



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 16, 2025 @ 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 12, 2025 (Pg. 3)	APPROVE
7. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
8. AGENDA ITEMS	
A. FY25-FY29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATION #2 (Pg.13)	APPROVE
B. PUBLIC HEARING FINAL DRAFT FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM (Pg. 16)	APPROVE
C. COVE ROAD PRESENTATION (Pg.226)	DISCUSSION
D. TURNPIKE DIRECT CONNECT – PREFERRED ALTERNATIVE PRESENTATION (Pg. 257)	APPROVE

E. FINAL DRAFT FY27-FY31 LIST OF PROJECT PRIORITIES

(Pg.269)

APPROVE

F. SR-710 PROJECTS UPDATE

(Pg. 275)

DISCUSSION

9. COMMENTS FROM FDOT

10.COMMENTS FROM ADVISORY COMMITTEE MEMBERS

11.COMMENTS FROM BOARD MEMBERS

12.NOTES

- **Development Review Map Update**
- **State Certification Packet**
- **2050 LRTP Cost Feasible Open House – City of Stuart Commission Chambers – August 26, 2025, 4:30 PM to 6:30 PM**

13.NEXT MEETING

- **MPO Policy Board Meeting – September 15, 2025, at 9:00am**
Meeting Location: Martin County Administrative Center
Commission Chambers

14.ADJOURN

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



**MARTIN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING**

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

Monday, May 12, 2025 @ 1:30 pm

MINUTES

- 1. CALL TO ORDER** – Commissioner Sarah Heard called the meeting to order at 1:33 p.m.
- 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, Administration Assistant, called roll.

PRESENT:

Commissioner Eileen Vargas
Commissioner Sarah Heard
Commissioner Stacey Hetherington
Commissioner J. Blake Capps
Commissioner Edward Ciampi
Mayor Carmine Dipaolo
Commissioner Kaija Mayfield

REPRESENTING:

Martin County Board of County Commission
Martin County Board of County Commission
Martin County Board of County Commission
Martin County Board of County Commission
Martin County Board of County Commission
Village of Indian Town Council Member
Town of Sewall's Point Commission

ABSENT:

Commissioner Christopher Collins
Commissioner Sean Reed

City of Stuart Commission
City of Stuart Commission

Staff in Attendance:

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

Others in Attendance:

Jim Harp, Stuart Alliance Church
Tony Norat, FDOT District 4

James Brown, Florida's Turnpike Enterprise

Vikas Jain, TYLin
Larry Sofield, CAC
Herman de Roos, Resident
Warren Newell, Resident

Julie Preast, BPAC
Jim Jurgaits, Resident
Tyrone Monte, Resident

A quorum was present for the meeting.

5. APPROVE AGENDA

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

6. APPROVE MINUTES

MPO Board Meeting – April 21, 2025

A motion to approve the April 21, 2025, MPO Policy Board minutes was made by Commissioner Kaija Mayfield and seconded by Commissioner Edward Ciampi. The motion passed unanimously.

7. PUBLIC COMMENTS –

Tyrone Monte discussed his concerns about the Cove Road Expansion Project. Mr. Monte stated that he opposed the expansion of Cove Road citing concerns over noise, drainage, dust, and the loss of their only entrance. At the April 23rd [FDOT public meeting] presentation, residents felt dismissed rather than heard. The proposed Alternative 2C would force them to share a bike lane alongside traffic on a four-lane expressway. Mr. Monte emphasized that such a design would not be approved today if proposed by a developer.

Warren Newell stated that he was a former Palm Beach County commissioner, a civil engineer, and resident along Cove Road. He voiced concerns about the Cove Road expansion, specifically its widening, elevation changes, and drainage impact. He criticized FDOT's decision to allocate 150 feet of right-of-way, arguing that the project could be accomplished within 80 feet. Mr. Newell highlighted the unintended consequences of a 1920 law that stripped property owners of frontage without compensation. Additionally, he raised concerns over excessively wide bike paths, drastic elevation increases that would place cars above residential rooftops, and blocked drainage systems due to State land purchases. Mr. Newell submitted a letter detailing these issues for Board review.

Commissioner Hetherington inquired whether the Cove Road widening presentation would be addressed at the next MPO meeting. Ms. Beltran confirmed that she had been in discussions with District Four staff regarding community concerns and that the Project Manager plans to present at the June advisory committee and MPO Board meetings. Commissioner Hetherington emphasized the importance of informing residents, particularly given drainage concerns, and encouraged their attendance. Ms. Beltran confirmed that the presentation is scheduled for the next MPO Board meeting on June 16th at 9:00 AM in the Commission Chambers.

8. AGENDA ITEMS

A. TRANSPORTATION DISADVANTAGED (TD) PLANNING GRANT

Beth Beltran introduced the annual Transportation Disadvantaged Planning Grant. The MPO receives this grant for approximately \$26,000 from the Florida Commission for the Transportation Disadvantaged, with no local match required. The funds are used to staff the Local Coordinating Board for Transportation Disadvantaged. Staff recommended approval of the item.

A motion to approve the Transportation Disadvantaged (TD) Planning Grant was made by Commissioner Edward Ciampi and was seconded by Commissioner Stacey Hetherington. The motion passed unanimously.

B. APPROVAL OF RECOMMENDED COMMUNITY TRANSPORTATION COORDINATOR (CTC)

Beth Beltran explained that the Florida Commission for the Transportation Disadvantaged (CTD) requires the local planning agency, Martin MPO, to advertise every five years for a new Community Transportation Coordinator (CTC). The CTC manages transportation services for individuals with disabilities, seniors, and those with limited income. Following the County's advertising process, the Senior Resource Association (SRA), the current CTC, was recommended to continue for the next five years. The Local Coordinating Board supported this recommendation, and if approved by the MPO Board, the Resolution will be sent to the Florida CTD for final approval in early June. Staff recommended approval of SRA as the CTC for Martin County.

A motion to approve the recommended Community Transportation Coordinator (CTC) and Resolution was made by Commissioner Edward Ciampi and was seconded by Commissioner Stacey Hetherington. The motion passed unanimously.

C. 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) – NEEDS PLAN

Ricardo Vazquez introduced Vikas Jain of TYLin, who presented the 2050 LRTP update and draft Needs Plan. Commissioner Heard asked where the new interchange was located. Mr. Jain stated that he believed the project was located at Milepost 125 on I-95. Ms. Beltran confirmed that this was the interchange for the Turnpike's Direct Connection Project with I-95.

Commissioner Capps inquired about the possibility of a water taxi service connecting Sandsprit Park to St. Lucie Inlet Preserve State Park and whether a shorter route across the river from Cove Road had been considered. Mr. Jain explained that these projects originated from a Regional Waterways Plan conducted a few years ago. Ms. Beltran recalled that during the development of the MPO's Regional Waterways Plan, there were discussions about improving boat access to the State Park. Regarding funding, Commissioner Capps asked if a ferry service would be fully state-funded. Ms. Beltran explained that the Federal Transit Administration offers ferry service funding, and if the State Park incorporated such a service into its Park Management Plan, State funds could

possibly be used. The funding would depend on the specific scenario and environmental considerations.

Commissioner Mayfield noted that North Sewell's Point Road was listed as a capacity expansion project, increasing from two lanes to four, but questioned its feasibility due to limited right-of-way. Mr. Jain acknowledged the concern, stating that the data was objectively generated by the model and that they would revisit the corridor for further evaluation.

