway	A-30
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	A - Highway	A-31
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	A - Highway	A-32

4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	A - Highway	A-33
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	A - Highway	A-34
4533336	SR-710/WARFIELD BLVD FR SW FOX BROWN ROAD TO SW ALLAPATTAH ROAD	A - Highway	A-35
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	C - Aviation	C-2
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	A - Highway	A-36
4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	C - Aviation	C-2
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	A - Highway	A-37
4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	C - Aviation	C-3
4570041	SR-A1A/SE OCEAN BOULEVARD AT SR-714/SE MONTEREY ROAD	A - Highway	A-38
4570961	FISHERMAN'S COVE NEIGHBORHOOD SIDEWALK PROJECT - VARIOUS LOCATIONS	A - Highway	A-39
4571801	SR-9/I-95 MARTIN COUNTY - GUARDRAIL	A - Highway	A-40
4575661	NE SOUTH STREET AND NE HIGHLAND AVENUE	A - Highway	A-41
4577711	SE PALM BEACH RD FR CR 714/SE MONTEREY RD TO SE OCEAN BLVD	A - Highway	A-42
4577721	W SAND TRAIL/ SW SAND AVE FR SW MARTIN DOWNS BLVD TO SW SAND AVE	A - Highway	A-43

RESOLUTION NUMBER #26-10

**A RESOLUTION OF THE MARTIN METROPOLITAN
PLANNING ORGANIZATION OF MARTIN COUNTY,
FLORIDA, APPROVING THE FY26/27 – FY30/31
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Metropolitan Planning Organization (MPO) is required by 23 U.S.C. 134(j) to develop a Transportation Improvement Program (TIP); and

WHEREAS, the Code of Federal Regulations (CFR) defines the TIP as a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process; and

WHEREAS, State of Florida law requires the TIP to cover an additional year, for a total of five years; and

WHEREAS, the schedule for the development of the TIP must be compatible with the schedule for the development of the Work Program of the Florida Department of Transportation (FDOT) and the State Transportation Improvement Program (STIP) since the TIP is incorporated into the STIP; and

WHEREAS, the TIP contains Federal and State funded, and regionally significant, transportation projects to be funded in Martin County during the next five years; and

WHEREAS, in accordance with State of Florida law, the TIP is updated annually and approved by the MPO and the Governor or the Governor's delegate, the FDOT Secretary.

NOW, THEREFORE, BE IT RESOLVED BY THE MARTIN METROPOLITAN PLANNING ORGANIZATION, THAT:

Section 1. The Martin MPO hereby approves the FY26/27 – FY30/31 Transportation Improvement Program (TIP).

Section 2. The MPO Administrator or designee is authorized to make minor changes and to furnish additional information as required by FDOT or the Federal Highway Administration (FHWA) for submittal of the FY26/27 – FY30/31 TIP.

DULY PASSED AND ADOPTED THIS 15th DAY OF JUNE 2026

MARTIN METROPOLITAN PLANNING
ORGANIZATION

Sarah Heard, Chair

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Elysse Elder, County Attorney

ATTEST:

Beth Beltran, MPO Administrator



BOARD/COMMITTEE: MPO POLICY BOARD

AGENDA ITEM #: 8B

MEETING DATE: June 15, 2026

DUE DATE: June 8, 2026

UPWP TASK #: 5

TITLE: FINAL DRAFT FY28 – FY32 LIST OF PROJECT PRIORITIES (LOPP)

PREPARED BY: Bolivar Gomez/Beth Beltran

DOCUMENT(S) REQUIRING ACTION: Final Draft FY28 – FY32 LOPP

BACKGROUND

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

At the MPO Policy Board meeting on February 23, 2026, the Board approved the Draft FY28 – FY32 LOPP, with project Replacement and Expansion of the FEC Railroad Bridge over the St. Lucie River added as a new project onto the FY28 – FY32 LOPP. Scoping Forms for the newly added CR-714 SW Martin Highway from east of Fox Brown Road to west of I-95 (Priority #12), and the Local Road Safety Program Project (SE Bridge Road Left Turn Lane at SE Powerline Avenue) were submitted to FDOT. The final LOPP will be presented at the MPO Board meeting on June 15, 2026, for adoption.

ISSUES

At the June 2026, MPO Policy Board meeting, MPO staff will present the List of Roadways Priorities, Transportation Alternatives (TA) Program Priorities, Local Roadway Safety Project Priorities, and Public Transit Program of Projects for review and approval.

RECOMMENDED ACTION

- A. Approve the Final Draft FY28 – FY32 Lists of Project Priorities as presented.
- B. Approve the Final Draft FY28 – FY32 Lists of Project Priorities with comments.

FISCAL IMPACT

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

APPROVAL

MPO

ATTACHMENTS

Final Draft FY28 – FY32 List of Project Priorities

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

FY28 Rank	Facility	Segment Limits		Project Description	2050 LRTP Page	Prev. Rank	FM #	Phase Funded
		From	To					
1	SE Cove Rd.	SR-76 / S Kanner Hwy.	US-1 / Federal Hwy.	Widen from 2-lanes to 4-lanes, shared use pathways, CEI, green mast arms	7-16	3	441700-1	Design FY26 ROW FY27
2	SE Commerce Ave.	SE Indian St.	SE Salerno Rd.	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks, intersection improvements	5-26	6		
3	CR-713 / SW High Meadow Ave.	I-95	SR-714/SW Martin Hwy.	Widen from 2-lanes to 4-lanes, shared-use pathway, sidewalk, CEI, green mast arms	7-9	11	441699-1	Design FY26 ROW FY29
4	CR-609 / SW Allapattah Rd.	SR-710	2,800 feet north of SW Minute Maid Rd.	Resurfacing, shoulder widening, southbound left turn lane onto SR-710, green mast arm, CEI	5-16	13		
5	Passenger Rail Station and Improvements	FEC Railroad		Passenger rail station & rail corridor safety improvements	7-24			
6	FEC Railroad Bridge	St. Lucie River		Replacement and Expansion	5-24			
7	US-1	S Kanner Hwy.	SW Palm City Rd.	Intersection reconfiguration at SW Palm City Rd.	5-28	7		
8	US-1	S Kanner Hwy.	SW Palm City Rd.	Extension of US-1 southbound right-turn lane onto S Kanner Hwy.	5-28	7		
9	CR-609 / SW Allapattah Rd.	Approx. 3 miles N of SW Minute Maid Rd.	St. Lucie County Line	Resurfacing, shoulder widening, safety improvements, intersection improvements at CR-714	5-16	14		
10	SE Pomeroy St.	SR-76 / S Kanner Hwy.	US-1	Resurfacing, safety improvements	G-16	15		