Commissioner Hetherington asked whether the Existing and Committed Network Project list was derived from modeling or human input. Mr. Jain responded that some of the listed projects are included in the Transportation Improvement Program (TIP). Regarding Newfield Parkway, Mr. Jain confirmed it is developer funded, with Mr. Vazquez adding that other projects also come from capital improvement plans. Commissioner Hetherington then asked about two traffic signals planned for Kanner Highway at Waterside Way and Gateway Place, inquiring about their funding status and whether traffic analysis had been conducted. Public Works Deputy Director George Dzama provided an update on ongoing roadway projects, confirming that many are currently being implemented. He noted that Waterside Way is nearing completion, with bidding set to begin for a traffic signal and turn lane project on SR-76. Commissioner Hetherington inquired about the warrant process for signals at Gateway Place and Waterside Way, with Mr. Dzama confirming that the warrants were based on projected traffic, including anticipated operations facility and warehouse traffic. Regarding 84th Avenue and Newfield Parkway, Mr. Dzama explained that the developer is handling construction. An extension of 84th Avenue will connect to Newfield Parkway near the sheriff's gun range, and widening efforts on Newfield Parkway are already underway.

Commissioner Capps asked about intersection improvements at Dixie and Crossrip in Hobe Sound, noting that it was not listed. Mr. Dzama confirmed that the project is included in the County's Capital Improvement Plan and is already part of the planned improvements within the five-year work plan, eliminating the need for its inclusion on the current map.

Commissioner Heard questioned the timeline for the PD&E study on Cove Road, asking whether completion was expected by 2030. Mr. Jain clarified that the study should be finalized either this year or next, despite being listed within the five-year timeframe. Commissioner Heard then inquired about right-of-way acquisition along Willoughby Boulevard between Monterey and US1. Mr. Jain noted that cost evaluations for the project had not yet been conducted but would be reviewed in the coming months.

Commissioner Heard inquired about the Village Parkway Extension, noting its proposed four-lane expansion. Mr. Vazquez explained that Village Parkway is in St. Lucie County, and while the 2040 Plan suggested extending it south into Martin County, it currently does not exist there. The project is included in the Regional Long Range Transportation Plan. Commissioner Heard questioned whether Martin County was planning to fund an extension for St. Lucie County's development. Ms. Beltran clarified that the connection discussed in the prior LRTP would be developer funded. Commissioner Hetherington added that Village Parkway now dead ends at Becker due to neighborhood development, preventing an extension. Mr. Vazquez confirmed that a potential alignment for the extension would need further discussions between Martin County, St. Lucie TPO, and Port St. Lucie.

Regarding Cove Road congestion, Commissioner Heard pointed out that current 2023 data does not show congestion and asked why a five-lane segment is planned. Mr. Vazquez explained that future projections indicate congestion by 2050. The Treasure Coast Regional Planning Model, which integrates population and employment projections, identified certain corridors likely to be congested, influencing the need for expansion.

Commissioner Hetherington noted the inconsistency in traffic signal warrants, emphasizing her long-standing effort to secure a signal at South River on Kanner Highway. She pointed out that despite multiple warrant studies, a new Costco had recently opened nearby, further increasing traffic demands, and requested an updated warrant study. Ms. Beltran stated that she would ask FDOT about the warranty study.

Commissioner Heard then asked how St. Lucie's TPO needs analysis is balanced with Martin County's. Mr. Vazquez explained that the Treasure Coast Regional Planning Model incorporates St. Lucie's data. Commissioner Heard questioned whether the Village Parkway Extension was a result of this integration, and Mr. Vazquez confirmed that the project had been considered since the 2035 LRTP. He noted that projected traffic increases along Allapattah Road and Martin Highway are likely due to St. Lucie's population growth. Commissioner Heard further reported on discussions at the TCTC meeting regarding 2050 needs assessments, highlighting that St. Lucie County is expected to double in population, particularly in its southwestern portion, which borders northern Martin County. She warned that this growth will significantly impact Martin County due to overdevelopment in St. Lucie County and Port St. Lucie.

A motion to approve the 2050 Long Range Transportation Plan (LRTP) Needs Plan was made by Commissioner Edward Ciampi and was seconded by Commissioner Stacey Hetherington. The motion passed unanimously.

D. CORRESPONDENCE FROM ST. LUCIE TPO – FEDERAL FUNDING SPLIT

Ms. Beltran provided an overview of the funding environment for transportation projects, explaining the role of urbanized areas, transportation management areas (TMA), and federal funding allocations. She clarified that TMA funds are directly allocated to urbanized areas exceeding 200,000 people. Historically, Martin County has received a portion of these funds alongside St. Lucie County, with the split adjusted over time to reflect population changes. Initially, Martin received 38%, but as St. Lucie County's population grew, the percentage decreased to 35% in 2015 and later to 32% in 2020. At that time, the MPO Board agreed to this split while acknowledging that significant commuter traffic from St. Lucie County was impacting Martin County. St. Lucie TPO's latest proposal seeks to adjust the split again, shifting St. Lucie's portion to 71% and reducing Martin County's to 29%. Ms. Beltran referenced a study conducted by St. Lucie TPO that revised land use data, using high population growth projections for southwest St. Lucie County. This study highlighted increased traffic impacts on Allapattah Road and Martin Highway, which supports findings from Martin County's 2050 Needs Plan that confirmed expected congestion along these corridors. Ms. Beltran also noted that St. Lucie TPO and Martin MPO have differing approaches to TMA fund allocation, with each Board prioritizing funds differently.

Ms. Beltran provided an overview of transportation funding priorities, explaining the split between Martin and St. Lucie Counties and the implications of the latest funding proposal. She emphasized that this split applies not only to TMA funds but to other federal funding allocated to the urbanized area. Additionally, she pointed out that the proposed funding split does not account for Indiantown, a growing urban area in Martin County. If Indiantown were included, the revised split would be 69.8% St. Lucie and 30.2% Martin. Ms. Beltran reminded the Board that the federal transportation legislation—the Infrastructure Investment and Jobs Act—will expire in September 2026, and future policies could reshape funding structures and MPO operations. She requested direction from the MPO Board on how staff should respond to St. Lucie TPO's funding proposal.

Commissioner Ciampi expressed strong opposition to the proposed funding redistribution, emphasizing that while St. Lucie County benefits from large-scale residential and industrial development, Martin County bears the consequences of increased traffic without receiving proportional financial support. He argued that Martin's infrastructure growth has been more measured, aligning with its existing road capacity, whereas St. Lucie's rapid expansion generates additional strain on Martin's roadways. Commissioner Ciampi pointed out that the influx of commuters traveling through Martin County, along with increased retail traffic, has placed an undue burden on local roads never designed for such heavy use. He asserted that instead of reducing Martin County's share of funds, the allocation should increase to reflect the County's role in absorbing traffic impacts. Referring to past funding distributions, he suggested reverting to the 2014 percentage rather than lowering Martin's allocation. Acknowledging the relationships between Board members from both counties, he recognized St. Lucie's request as an effort to advocate for its residents but ultimately maintained that Martin County should firmly reject the proposal.

Commissioner Hetherington strongly supported maintaining Martin County's funding allocation and opposed the proposed reduction, emphasizing the need to plan for increased funding in the future rather than accepting a lower percentage. She recalled a past TCTC meeting with representatives from St. Lucie, Martin, and Indian River counties, where a slide illustrating population projection made a lasting impression on her. The projections showed Martin County reaching 181,000 residents by 2045, while St. Lucie County's estimates jumped from 525,000 to 581,000, reflecting dramatic growth. Ms. Beltran confirmed that the slide referenced was part of the 2045 Regional Long Range Transportation Plan. Commissioner Hetherington noted that the substantial population increase in surrounding counties directly impacts Martin County, contributing to congestion and infrastructure strain. She commended the MPO for its strong planning approach and fiscal responsibility. Commissioner Hetherington proposed authorizing the Chair to formally respond to St. Lucie TPO's request, advocating not only for maintaining the current funding split but also ensuring Martin County secures a larger share moving forward to address future needs.