11	SR-A1A / SE Ocean Blvd.	At SR-714 / SE Monterey Rd		Accessible route at southwest corner	G-9	17		
12	CR-714 / SW Martin Hwy.	East of SW Fox Brown Rd.	West of I-95	Resurfacing, safety improvements	5-26			
13	CR-726 / SW Citrus Blvd.	SR-710	SW Hemingway Ter.	Resurfacing, shoulder widening, safety improvements	7-55	12		
14	SR-714 / SE Monterey Rd. & SR-A1A / SE Ocean Blvd.	SE Kingswood Ter.	SE St. Lucie Blvd.	Mid-block pedestrian crosswalks	7-54	9		
15	SE Willoughby Blvd. Extension	SR-714 / Monterey Rd.	US-1	New 2-lane road with bicycle and pedestrian facilities	7-9	10	419669-3	PD&E FY26 Design FY30
16	N Sewall's Point Rd.	SR-A1A / SE Ocean Blvd.	NE Palmer St.	Mitigate for sea level rise impact	5-33	16		
17	CR-708/SE Bridge Rd.	Bascule Bridge		Bridge Replacement	3-2	4		
18	SW Palm City Rd.	SR-714 / Monterey Rd.	US-1	Complete Streets improvements	5-28	8		
19	SR-76 / S Kanner Hwy.	At SW South River Dr.		New southbound right-turn lane, green mast arm	G-9	18		

FY28-FY32

Unfunded Safety Priority List

FY28 Rank	Facility	Segment Limits		Project Description
		From	To	
1	CR-A1A / SE Dixie Hwy.	SE Osprey St.	SE Gleason St.	Signal installation and modifications for railroad pre-emption and track clearance
2	SW Amaryllis Ave.	CSX Crossing		Railroad crossing gates
3	CR-708 / Bridge Rd.	@ SE Powerline Avenue		Westbound turn lane
4	Railroad Crossings	County Wide		Second train warning systems

FY28-FY32

Transportation Alternatives Program (TAP) Priorities

Project Description	2027	2028	2029	2030	Comments
S Dixie Highway Improvements	\$420,000				Funded
SW Bulldog Way Sidewalks		\$462,220			Funded
Fisherman's Cove Sidewalks			\$1,272,261		Funded
Palm Lake Park Sidewalk				\$884,745	Pending

FY28-FY32

List of Public Transit Priorities

Facility / Equipment	Project Location/Description	Estimated Amount	Funding Source	2050 LRTP or TDP Page #	Project Status/Notes
Bus Replacement / Expansion	Rolling Stock	\$131,302	\$5339	LRTP -pg. 107	Amount of funds programmed is based on anticipated procurements and estimated costs and will change year to year.
Operating	Operating Assistance	\$1,217,119	\$5307	LRTP -pg. 107	
Security	1% Security	\$19,371	\$5307	LRTP -pg. 107	
Safety	.75% Safety	\$14,528	\$5307	LRTP -pg. 107	



BOARD/COMMITTEE: MPO POLICY BOARD

AGENDA ITEM #: 8C

MEETING DATE: June 15, 2026

DUE DATE: June 8, 2026

UPWP TASK #: 2

TITLE: CONTINUITY OF OPERATIONS PLAN (COOP) UPDATE

PREPARED BY: Ricardo Vazquez/Beth Beltran

DOCUMENT(S) REQUIRING ACTION: COOP

BACKGROUND

The Martin MPO Continuity of Operations Plan (COOP) was adopted by the MPO Policy Board in October 2012 and was last updated on May 6, 2024. The purpose of the COOP is to ensure the continued operation of the MPO in the event of an emergency and ensure that the MPO's resources can be reached.

MPO staff has reviewed the adopted COOP and has made minor changes to the document to make it more ADA accessible.

ISSUES

At the June 2026 MPO Policy Board meeting, MPO staff will present the updated COOP.

RECOMMENDED ACTION

- A. Approve COOP update
- B. Provide comments.

APPROVAL

MPO

ATTACHMENTS

Martin MPO COOP



CONTINUITY OF OPERATIONS PLAN (COOP)

Prepared by:

Martin Metropolitan Planning Organization in cooperation with
Martin County Board of County Commissioners

Adopted:

October 2012

Revised:

December 14, 2015

September 17, 2018

February 22, 2021

May 6, 2024

June 15, 2026

Commissioner Sarah Heard, MPO Chairman

Martin MPO
3481 SE Willoughby Boulevard
Suite 101, Stuart, FL 34994
(772) 221-1498
www.martinmpo.com

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

Contents

Introduction	3
A. Purpose	3
B. Vision Statement	3
C. Organization of COOP	4
Section 1: Concept of Operations.....	6
Section 2: Continuity of Meetings	8
Section 3: Continuity of MPO Projects and Recurring Activities	11
Section 4: Mission Essential Function (MEF) Planning	13

Appendices

A. Sustainment of COOP	15
B. Division Call List.....	16
C. Electronic Storage of Documents	17
D. GIS Maps	18
E. Emergency Information Contacts	19

DRAFT

INTRODUCTION

Purpose

To ensure the continued operations of the Martin Metropolitan Planning Organization in the event of an emergency, it is vital that the MPO have a plan in place. The Martin MPO Continuity of Operations Plan (COOP) serves that function. As structured, the plan guarantees the continuous operations of the MPO in the event of an emergency and ensures that the MPO's resources can be efficiently deployed to supplement wider emergency planning efforts. The MPO's COOP provides a process that is applicable to all MPO functions and activities, including the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), the Congestion Management Process, and other plans and updates.

Because Martin County is the host agency of the Martin MPO through a staff services agreement, the MPO COOP was developed in a manner consistent with the policies and procedures of the Martin County Board of County Commissioners. As such, the MPO's COOP outlines roles and responsibilities of MPO staff with respect to the MPO Board and its advisory committees; addresses emergency management of projects and recurring activities; and describes potential MPO involvement in emergency planning tasks, also known as Mission Essential Functions (MEFs). For each of these areas, the COOP provides strategies that will lead to the continuity of MPO operations.

Vision

A vision statement is a brief description of what an organization hopes to achieve through planning. By implementing all strategies contained within the MPO COOP and by satisfying all objectives, the MPO hopes to achieve:

Timely completion of all MPO tasks throughout the duration of an emergency, regardless of the nature and duration of that emergency.



Organization of COOP

The MPO COOP was developed by MPO staff to ensure that the MPO could continue operations in the event of an emergency. This Plan contains measurable objectives and is consistent with other relevant planning documents, including the Martin County Public Works Department COOP to provide guidance and be an additional resource. Also



consistent with the MPO COOP is the Martin County Comprehensive Emergency Management Plan (CEMP). Chapter 252, of the Florida Statutes, and the State Emergency Management Act, requires each County in the State of Florida to prepare a CEMP. The Martin County CEMP establishes the operational framework through which the County prepares for, responds to, recovers from, and mitigates the impacts of disasters, ensuring the continuation of essential functions during an emergency. The CEMP defines responsibilities for County departments, including the Martin County Public Works Department in which the Martin MPO is housed.

The plan component of the COOP is organized into four different sections. Each section has an objective and several strategies associated with them that will assist staff with understanding how that specific objective will be met. A Measure of Effectiveness (MoE) is also associated with each objective, which is how the Martin MPO will determine if the specific objective was achieved. A summary of the contents of each section is as follows: each addressing a different dimension of emergency planning. The sections are:

Section 1: Concept of Operations

The MPO COOP describes logistical planning in the event of an emergency, including general preparedness measures, immediate pre-event planning (where advanced notification is available), activation of the COOP, and post-event logistics under the heading Concept of Operations. The Concept of Operations section of the MPO COOP is consistent with the County's policies, procedures, and addresses planning scenarios generally applicable to all County departments. The MPO COOP details the responsibilities of MPO staff, the MPO Administrator, with respect to general preparedness, and logistics. Later Sections of the MPO COOP address specific policies and measures applicable to individual MPO activities.

Section 2: Continuity of Meetings

The MPO is a statutorily authorized Board composed of representatives of local governments and is the primary agency responsible for transportation planning in Martin County. Four advisory committees have been established to assist the MPO. They are the Technical Advisory Committee (TAC), composed of local government officials and other technically qualified agency representatives; the Citizens Advisory Committee (CAC), composed of members of the general public or public interest groups; the Freight Transportation Advisory Committee (FTAC), composed of freight transportation professionals and freight planning staff. and the Bicycle and Pedestrian Advisory Committee (BPAC), composed of bicycle and pedestrian advocates. The MPO also staffs the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD) and is composed of various agency and citizen representation. The LCB-TD provides direction to the Community Transportation Coordinator (CTC) which provides trips for the Transportation Disadvantaged. Florida Statute 427.011(1) 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.”

The strategies contained in the COOP with respect to the MPO Board and advisory committees include evaluating the status of committee meeting schedules, potential challenges to the normal notification, agenda preparation, and meeting conduct processes.



Section 3: Continuity of MPO Projects and Activities

The MPO undertakes several short- and long-term projects. Many of these projects, such as the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) include deadlines for MPO action. Other projects, such as the MPO’s Bicycle and Pedestrian Action Plan, are performed to promote sound planning practices and represent an investment of MPO resources. As such, the COOP contains several strategies for fulfilling MPO obligations and continuing ongoing projects throughout the duration of an emergency. In addition, many MPO projects are performed by consultants. These projects typically have deadlines contained in the contract or work order. For these projects, some action by the MPO or by MPO staff might be required to keep the project moving efficiently and to comply with contractual obligations.

Section 4: Mission Essential Functions (MEFs)

Although MPO work tasks are identified in the annual Unified Planning Work Program (UPWP), interim emergency transportation planning tasks may occur (known as Mission Essential Functions) that take advantage of the MPO's resources and abilities.

Section 1: Concept of Operations

In accordance with the Martin County CEMP, which covers all phases of an emergency, the MPO COOP provides guidance for an internal program within the County to ensure the continuation of essential component functions across a wide range of potential emergencies. As a division of the County's Public Works Department, responsible for the local infrastructure and public works, the MPO is one of the first divisions operational after an emergency. With the benefit of the County's resources, the MPO can ensure the safety and continued operation of its programs, meeting schedule, product deliverability and public involvement. The County however does not specify strategies that apply to individual sections within County departments, such as the MPO. Therefore, the Concept of Operations section of the MPO COOP provides specific direction for MPO staff and Appendix A displays a continuing cycle of how the MPO COOP will be sustained over time.



Objective 1: For each emergency event, MPO staff will be fully operational with telephone and computer access within 24 hours of the activation of the COOP.

Measure of Effectiveness: Number of hours needed to become fully operational upon activation of the MPO COOP.

Strategy 1.A: Communications and Activation of the COOP

Throughout the duration of any emergency, the Martin County Public Works Director, who is the Infrastructure and Public Works Team Leader, will be the primary source of information for the MPO Administrator and will announce the activation of the MPO COOP. Activation of the MPO COOP can be a result of wide range of emergencies and is not exclusive to natural disasters, but also includes terrorist attacks and technological disruptions. As stated in the CEMP, the Public Works Team Leader will communicate with the Operations Section Chief who will provide information from Incident Command that receives direction from Unified Command. The MPO Administrator will notify all MPO staff

and be their primary source of information. Consistent with Martin County procedures, MPO staff will participate in the Department's call list and list order of succession process as identified in Appendix B.

Strategy 1.B: Preparedness Items

Depending on the nature of the impending emergency and/or the duration of pre-event warning, the MPO Administrator will prepare or coordinate preparedness items. A summary of preparedness items that are the responsibility of MPO staff are as follows:

- MPO call team/list order of succession (Appendix B).
- Electronic Storage of Documents (Appendix C).
- Computer equipment care (In accordance with Martin County Employee Handbook for Emergency Activations).
- Hardcopies of Maps (Appendix D).
- Original MPO agreements and signed contracts.
- Pre-Incident: Identifying areas where outside support will be required in Alternate Facility operations. Identifying any vulnerabilities the Alternate Facility may have, such as being prone to street flooding. If necessary, ordering additional resources, including equipment, and office supplies, and other supplies that are not in place or readily available among existing agency resources.