Commissioner Vargas expressed concern over losing transportation funding to St. Lucie County, emphasizing that Martin County must retain as much funding as possible given its approved developments. She inquired about reinstating the previous 62/38% funding split. Ms. Beltran advised that maintaining the current 68/32% distribution would be the simplest approach given existing agreements, federal deadlines, and the Long Range Transportation Plan process. She suggested revisiting the allocation in the future based on traffic projections and growing infrastructure needs. Adjusting the percentage now could

complicate federal funding eligibility if required documents are not approved in time. Commissioner Vargas questioned whether a 65/35% split would be feasible, given Martin County's ongoing development and increasing traffic impacts. Ms. Beltran explained that any adjustment would require an amendment process but reiterated that keeping the existing distribution while preparing for future reassessment would be the most strategic option. Commissioner Vargas concluded by stressing that every funding increment is valuable for improving transportation accessibility and encouraged efforts to secure a higher percentage in future amendments.

Commissioner Capps asked whether the funding split request from St. Lucie TPO was simply a proposal and if the MPO had the authority to reject it, which was confirmed. He then inquired about the long-term resolution process for disputes over the split and who would make the final decision if adjustments were needed in the future. Ms. Beltran provided historical context, explaining that in 2015, St. Lucie proposed using a population-based split of 68% St. Lucie / 32% Martin without prior discussion. Concerned about the unilateral nature of the change, the MPO Board reached out to FDOT, prompting a public meeting with the District Secretary, the MPO Chair, and the TPO Chair. The result was a compromise, adjusting the split to 65% St. Lucie / 35% Martin.

In the 2045 plan, St. Lucie again proposed 68% / 32%. The MPO Board agreed to this split but insisted that the funding allocation in the future should consider more than population data, given the increasing traffic flow into Martin County. Now, St. Lucie is requesting 71% / 29% based on population. Commissioner Capps acknowledged that previous funding split disputes were resolved by involving the FDOT District Secretary as an intermediary, which would likely be the approach again if an impasse occurred.

Commissioner Hetherington made a motion, seconded by Commissioner Ciampi, to maintain the existing funding split established in 2020, acknowledging anticipated significant future impacts to northern Martin County and conveying the Board's intention to reassess the percentage split in the future with a more generous allocation being warranted moving forward.

Commissioner Vargas questioned how Martin County could counter St. Lucie TPO's continued reliance on population-based allocations in the future. Ms. Beltran emphasized that the 2050 Long-Range Transportation Plan deadline is in October and recommended moving forward with the current split for now. She noted that if St. Lucie TPO challenges the decision post-adoption, the Board could follow past precedent by arranging a negotiation with the FDOT District Secretary, the St. Lucie TPO Chair, and Martin MPO's Chair to reach a compromise, as was done in the 2040 LRTP when the split was adjusted to 65/35.

Mayor Dipaolo expressed agreement with keeping the existing split but warned that if negotiations were necessary, Martin County should not settle for 32% but instead advocate for a more favorable allocation. Commissioner Heard reminded the Board that their Needs Plan deadline is approaching and advised avoiding a prolonged dispute over percentages now, suggesting a more strategic reassessment in the future.

Commissioner Mayfield sought clarification on whether maintaining the 68/32 funding split would likely be accepted over time or at least ensure necessary funding. Ms. Beltran

responded that while St. Lucie TPO could either agree or oppose the decision, she believes sticking with the 68/32 split is the most practical approach because it aligns with the existing adopted percentage, which FDOT has followed for the past five to six years, including for CARES Act funding. Ms. Beltran acknowledged that St. Lucie TPO might object but noted the urgency of the LRTP adoption deadline, advising the Board to proceed without delay. To avoid that level of disruption, she recommended finalizing the 2050 LRTP under the current split, with the possibility of future amendments if needed.

Commissioner Vargas expressed concerns over the proposed 71% to 29% funding split. While this distribution is being promoted, Commissioner Vargas emphasized that, given the rapid growth in the County—along with transit demands from St. Lucie County—a 68% to 32% division may not be sufficient. She cautioned that once funding levels are reduced, it becomes difficult to advocate for increases later, reinforcing the need to secure adequate resources now rather than risk future limitations.

Chair Heard stated a motion was on the floor:

A motion was restated and included a letter to the St. Lucie TPO affirming the MPO Board's decision to maintain the existing funding split established in 2020, acknowledging anticipated significant impacts to northern Martin County and conveying the Board's intention to reassess the percentage split in the future with a more generous allocation being warranted moving forward was made by Commissioner Stacey Hetherington and was seconded by Commissioner Edward Ciampi. The motion passed unanimously. Commissioner Vargas opposed.

E. DRAFT FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM

Beth Beltran introduced Margie Tamblyn, MPO Senior Planner, who presented the Draft FY26–FY30 Transportation Improvement Program (TIP).

A motion to approve the Draft FY26-FY30 Transportation Improvement Program was made by Commissioner Kaija Mayfield and was seconded by Commissioner J Blake Capps. The motion passed unanimously. Commissioner Hetherington and Major Dipaolo were absent for the motion.

F. GENERAL PLANNING CONSULTANT (GPC) CONTRACTS

Beth Beltran explained that every three years, the MPO advertises for general planning consultants (GPCs) to assist with planning studies and projects. Using GPCs on retainer allows the MPO to streamline work efforts without going through a competitive selection process for each individual study. The Board of County Commissioners recently approved this approach, and the current agenda item seeks formal approval to use the standard Martin County consultant contract for the four firms selected in this cycle: Kimley Horn and Associates, TY Lin International, Marlin Engineering, and WSP.

A motion to approve the General Planning Consultant (GPC) Contracts was made by Commissioner Edward Ciampi and was seconded by Commissioner Kaija Mayfield. The motion passed unanimously. Commissioner Hetherington and Major Dipaolo were absent for the motion.

G. SR-710 PROJECTS UPDATE

Beth Beltran introduced Tony Norat from FDOT District Four to provide an update on the SR-710 projects. Norat noted that there have been few updates since last month's presentation. Regarding the widening project from Okeechobee to Allapattah, Norat stated that it remains the top unfunded priority, and efforts to secure funding are ongoing. He also mentioned that the signal warrant analysis on SR-710 at Allapattah is still in progress and is expected to be finalized by the end of June.

Commissioner Hetherington reported a traffic incident on SR-710, where a box truck attempted to brake but collided with a Martin County school bus, narrowly avoiding a more serious accident. A semi-truck nearly rear-ended the bus as well. While no serious injuries occurred, a student was boarding at the time, highlighting the ongoing safety risks at this location. Hetherington stressed the need to document the incident and notify FDOT, emphasizing that a similar situation in the future could result in fatalities. She described the hazard as unacceptable, reinforcing the urgency for safety improvements.

Commissioner Capps sought clarification on the traffic signal at Allapattah and SR-710, noting conflicting references in project priorities. Ms. Beltran explained that due to the high priority status of the signal, it appears in two different listings: one within the widening project from Van Beuren to Allapattah, which includes a warrant study, and another as a standalone priority, even if FDOT's study finds it unwarranted. Commissioner Capps asked about the timeline for the warrant study, and Ms. Beltran confirmed results are expected by the end of June. If the study supports the signal installation, it is likely to be implemented within a few years, but final timing depends on funding and approvals. Tony Norat reiterated that FDOT understands the urgency and is pushing for quick action.

Mayor suggested aligning Allapattah Road with Martin Luther King Boulevard to create a four-way intersection, expressing concerns that without this adjustment, a signal at Allapattah and 710 could worsen traffic problems. He highlighted challenges getting onto Martin Luther King, especially during rush hour, and pointed to ongoing development in the area, suggesting a developer partnership for improved roadway connections. Ms. Beltran asked whether the Indiantown Council had submitted a formal request to the County Commission, noting that FDOT and the MPO focus on existing infrastructure, while decisions about a roadway realignment of a County road would fall under County jurisdiction. The mayor confirmed he would send a letter.

Commissioner Capps then asked whether aligning Allapattah Road with Martin Luther King would significantly delay improvements, emphasizing that such a project could take five to ten years, whereas a traffic signal could be installed much sooner, within two to three years. He stressed the immediate safety concerns at the intersection, agreeing that while alignment may be a long-term goal, the signal is needed sooner.

9. COMMENTS FROM FDOT – None

10. COMMENTS FROM ADVISORY COMMITTEE MEMBERS

Julie Preast emphasized the importance of remaining vigilant in defending Martin County's transportation funding, recalling past discussions about a potential merger between Martin MPO and St. Lucie TPO. She reflected on the efforts to resist the merger, noting that Martin prevailed, though she couldn't recall the specifics. Ms. Preast emphasized that keeping Martin's independent MPO ensured continued control over funding allocations. She also pointed out that Ms. Beltran has consultant studies detailing trip volumes into Martin County from both the north and south for employment, retail, and entertainment purposes. She recommended using these studies to strengthen the argument in the upcoming letter defending Martin County's funding needs against St. Lucie's proposed allocation shift.

11. COMMENTS FROM BOARD MEMBERS – None

12. NOTES

13. NEXT MEETING - MPO Policy Board Meeting – June 16, 2025

ADJOURNMENT: 10:42 AM

Approved by:

Sarah Heard, Vice Chair
Martin County Commissioner

Date

Prepared by:

Susan Ortiz, Administrative Assistant

Date

Minutes Approved on June 16, 2025

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



**MARTIN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 16, 2025	DUE DATE: June 9, 2025	UPWP#: 5
WORDING: FY25-FY29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATION #2		
REQUESTED BY: FDOT	PREPARED BY: Margie Tamblyn / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY25-FY29 TIP

BACKGROUND

The Florida Department of Transportation (FDOT) has updated the State Transportation Improvement Program (STIP). The Federal Highway Administration (FHWA) in their annual review has selected two projects within our FY25-FY29 Transportation Improvement Program (TIP) to ensure they are up-to-date and match the funding in the STIP. Those modifications include:

- SR-710 from Martin/Okeechobee County Line to FPL Power Plant Access Road
 - Change in funding allocation in Fiscal Year 2025, 2026, 2027, and 2028.
- Willoughby Blvd from SR-714/Monterey Road to SR-5/US-1/Federal Hwy
 - Change in funding allocation in Fiscal Year 2025

These modifications occur resulting from continued changes in the STIP after the Martin MPO's FY25-FY29 TIP was adopted in June 2024.

ISSUES

At the June MPO Policy Board meeting, Martin MPO staff will present the FY25-FY29 TIP Modification.

RECOMMENDED ACTION

Approve TIP modification.

APPROVAL

MPO

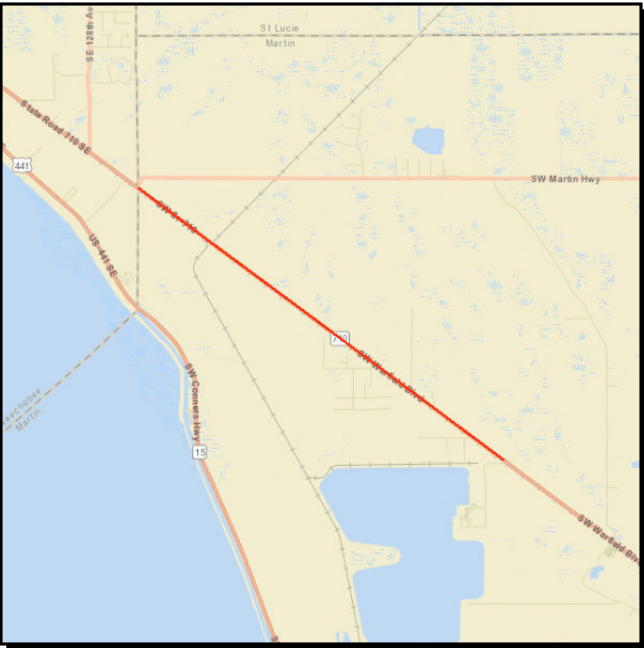
ATTACHMENTS

Updated TIP Project Sheets

4533332

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

SIS



Project Description:

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

Work Summary:

ADD LANES &
RECONSTRUCT

From:

MARTIN/OKEECHOBEE CO LINE

To:

SW FP&L ACCESS ROAD

Lead Agency:

Managed by FDOT

Length:

9.812

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	ACNP	2,246,265	4,175,000	25,000	25,000	25,000	6,496,265
ROW	ACNP	0	1,774,019	467,000	80,000	6,048,186	8,369,205
ROW	BNIR	0	0	0	8,871,295	0	8,871,295
ROW	DI	0	0	6,746,519	0	0	6,746,519
RRU	ACNP	20,000	0	0	0	0	20,000
Total		2,266,265	5,949,019	7,238,519	8,976,295	6,073,186	30,503,284

Prior Year Cost:550,000

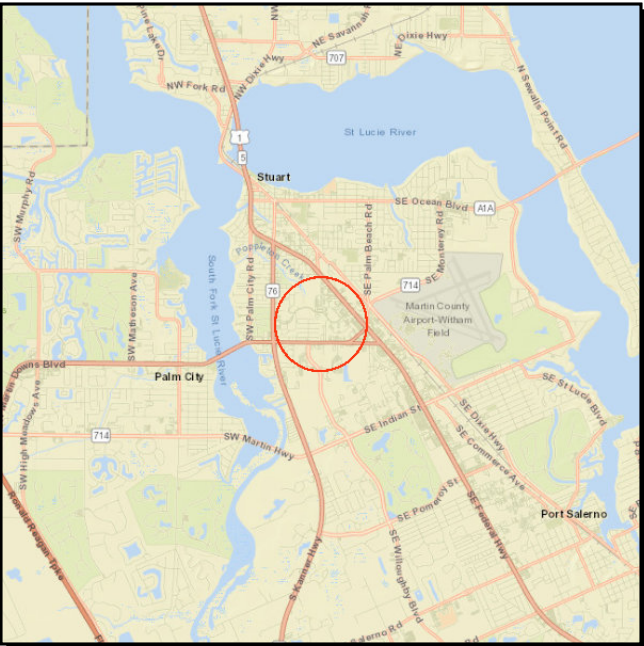
Future Year Cost:0

Total Project Cost:31,053,284

4196693

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

Non-SIS



Project Description: 2024 MPO PRIORITY #10 NEW 2L ROAD; PD&E R/W NEEDED

Work Summary:

PD&E/EMO STUDY

From:

SR-714/MONTEREY RD

To:

SR-5/US-1/FEDERAL HWY

Lead Agency:

FDOT

Length:

.000

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PDE	ACSU	2,803	0	0	0	0	2,803
PDE	SA	57,631	0	0	0	0	57,631
PDE	SU	2,197	380,000	0	0	0	382,197
Total		62,631	380,000	0	0	0	442,631

Prior Year Cost:

4,887,602

Future Year Cost:

0

Total Project Cost:

5,330,233



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 16, 2025	DUE DATE: June 9, 2025	UPWP#: 5
WORDING: PUBLIC HEARING FINAL DRAFT FY26 – FY30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)		
REQUESTED BY: FDOT	PREPARED BY: Margie Tamblyn / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Final Draft FY26 – FY30 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 December 16, 2024.

On May 1, 2025, the Draft TIP was made available for public review on the MPO website and in hard copy format at local libraries and in the County Administrative Center lobby to provide 45 days for public review and comment.