Strategy 1.C: Facility Evacuation

In the event facility evacuation is ordered, general staff are responsible for the following:

- Ensuring all employees and visitors are assisted from the facility.
- Staff with public visitors should exit the facility with the visitors.
- Staff must search for and ensure that any clients who are in conference rooms and restrooms evacuate with the staff immediately.
- If fire alarm signal occurs, ensure all doors are closed to help prevent the fire from spreading and to decrease damage to other areas.

Staff and guests present will assemble at the designated meeting point established by staff.

Strategy 1.D: Alternative Facilities

If the MPO office should become incapacitated during an emergency, the MPO Administrator will then coordinate with the Public Works Team to identify a secure work area for MPO staff within an appropriate Alternate Relocation Point (ARP). Information on these procedures will be communicated to the MPO Administrator by the Public Works Team Leader at the time of the event. The MPO Administrator will then notify MPO staff of the ARP. All other rules pertaining to the employee workplace, including accessing the workplace with proper identification, will be in accordance with Martin County emergency procedures.



Strategy 1.E: Support Infrastructure

At either the MPO's regular workplace or the ARP, the MPO Administrator will assess the condition of the MPO's support infrastructure. The MPO Administrator will coordinate with the Public Works Team to ensure that the workplace meets the following conditions:

- Immediate capability to perform essential functions under various threat conditions.
- Sufficient space and equipment to sustain the MPO.
- Interoperable communications.
- Reliable logistical support, services, and infrastructure systems, including water, power, heating, air conditioning etc.
- Ability to sustain operations for a period of up to 30 days.
- Consideration for the health, safety, and emotional well-being of relocated employees.
- Appropriate physical security and access controls.

Depending upon the condition of the support infrastructure, the MPO Administrator will coordinate with the Public Works Team to repair, install or procure new systems, or utilize alternative systems. Pending the approval of the Public Works Team Leader, the MPO Administrator will contact FDOT, other MPO's, or local agencies about sharing or acquiring through emergency purchase authority, any equipment necessary for the MPO to quickly resume its basic staff functions.

Section 2: Continuity of Meetings

The Martin MPO works to coordinate the improvement of all facets of the transportation network in Martin County. This effort includes the monitoring and evaluation of existing conditions, the development of improvement strategies, the facilitation of meaningful

public input, and the implementation of evaluated and funded strategies.

All MPO's are designated and funded through Federal legislation mandating the coordination of plans and improvements in areas with a population of 50,000 or more. The intent of the Federal-Aid Highway Act of 1962 related to the authorization of MPOs was to ensure projects were developed with local input according to "continuing, comprehensive, and cooperative" transportation planning – the "3C" planning approach. To help make decisions, the MPO uses recommendations from advisory committee members. These committees offer input from citizens, bicycle/pedestrian interests, freight transportation professionals, and local technical experts.



Objective 2: A quorum will be present for each MPO and advisory committee meeting, effective the first meeting after activation of the COOP.

Measure of Effectiveness: Number of Board and advisory committee members in attendance at the first meeting after activation of the COOP.

Strategy 2.A: Meeting Facilities

Meeting Facilities. Immediately after an emergency event, the MPO Administrator will coordinate with the Public Works Team to assess damages to or reassignment of regular conference room facilities. If regular meeting room facilities are inaccessible or reassigned for emergency purposes, the MPO Administrator will coordinate with the Public Works Team Leader and Emergency Operations Center to determine the availability of conference rooms at alternative relocation points (ARPs). Due to the multi-jurisdictional nature of the MPO Board, a partial list of ARPs for conducting MPO and advisory committee meetings include municipal facilities. ARPs include:

- Martin County Blake Library Conference Room
- Martin County Utilities Department Conference Room
- Martin County Building Department Conference Room
- Martin County Airport Maintenance Building Conference Room
- Martin County Morgade Library Conference Room
- Field Operations Compound

In the event of a Pandemic, and the Martin County BOCC issues a state of emergency, the Martin MPO will follow the direction of Martin County policy and procedures set forth, including:

- Closing the MPO office to the public.
- Arranging for an ARP where meetings can be held safely with appropriate social distancing opportunities.



Strategy 2.B: Meeting and Schedules and Notification

The MPO Administrator will coordinate with the Public Works Team Leader and the Emergency Operations Center to determine if emergency conditions warrant a full or partial rescheduling of regularly scheduled meetings during the emergency period.

Upon a determination that it is unsafe or inappropriate to conduct regularly scheduled meetings (for example, due to unsafe travel conditions, interruption in communications, or general public safety and welfare), the MPO Administrator will notify the MPO and its advisory committees via all of the following methods:

- The MPO Administrator will inform the Emergency Operations Center of meeting status. He/she will, in turn, post the announcement through a variety of forums, including notifying the County switchboard operators, Local Government Access television, Martin County Website, and WSTU- 102.3FM/1450AM.
- The MPO Administrator will draft a meeting cancellation memo, and staff will

attempt direct mail to the committee members.

- MPO staff will attempt direct e-mail to the affected committee members and local governments.
- MPO staff will attempt phone calls to this same group.
- The MPO Administrator will draft and post an announcement on the MPO Website.



The MPO will continue to utilize multiple meeting notification techniques until such time as the state of emergency is lifted or normal communications have resumed as determined by the MPO Administrator.

Strategy 2.C: Meeting Preparation and Conduct

All normal MPO meeting preparation and agenda item preparation procedures will apply in the event of an emergency (see Section 3.0 of Martin MPO Public Participation Plan) with the exception being that the MPO Administrator will provide an additional week over and above the normal notification and distribution period to account for disruptions in communications.

The MPO Administrator will evaluate conference facilities in the ARP to ensure adequate seating and recordation capabilities.

Section 3: Continuity of Projects and Recurring Activities

The MPO undertakes many short-term and long-term projects. Examples of such projects include the Long Range Transportation Plan, Transportation Improvement Program and Unified Planning Work Program. In addition, the MPO engages in many activities on a recurring basis, including coordinating with FDOT on the status of transportation projects and developing an annual budget and work program. Many of the MPO's projects and activities are requirements of state and federal law. The MPO may, however, also undertake a project, such as a corridor study, as a sound planning practice. In addition, Annex E of the Public Works Department COOP states relocation will not affect normal procedures for submitting and processing requisitions, purchase orders, or other purchasing procedures related to personnel relocated to an alternate facility or other purchasing functions. Regarding execution of contractual agreements, the relocation will not affect normal procedures for execution of contractual agreements for the MPO.

Whether or not an MPO project or activity is required by statute, it represents an investment of MPO resources. As such, compliance with deadlines and continuing ongoing projects is a top priority.

Objective 3.1: MPO staff will meet 100% of Federal and State deadlines for completion of required work tasks.

Measure of Effectiveness: Percent of required tasks completed in compliance with required deadlines.

Objective 3.2: MPO staff will complete consultant contracts within 10% of the original contract date after activation of the COOP.

Measure of Effectiveness: Number of consultant contracts completed within 10% of the original contract date.

Strategy 3.A: Assessment of Activities

Immediately after an event, the MPO Administrator will consult the Martin MPO Unified Planning Work Program (UPWP) and inventory all ongoing and upcoming MPO projects and activities and identify deadlines for completion.



In consultation with the Public Works Team Leader, the MPO Administrator will determine the severity and duration of the disruption caused by the event and assess the earliest possibility for resumption of operations.

Strategy 3.B: Statutorily Required Projects and Activities

The MPO Administrator will assess the feasibility of meeting required deadlines. If a deadline cannot be met due to a mandatory cancellation of an MPO Board Meeting, the MPO Administrator will contact the appropriate review agency and determine:

- If the MPO Administrator has the discretion or authority to act on an interim basis.
- If the deadline can be postponed until the Board can resume its regular meeting schedule.
- If an emergency meeting of the MPO should be scheduled on an interim basis prior to the next regularly scheduled Board meeting.

If a deadline cannot be met due to a lack of sufficient staff time to complete required tasks, the MPO Administrator will contact the appropriate review agency and determine:

- If the deadline can be postponed considering the current emergency
- If a supplement to staff resources can be obtained either through contractual services or inter-agency cooperation.

Strategies 3.C: Other MPO Projects and Activities

The MPO Administrator shall review the contracts for all outstanding projects and activities being performed with the assistance of consultant services and determine scheduled completion dates. The MPO Administrator will contact the Project Manager to determine if local emergency conditions will impact timely completion of the project.



If it is determined that local conditions will affect scheduled project completion, due to inability of MPO to fulfill its contractual obligations, inability of consultant to access information, or inability of consultant to perform work tasks, then the MPO Administrator will seek an extension of the period of performance of the contract, not to exceed thirty days, subject to Board approval.

Section 4: Mission Essential Functions (MEFs)

The MPO performs a vital role in transportation funding, planning, system oversight and coordination. If requested, MPO staff will coordinate local emergency needs with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or Florida's Department of Transportation (FDOT). Potential coordination activities may include:

- Providing information on local transportation conditions and operating status
- Coordinating meetings between local jurisdictions and Federal or State transportation agencies; and
- Relating County transit, traffic operations or engineering needs to appropriate federal and state agencies.

If necessary, MPO staff should be prepared to conduct emergency meetings to amend the Transportation Improvement Program or accept grant funding or assistance

necessary to restore the transportation system to its pre-emergency operating conditions. Any emergency TIP amendment or prioritization task will be performed in accordance with Section 2 (Continuity of Meetings) and Section 3 (Continuity of Projects and Recurring Activities) of this document.

Objective 4.1: MPO staff will complete 100% of the MEFs assigned to it by the Public Works Team Leader by the deadline imposed.

Measure of Effectiveness: Percent of MEFs completed in compliance with deadlines.

Objective 4.2: New employees will receive COOP information for awareness on the various hazards that exist and the responsibility of County employees to serve the public during a disaster.

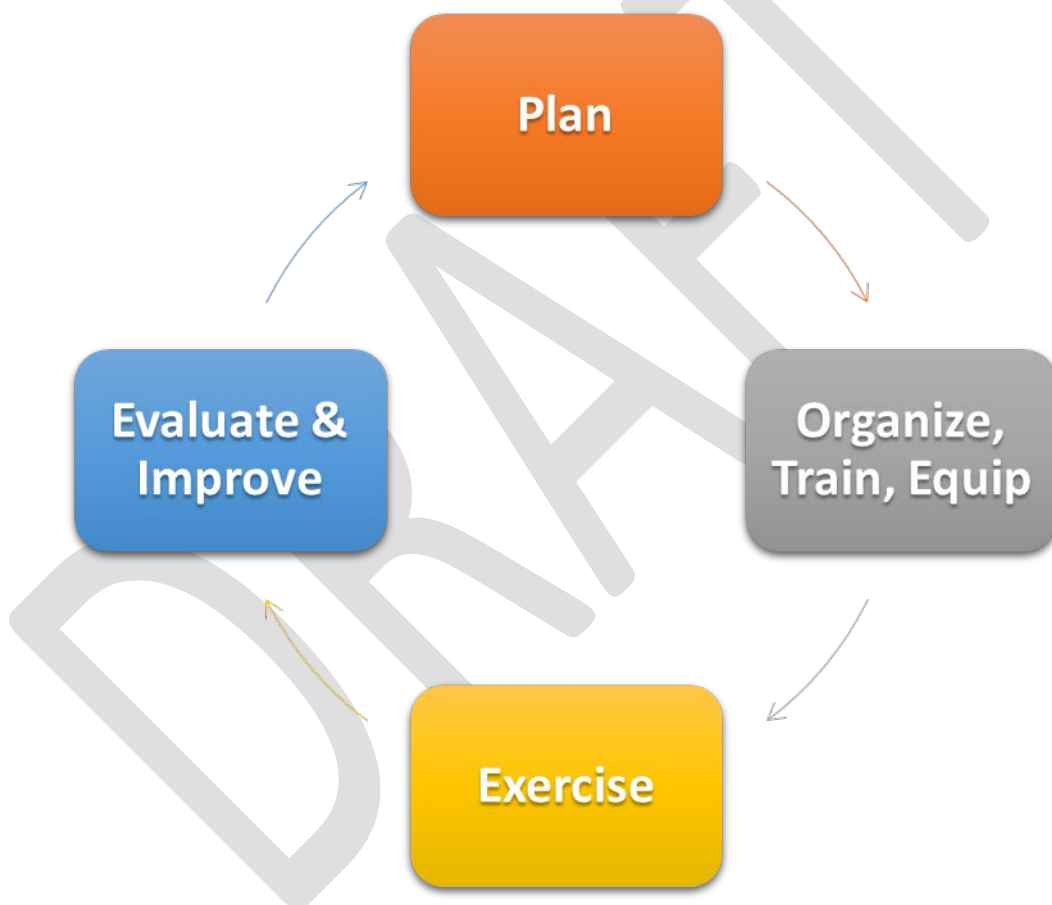
Measure of Effectiveness: Number of hours reviewing Martin MPO COOP, Martin County Public Works Department COOP, Florida Division of Emergency Management information and/or hours spent on training such as Martin County Active Shooter training and Stop the Bleed training.