ISSUES

At the June 2025 MPO Policy Board meeting, MPO staff will present the Final Draft FY26 – FY30 TIP. The Final Draft TIP will be presented during a Public Hearing at the June 16, 2025, MPO Policy Board meeting.

RECOMMENDED ACTION

- Approve the Final Draft FY26 – FY30 TIP as presented.
- Approve the Final Draft FY26 – FY30 TIP with comments.

FISCAL IMPACT

The Transportation Improvement Program is based upon the Draft Tentative Work Program approved at the December 16, 2024, Policy Board Meeting. It is the vehicle through which State and Federal transportation funds are authorized to be released for Martin County transportation projects.

ATTACHMENTS

Final Draft FY26 – FY30 Transportation Improvement Program (TIP)
Resolution



FY26 - FY30 Transportation Improvement Program



FY26 – FY30

Transportation Improvement Program

Adopted by the Martin MPO Board on June 16, 2025

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

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Council Member Carmine Dipaolo

REPORT DOCUMENTATION

TITLE

Martin MPO FY26 – FY30
Transportation Improvement Program

REPORT DATE

June 2025

AUTHORS

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ACKNOWLEDGEMENTS

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

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

CERTIFICATION

FHWA/ FTA CERTIFICATION

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000).¹ The most recent quadrennial certification site visit was conducted in March 2021, and the next anticipated quadrennial certification will occur before September 2025.

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

¹ Federal Highway Administration Florida Division & Federal Transit Administration Region 4. Certification Report: Port St. Lucie Transportation Management Area – St. Lucie Transportation Planning Organization & Martin Metropolitan Planning Organization. March 2009.

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

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

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

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

GLOSSARY OF TERMS

ABBREVIATIONS AND ACRONYMS

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

HOA Homeowners Association
HPMS Highway Performance Monitoring System
ICWW Intracoastal Waterway
ISTEA Intermodal Surface Transportation Efficiency Act
ITS Intelligent Transportation System
JPA Joint Participation Agreement
LCB-TD ... Local Coordinating Board for the Transportation Disadvantaged
LCI Livable Communities Initiative
LEP Limited English Proficiency
LGCP Local Government Comprehensive Plan
LOGT Local Option Gas Tax
LOPP List of Project Priorities
LOS Level of Service
LRTP Long Range Transportation Plan
MAP-21 Moving Ahead for Progress in the 21st Century Act
MCPT Martin County Public Transit
MCTV Martin County Television
MMUNP ... Multimodal Unfunded Needs Plan
MOE Measure of Effectiveness
MPA Metropolitan Planning Area
MPO Metropolitan Planning Organization
MPOAC ... MPO Advisory Council
MTP Metropolitan Transportation Plan
NAAQS National Ambient Air Quality Standards
NAC Neighborhood Advisory Committee
NEPA National Environmental Policy Act
OA Other Arterials
OMD Office of Modal Development
PEA Planning Emphasis Areas
PIP Public Involvement Plan
POP Program of Projects
PPP Public Participation Plan
RFP Request for Proposal
RFS Request for Service
RLRTP Regional Long Range Transportation Plan
RTTAC Regional Transportation Technical Advisory Committee
SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEE Sociocultural Effects Evaluation

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

FEDERAL AND STATE FUND CODES

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

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

PHASE OF CONSTRUCTION AND COST ALLOCATION CODES

ADMAdministration Other Agency
CAPCapital Grant
CSTConstruction, CEI (Construction, engineering, inspection), Post Design
DSBDesign Build
ENVEnvironmental
INCConstruction Incentive
LARLocal Agency Reimbursement
MNTMaintenance
MSCMiscellaneous
OPSOperations/Grant Services
PDEProject Development & Environment
PEPreliminary Engineering
PLNPlanning
RELOCRight of Way Relocation
ROWRight of Way Support
ROW LN... Right of Way Land
R/R CST...Railroad construction
RRURailroad/Utilities Construction
UTILUtility Coordination

MARTIN MPO
FY26 – FY30 TIP
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1.0 INTRODUCTION

1.1 MPO OVERVIEW

Established in 1993, the Martin MPO is governed by a Policy Board and serves the residents of Martin County. Planning tasks of the Martin MPO include regional coordination, bicycle and pedestrian planning, mobility management, demographic research, air quality planning, and public involvement processes and updates. As an agency, the Martin MPO also serves its primary function as the coordinator for multi-modal transportation project planning and funding in and through the county with various state agencies responsible for transportation and land use plans as well as adjacent MPOs. On specific regional issues, the Martin MPO partners with the St. Lucie TPO, the Indian River County MPO, 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 FY26-FY30 that is consistent with the 2045 Long Range Transportation Plan (LRTP). It contains all transportation-related projects to be funded by Title 23 and Title 49 funds and regionally significant transportation projects planned for the upcoming five years and is updated annually with funding priority given to the highest-ranked projects from the LRTP Cost Feasible Plan.

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

1.3 ORGANIZATION

Section 1.0 contains a brief overview of the MPO and the purpose of the TIP. It also contains a list of major projects that are considered top priorities. Section 2.0 contains specific items that were considered in the development of this TIP. These items include the Financial Plan, List of Project Priorities, the MPO's overall goals as described within the 2045 LRTP and Performance Measures to meet Federal Highway Administration (FHWA) requirements.

Section 3.0 contains a list of efforts the MPO plans to make in order to obtain public input for the development and approval of the TIP. It will also contain a brief summary of the public comments received and the MPO's response to them. The Appendices contain a list of projects by funding category, the project sheets programmed in Martin County, the Local Capital Improvement Plans and FY24 Federal Obligated Projects. The detailed project sections are based on the FDOT District Four Tentative Work Program as imported on April 9, 2025. Depending on many factors, these lists of projects may potentially change before July 1, 2025. Once the MPO receives a final Work Program from FDOT District Four, this section may be modified.

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

1.4 FULL PROJECT COSTS

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

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

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

1.5 TIP AMENDMENTS AND MODIFICATIONS

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

1.6 MAJOR PROJECT DESCRIPTIONS

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

- **FM# 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# 422681-5** – I-95 from High Meadows to Martin/St. Lucie County Line: Add lanes and reconstruct.
Phase: PD&E
- **FM# 441699-1** – CR-713/High Meadow Ave from I-95 to CR-714/Martin Hwy: Add lanes and reconstruct.
Phase: PDE, P.E., and ROW
- **FM# 441700-1** – SE Cove Road from SR-76/Kanner Highway to SR-5/US-1: Add lanes and reconstruct.
Phase: PD&E, P.E., and ROW
- **FM# 446257-1** – US-1 @ Kanner Highway: Southbound Right Turn Lane onto Kanner Hwy, includes Triple Left Turn lanes onto US-1 Northbound. Phase: P.E., Right of Way, and Construction
- **FM# 444415-1** – SR-5/US-1 at Baker Rd: Intersection Improvement. Phase: P.E. and Construction

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

1.7 IMPLEMENTED PROJECTS

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

FM# 435139-2: CR-707 SE Beach Rd from Palm Beach/Martin County Line to CR-708 Bridge Road - Resurfacing (3/2023)

FM# 438346-2: SE Ocean Blvd from SE Hospital to SE Palm Beach Rd - Sidewalk (9/2023)

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)

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.

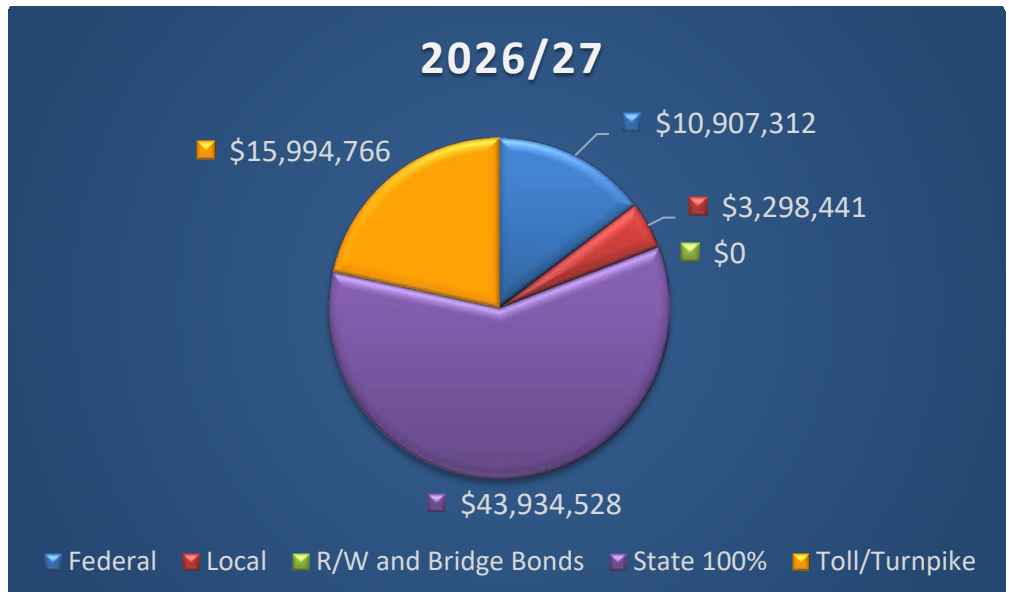
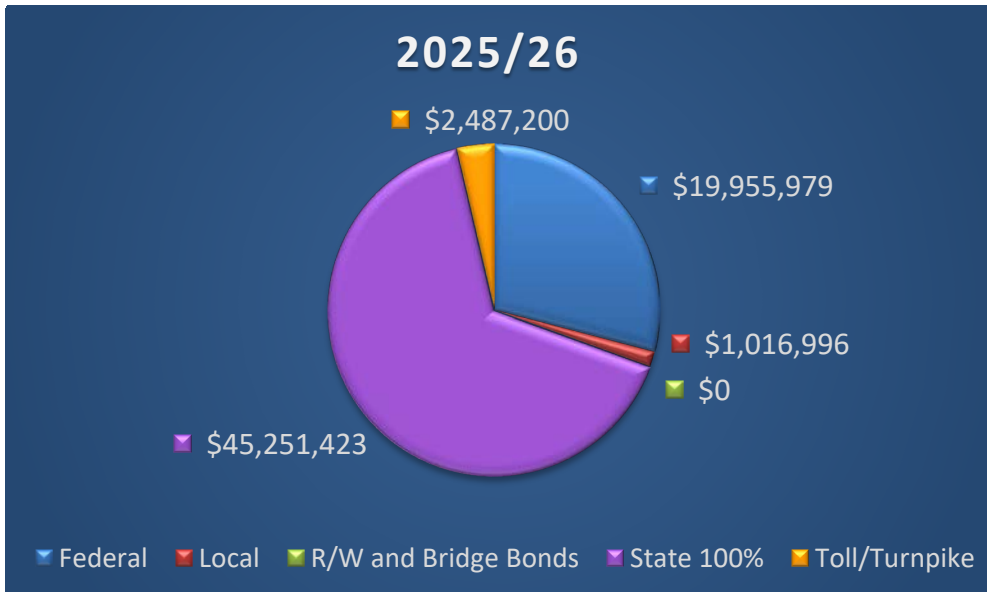
The TIP must include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.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

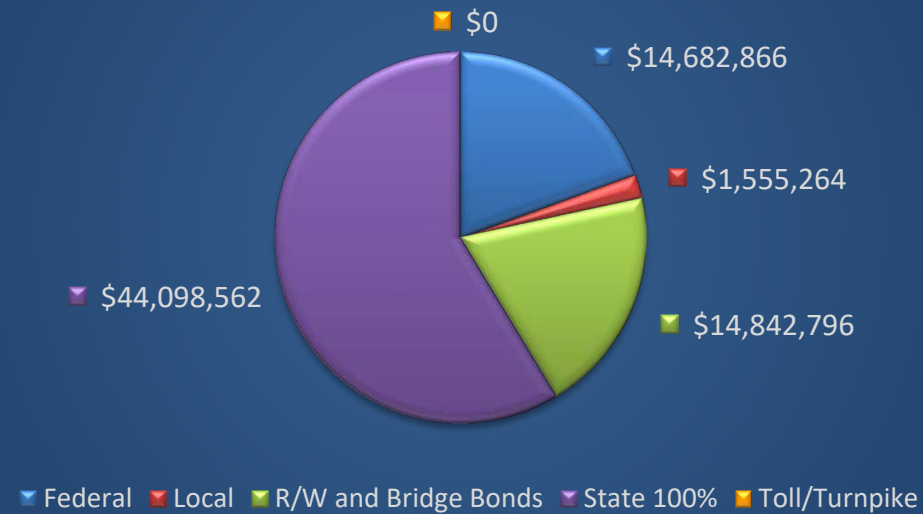
Funding Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
Federal	\$19,955,979	\$10,907,312	\$14,682,866	\$13,973,246	\$12,429,402	\$71,948,805
Local	\$1,016,996	\$3,298,441	\$1,555,264	\$1,255,474	\$1,281,590	\$8,407,765
R/W and Bridge Bonds	\$0	\$0	\$14,842,796	\$0	\$0	\$14,842,796
State 100%	\$45,251,423	\$43,934,528	\$44,098,562	\$39,236,840	\$76,216,866	\$248,738,219
Toll/Turnpike	\$2,487,200	\$15,994,766	\$0	\$100,000	\$0	\$18,581,966
Total	\$68,711,598	\$74,135,047	\$75,179,488	\$54,565,560	\$89,927,858	\$362,519,551