Appendix A

SUSTAINMENT OF THE COOP

The Martin MPO COOP follows guidance presented in the National Response Framework (NRF). The COOP will follow the NRF Four-Phase Preparedness Cycle and will be revised and updated by MPO staff as-needed, thus serve as a living document:



Appendix B

MARTIN MPO DIVISION CALL LIST

MPO Administrator	(772) 288-5484
Administrative Assistant	(772) 221-1498
Principal Planner	(772) 223-7983
Senior Planner	(772) 320-3015
Planner	(772) 288-5412

DRAFT

Appendix C

ELECTRONIC STORAGE OF DOCUMENTS

- ❖ MPO Original Contracts and Agreements. These include:
 - MPO Agreement for PL Funds
 - MPO Interlocal Agreement
 - MPO Apportionment Plan
 - Agreement for MPO Staff Services
 - Section 5303 Public Transportation JPA
 - Intergovernmental Coordination and Review Agreement (ICAR)
 - General Planning Consultant Agreements

- ❖ Originals of each of the MPO's major plans and projects, including:
 - LRTP (2025, 2030, 2035, 2040, 2045, 2050)
 - TIP
 - UPWP
 - TDSP
 - Public Participation Plan (PPP)

- ❖ Copies of all signed Work Orders and Work Order Scopes of Services

MPO staff will electronically store documents on the County's network. The MPO will also work with the Director of Information Technology Services (I.T.S) for the purpose of maintaining an I.T.S Disaster recovery plan to restore documents. Annex J – Security and Access Controls of the Public Works Department COOP details the following:

The Information Technologies Services is responsible for establishing and maintaining policies and procedures relative to communications and cyber security. The following measures are in place to send and receive secure communications from the primary and alternative facilities:

Information System/cyber security measures are in place at Alternative Relocation Facilities such as:

- Firewall
- Password protected account login access
- Anti-virus software

Appendix D

MISSION ESSENTIAL MAPS AND LISTS

- Roadway Functional Classification Map
- Cost Feasible Map
- MPO Adopted List of Project Priorities (LOPP)
- Community Outreach/Community Profile Maps
- Bicycle/Pedestrian Plan Map

DRAFT

Appendix E

EMERGENCY INFORMATION CONTACTS

ALL EMERGENCIES 911

- MARTIN COUNTY EMERGENCY OPERATIONS CENTER (772) 287-1652
- STATE OF FLORIDA EMERGENCY INFORMATION LINE (800) 342-3557
- FLORIDA HIGHWAY PATROL (772) 468-3967
- FEDERAL EMERGENCY MANAGEMENT ADMIN. (FEMA)..... (800) 621-3362

NON-EMERGENCY CONTACTS

- MARTIN COUNTY SHERIFF'S OFFICE (772) 220-7000
- CITY OF STUART POLICE DEPARTMENT (772) 287-1122
- JUPITER ISLAND POLICE DEPARTMENT (772) 545-0112
- TOWN OF SEWALL'S POINT POLICE DEPARTMENT (772) 781-3378
- MARTIN COUNTY FIRE RESCUE (772) 288-5710

MUNICIPALITIES

- CITY OF STUART (772) 288-5300
- TOWN OF JUPITER ISLAND (772) 545-0100
- TOWN OF SEWALL'S POINT (772) 287-2455
- TOWN OF OCEAN BREEZE (772) 334-6826
- VILLAGE OF INDIANTOWN (772) 597-9900



BOARD/COMMITTEE: MPO POLICY BOARD

AGENDA ITEM #: 8D

MEETING DATE: June 15, 2026

DUE DATE: June 8, 2026

UPWP TASK #: 5

TITLE: SR-5/US-1 AT SR-76/KANNER HIGHWAY INTERSECTION IMPROVEMENT
PROJECT UPDATE

PREPARED BY: Bolivar Gomez/Beth Beltran

DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The Florida Department of Transportation (FDOT) Five-Year Work Program has funds programmed for intersection improvements at SR-5/US-1 and SR-76/Kanner Highway. The project is currently in the Preliminary Engineering (PE) phase and the associated project number is FM #446257-1.

ISSUES

At the June 2026 MPO Policy Board meeting, FDOT will provide a project update for FM# 446257-1 – SR-5/US-1 at SR-76/Kanner Highway Intersection Improvement.

RECOMMENDED ACTION

This is a Discussion item.

ATTACHMENTS

SR-5/US-1 at SR-76/Kanner Highway Intersection Improvement Project PowerPoint

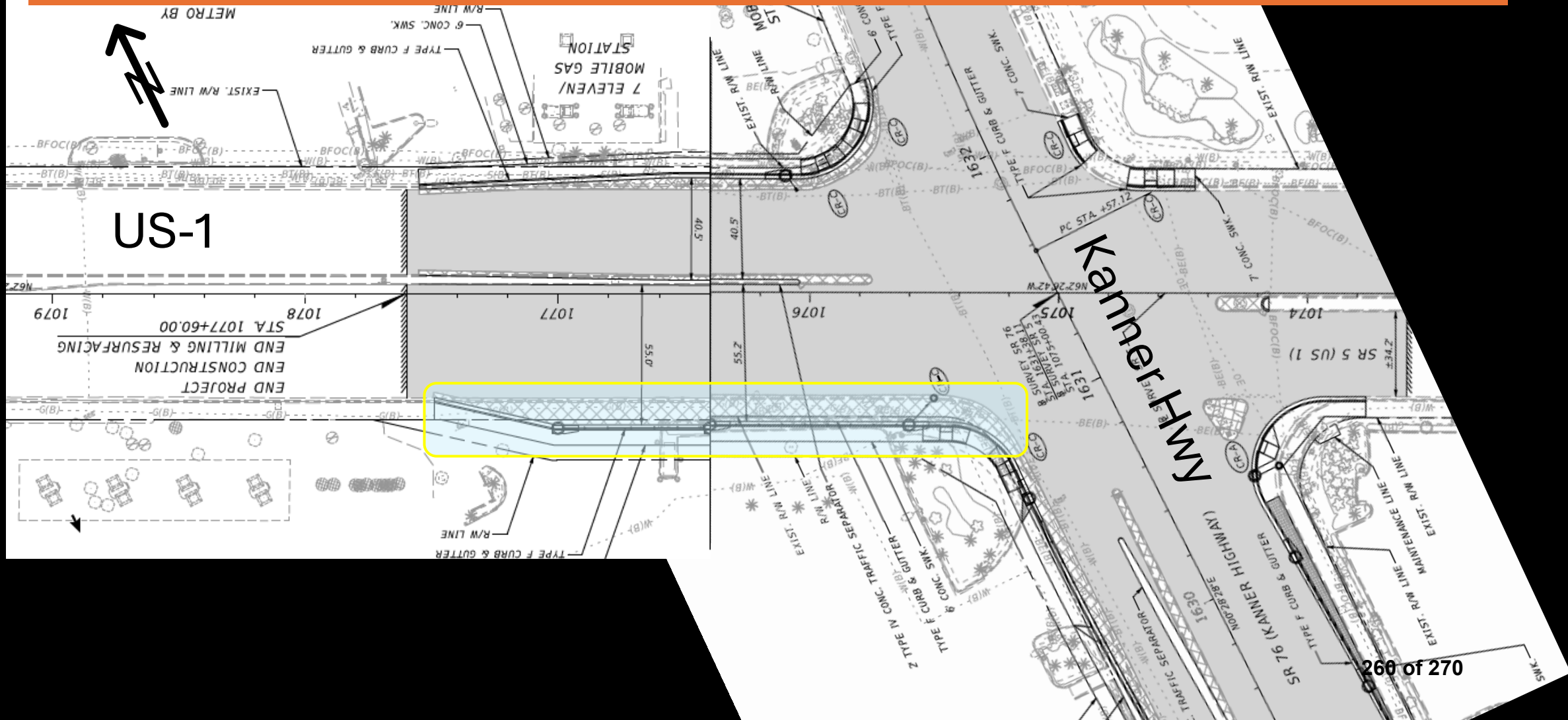


FM 446257-1
SR-5/US-1 @ SR-76/Kanner Highway
Intersection Improvement Project

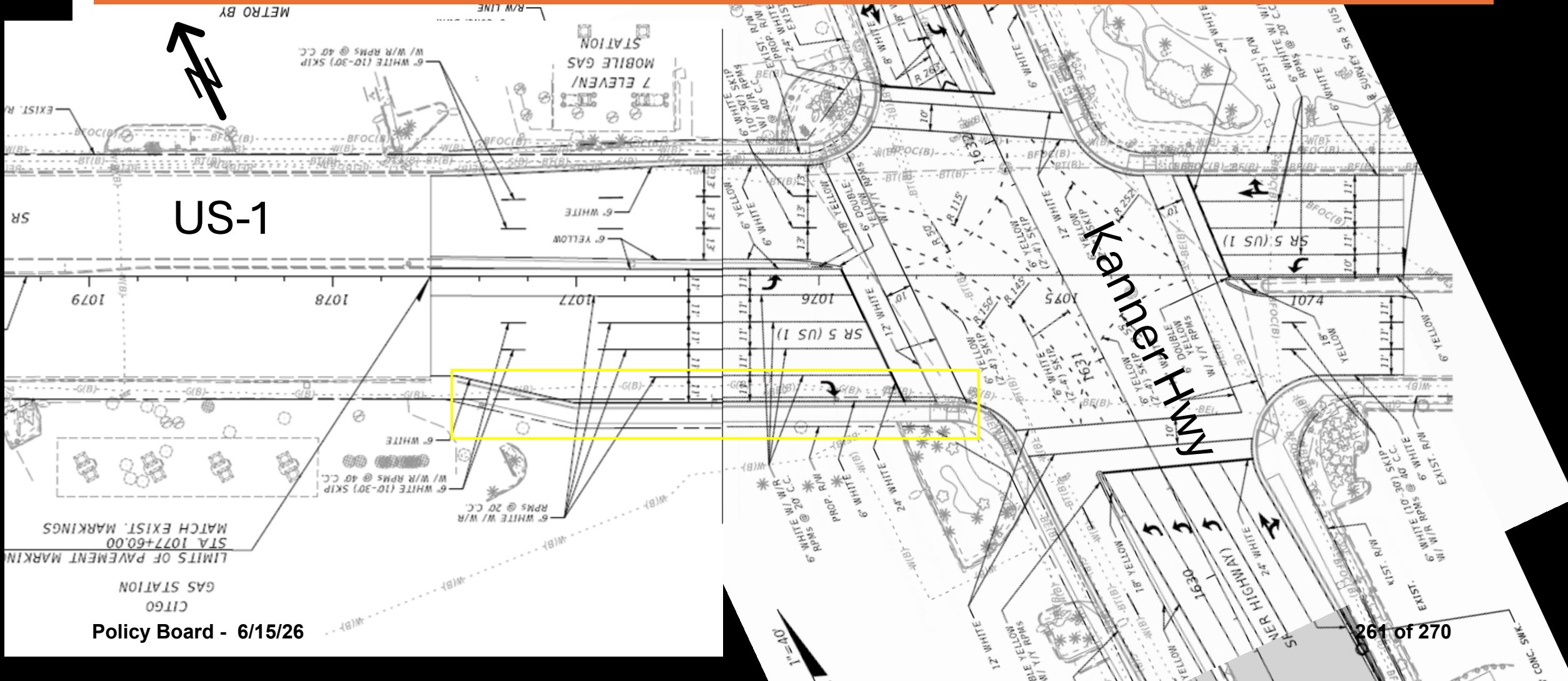
SR-5/US-1 Southbound Right Turn Lane
to Westbound SR-76/Kanner Highway
&
Left Turn Lane from SR-76/Kanner Highway
to Northbound SR-5/US-1

2023 MPO Priority #14

SR-5/US-1 Southbound Right Turn Lane to Westbound SR-76/Kanner Highway Widening Area