Summary by Funding Sources and Fiscal Year

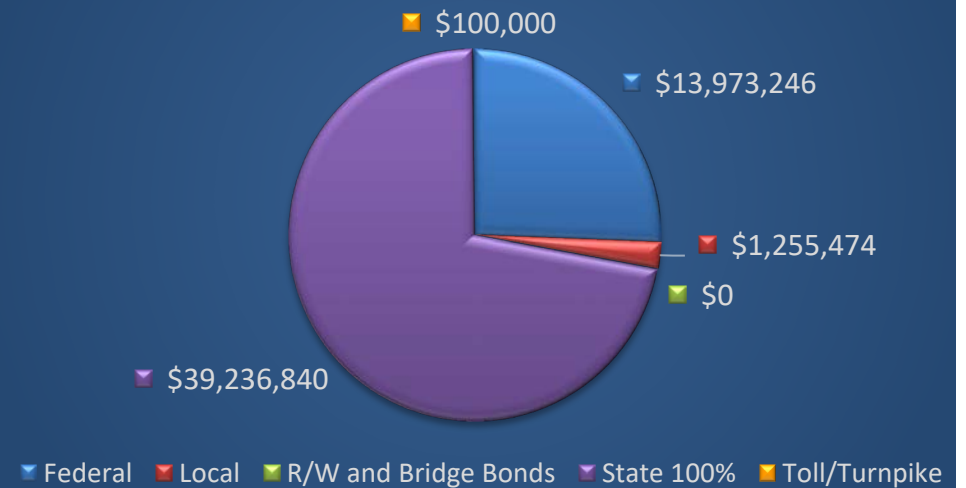


Summary by Funding Sources and Fiscal Year

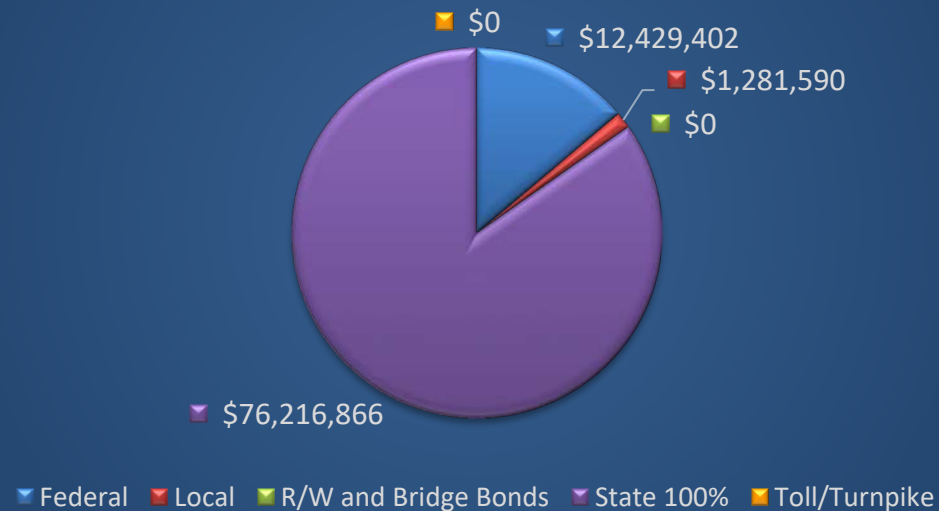
2027/28



2028/29



2029/30



2.2 PROJECT SELECTION PROCESS

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

In addition, the 2045 LRTP plays a major role in identifying projects for selection. Contained within the LRTP is an evaluation of existing conditions, an evaluation of projected conditions, the identification of policy and project needs, and a determination of the cost feasibility of implementing these projects.

Both the FDOT Tentative Work Program and the 2045 LRTP provide the basis for establishing project priorities consistent with the planning factors considered in their annual selection, and subsequent development of the TIP under the requirements outlined in Federal legislation.

2.3 PROJECT PRIORITY STATEMENT

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

- Approved 2045 Long Range Transportation Plan (LRTP);
- Strategic Intermodal System Plan (SIS);
- Results of the transportation management systems; and
- MPO's public involvement procedures.

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

Surface Transportation Program (STP) Priorities

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

2.4 CHANGES TO PROJECT PRIORITIES

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

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

The FY26 – FY30 LOPP has 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. The SR-710 widening project limits were updated, which extends the project to SW Van Buren Ave from the Martin/Okeechobee County Line. SR-710 at CR-609/SW Allapattah Rd. intersection improvements moved up to Priority #7 from being Priority #13. Mid-block pedestrian crosswalks along Monterey Rd. and East Ocean Blvd moved down to Priority #11 from Priority #8. Willoughby Blvd Extension moved down two spots and is sitting on the list at Priority #12. The Widening Project for CR-713/High Meadows Ave. from I-95 to CR-714/Martin Hwy has moved down two priorities and is the MPO's Priority #13. The Resurfacing of Dixie Hwy from Cove Rd. to Jefferson St. has moved down to #14 from #12. CR-609 resurfacing project from SR-710 to 2,800 feet north of Minute Maid Rd. is #16, moving down from #13. The resurfacing of CR-609 from approximately three miles north of Minute Maid Road. to the St. Lucie County Line is Priority #17, moving down 3 spaces. Mitigation along N Sewall's Point Rd. from E Ocean Blvd to NE Palmer St. has moved down two spaces and is #18. The addition of right turn lanes and a new traffic signal at Kanner Hwy and SW South River Drive has moved down the list and is the MPO's Priority #19.

Three new projects were added to the FY26-FY30 LOPP, which include a resurfacing project on SE Commerce Ave. from SE Indian St. to SE Salerno Rd. (Priority #8), an intersection reconstruction project at US-1 and SW Palm City Rd (Priority #9), and complete streets improvements along SW Palm City Rd from Monterey Rd to US-1 (Priority #10).

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 17, 2024.

Table 2
FY26 – FY30 - List of Project Priorities

FY26 Rank	Facility	Segment Limits		Project Description	2045 L RTP Page	Prev. Rank
		From	To			
1	SR-710	SW Van Buren Ave	Martin/ Okeechobee County Line	Widen from 2-lanes to 4-lanes	76	1
2	SE Cove Rd.	SR-76/ Kanner Hwy.	US-1	Widen from 2-lanes to 4-lanes including bike lanes and shared use pathway	69	2
3	CR-714	Realignment		Flatten curve of CR-714 before intersection at SR-710	Appx. G, pg. 1	3
4	Monterey Rd.	At FEC Railroad		Railroad/roadway grade separation	Appx. H, pg. 5	4
5	NW Alice St.	FEC Crossing		Pedestrian facilities/realign roadway with NW Wright Blvd.	Appx. H, pg. 11	9
6	CR-708/ SE Bridge Rd.	Bascule Bridge		Bridge Replacement	132	5

Table 2 – Continued

7	SR-710	At CR-609/SW Allapattah Rd.		Intersection improvements (Signal and Turn Lanes)	128, 132	13
8	SE Commerce Ave.	SE Indian St.	SE Salerno Rd.	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks	128, 132	
9	US-1	At SW Palm City Rd.		Intersection reconstruction/Feasibility Study-Alternative 5	128, 132	
10	SW Palm City Rd.	Monterey Rd.	US-1	Complete Streets improvements	128, 132	
11	Monterey Rd. & East Ocean Blvd.	Kingswood Ter.	St. Lucie Blvd.	Mid-block pedestrian crosswalks	Appx. H, pg. 11	8
12	Willoughby Blvd. Extension	Monterey Rd.	US-1	New 2-lane road with bike lanes and sidewalks/shared use pathways	69	10
13	CR-713/High Meadow Ave.	I-95	CR-714/ Martin Hwy.	Widen from 2 lanes to 4 lanes with shared-use pathway	69	11
14	Dixie Hwy.	Cove Rd.	Jefferson St.	Resurfacing/Complete Street improvements/CEI	84	12
15	SW Citrus Blvd.	SW Hemingway Ter.	SR-710	Resurfacing/shoulder widening and bike lanes/safety improvements	128, 132	15
16	CR-609/ SW Allapattah Rd.	SR-710	2,800 feet north of Minute Maid Rd.	Resurfacing/southbound left turn lane/shoulder widening/CEI	128, 132	13

Table 2 – Continued

17	CR-609/ SW Allapattah Rd.	Approx. 3 miles North of Minute Maid Rd.	St. Lucie County Line	Resurfacing/shoulder widening/safety improvements	128, 132	14
18	N Sewall's Point Rd.	East Ocean Blvd.	NE Palmer St.	Mitigate for sea level rise impact	87	16
19	SR-76/ Kanner Hwy.	At SW South River Dr.		New southbound right turn lane at South River Dr. & traffic signal	80	6

Table 3
FY26 – FY30
List of Transportation Alternatives Program (TAP) Priorities

Project Description	2026	2027	2028	2029	Comments
SE Washington St. Sidewalks	\$731,024				Funded
S Dixie Highway Improvements		\$770,407			Funded
SW Bull Dog Way Sidewalks	\$5,000		\$1,173,062		Funded
Fisherman's Cove Sidewalks				\$1,272,261	Pending

Table 4
FY26 – FY30
List of Public Transit Priorities

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

2.6 MPO 2045 LRTP GOALS

The 2045 Long Range Transportation Plan (LRTP) for the Martin MPO is an analysis of the current and projected conditions in the region that will impact the transportation network. It contains an evaluated list of transportation improvements that will be necessary to maintain an adequate level of mobility and to accommodate anticipated population growth. The goals contained in the LRTP guide the transportation planning process in the MPO Planning Area and help to establish project priorities for the TIP.