SR-5/US-1 Southbound Right Turn Lane to Westbound SR-76/Kanner Highway New Pavement Markings



Right Turn Lane

Right Turn Lane Storage Length needs based on 2023 Concept Development Study:

920 ft given AM peak queue lengths projected in 2025 (No Build)

1314 ft given AM peak queue lengths projected in 2045 (No Build)

Shorter Right Turn Lane Benefits:

- 1) Despite Peak Hours in the AM and PM, intersection delay is reduced
- 2) Reduction of Rear Ends by Separation of right lane

Policy from through lane



Challenges to lengthier Right Turn Lane:

1. Roadway pavement widening overlaps underground storage tanks
2. Space loss from access to fueling aisle
3. Truck access loss for fuel delivery.
4. Total Business Damages



Challenges to lengthier Right Turn Lane:

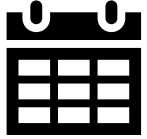
1. Roadway pavement widening overlaps underground storage tanks
2. Space loss from access to fueling aisle
3. Truck access loss for fuel delivery.
4. Total Business Damages

Recommendation:

1. MPO prioritize right turn lane extension project
2. Funding needs include \$10M for Phase 43



Current Schedule and Cost



Previous

Timeline Impacts

New

Production 9/8/2027
Letting 1/8/2028 (FY 28)

- 1) ROW Requirements delays from multiple meetings
- 2) ROW Phase duration increased from 20 months to 24 months

Production 9/5/2028
APP Letting 2/7/29 (FY 29)
[Unlikely due to budget constraints from SR-710 projects in FY 29]
Letting 7/6/29 (FY 30)

ROW and Services: \$5.2M

Construction Cost: \$2.8M

Construction Support: \$573k



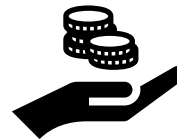
Right Turn Lane Extension Project



Design Life

4-year with 24-month ROW phase

Example: FY 27 Design and FY 31 Letting



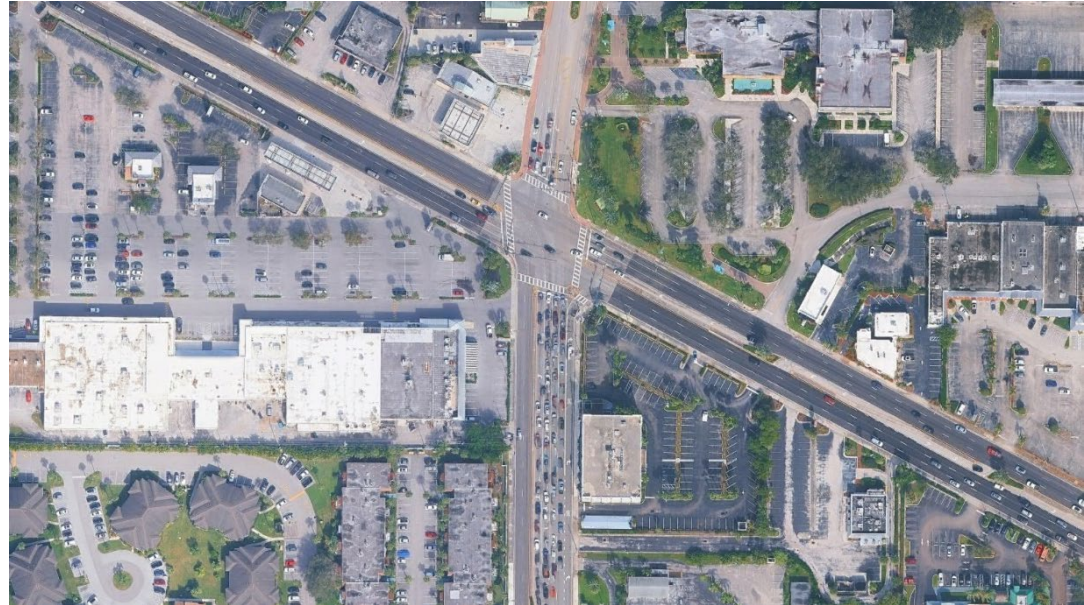
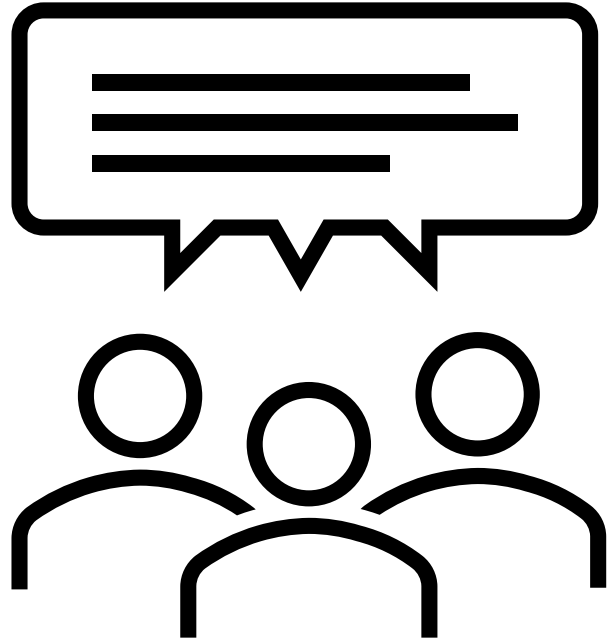
Anticipated Costs

Design and Support: \$171.4k

ROW and Services: \$10M

Construction Cost: \$591k

Construction Support: \$121k



Questions and Answers



BOARD/COMMITTEE: MPO POLICY BOARD

AGENDA ITEM #: 8E

MEETING DATE: June 15, 2026

DUE DATE: June 8, 2026

UPWP TASK #: 5

TITLE: SR-710 UPDATE

PREPARED BY: Bolivar Gomez/Beth Beltran

DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The future widening of SR-710/Warfield Boulevard (the MPO's #1 Priority) has been an ongoing discussion for the MPO. At the April 17, 2023, Policy Board Meeting, the Board requested that SR-710 become a standing agenda item for all future meetings until the widening is completed.

ISSUES

At the June 2026 MPO Board meeting, FDOT staff will give an update on the SR-710 Widening Project.

RECOMMENDED ACTION

Provide input.

APPROVAL

MPO