- **2045 LRTP Goal 1:** An efficient multimodal transportation system that supports economic growth and enhances the quality of life.
- **2045 LRTP Goal 2:** A safe multimodal transportation system that meets the needs of all the users.
- **2045 LRTP Goal 3:** Preserve natural environment and promote equity and healthy communities.
- **2045 LRTP Goal 4:** A transportation system with an ability to harness changes in the future.
- **2045 LRTP Goal 5:** A transportation system that reflects the community's needs and desires.

2.7 Performance Measures

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a 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. On August 31, 2024, FDOT established statewide safety performance targets for calendar year 2025. Table 5 presents FDOT's statewide targets.

Table 5 – Statewide Safety Performance Targets

Performance Measure	Calendar Year 2025 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 24, 2025, the Martin MPO agreed to support FDOT's statewide safety performance targets for calendar year 2025, 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 2024 HSIP Annual Report, FDOT reported calendar year 2025 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than the baseline for at least four of the five measures. If this does not occur, FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On April 20, 2023, FHWA reported the results of its 2022 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2022 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2024.

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 2024 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.

- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Implement key safety countermeasures.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.

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

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. 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 \$156 million in HSIP funds for use during the 2024 state fiscal year from July 1, 2023 through June 30, 2024, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$134.5 million in infrastructure investments on state-maintained roadways and \$20.8 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2024 Annual Report](#).

Beginning in fiscal year 2024, 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 2045 LRTP, the TIP includes funding that is used for programs that improve safety in areas with a high number of bicycle and pedestrian crashes. The TIP also includes planning funds that are used by the MPO to educate and reinforce the message of how to walk, bicycle, and drive safely. For the Martin MPO, this includes programs, 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.

- Implementing 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 two local schools to conduct these events and hopes to partner with more in the future.
- The Martin MPO conducted Safety Public Outreach 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 totaling over 54 million dollars. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The MPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The FY26 – FY30 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 | • Corridor improvements |
| • Lighting | • Add turning lanes |
| • Traffic control devices/system | • Signing and pavement markings |
| • Safety projects | |

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 December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets. The two-year targets represent bridge and pavement conditions at the end of calendar year 2023, while the four-year targets represent conditions at the end of 2025. Table 6 presents the statewide targets. 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 6 presents 2023 actual performance and the 2023 and 2025 statewide targets.

Table 6 – Statewide Bridge and Pavement Condition Performance Targets

Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	55.3%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤10.0%	≤5.0%
Percent of Interstate pavements in good condition	67.6%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	50.8%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.5%	≤5.0%	≤5.0%

Source: 2023 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 2045 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 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-A1A from NE Shore Village Ter to SR-732/Jensen Beach Causeway – Resurfacing
- SR-714/SW Martin Hwy from East of SW Stuart W Blvd to West of Citrus Blvd – Resurfacing
- SR-5/US-1 from .5 miles South of SR-A1A/SE Dixie Hwy to Osprey Street – Resurfacing
- SR-9/I-95 from South of SR-76/Kanner Hwy to Martin/St. Lucie County Line – Resurfacing
- CR-76A/SW 96th Street Arundel Bridge – Bridge Rehabilitation
- Green River Parkway from NE Jensen Beach Blvd to Martin County Line – Resurfacing
- SR-714/SE Monterey Rd from SW Palm City Rd to 400 feet South of SR-5/US-1 – Resurfacing

- CR-707/SE Dixie Hwy Bridge #890003 – Bridge Rehabilitation
- CR-A1A/SE Dixie Hwy from Cove Rd. to Jefferson St. – Resurfacing
- SE County Line Road / SE Wooden Bridge Lane to US-1/SR-5 – Resurfacing
- US-1/SR-5 Roosevelt Bridge over St. Lucie River Bridges 890151 & 890152 – Bridge Rehabilitation
- SR-A1A/ NE Ocean Blvd. “Ernest F. Lyons” Bridge over ICWW – Bridge Rehabilitation
- SW Kansas Avenue from 100 feet South of Camp Valor to SE Kanner Highway – Resurfacing
- SR-5/US-1 from SE Osprey St to South of SE Heritage Blvd – Resurfacing
- Bridge Replacement – 890083 (SR 91) (MP 138) Martin County – Bridge Replacement
- SR-5/US-1 from SE Osprey St to South of SE Heritage Blvd – Resurfacing

The TIP seeks to address system preservation in the metropolitan planning area and provides funding for targeted improvements. The Infrastructure Maintenance and Congestion Management Goal in the 2045 LRTP includes the objective of Prioritizing improvements that help maintain existing roadways and bridges as well as identifying the PM2 performance measures and targets as metrics to monitor progress. Further, investments in pavement and bridge conditions include resurfacing, bridge replacement, and bridge rehabilitation projects in the TIP. The TIP includes over \$78,145,748 million in resurfacing and bridge projects.

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

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

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

National Highway Performance Program (NHPP)

1. Percent of person-miles traveled on the Interstate system that is reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that is 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 7 presents 2023 actual performance and the 2023 and 2025 statewide targets.

Table 7 – System Performance and Freight Targets

Performance Measure	2023 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles on the Interstate system that are reliable	82.8%	≥75.0%	≥75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	89.1%	≥50.0%	≥60.0%
Truck travel time reliability (Interstate)	1.48	1.75	2.00

Source: 2023 Statewide Conditions fdotsourcebook.com.

FDOT collects and reports reliability data to FHWA annually to track performance and progress toward the reliability targets. Actual performance in 2023 was better than the 2023 targets.

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. An update to the FMTP will be adopted in 2025.

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 2045 LRTP. The focus of Martin MPO's investments that address system performance and freight include the some of the following example projects detailed in this TIP:

- Willoughby Blvd from Monterey Road to US 1 – New two-lane road
- Cove Road from Kanner Highway to US-1 – Widening
- Monterey Road at FEC Railroad Crossing - Grade Separation
- I-95 Martin Weigh Station – Inspection Barn Upgrades
- 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 2045

LRTP that looked to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. The Infrastructure Maintenance and Congestion Management Goal includes several objectives, such as managing traffic congestion, supporting improvements to major freight corridors, implementing strategies to reduce per capita vehicle miles of travel, and prioritizing funding to support smaller-scale congestion management projects and programs. Further, several performance measures including PM3 are identified to evaluate and prioritize projects. As part of the 2045 LRTP, several strategies were included in the CMP Update. The Martin MPO's investments in the TIP that address system performance and freight on the NHS include over \$108.5 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 8 identifies the TAM performance measures.

Table 8 – FTA TAM Performance Measures

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

For equipment and rolling stock classes, 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>Operates rail service</p> <p>OR</p> <p>≥ 101 vehicles across all fixed route modes</p> <p>OR</p> <p>≥ 101 vehicles in one non-fixed route mode</p>	<p>Subrecipient of FTA 5311 funds</p> <p>OR</p> <p>American Indian Tribe</p> <p>OR</p> <p>≤ 100 vehicles across all fixed route modes</p> <p>OR</p> <p>≤ 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. Table 9 on the following page presents these targets.

Table 9 – MCPT Asset Management Targets

Asset Category	Performance Measure	Asset Class		Performance Target				
				2023	2024	2025	2026	2027
Revenue Vehicles	Age - percent of revenue vehicles within a particular asset class that have met or exceeded their Useful Life	BU	Bus	0%	0%	0%	0%	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 2017		0%	0%	0%	0%	0%
		Trucks and other Rubber Tire Vehicles 2018		0%	0%	0%	0%	0%
Facilities	Condition - percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance facility (leased)		N/A	N/A	N/A	N/A	N/A

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

MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, 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 2045 LRTP.

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

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

Transit asset condition and state of good repair is a consideration in the methodology Martin MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all the MPO's goals, including supporting improvements to transit, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. This prioritization process considers factors such as transit supply, demand and cost; system reliability; system performance; maintenance of resources; maintain fleet revenue vehicles; and maintenance of other equipment.

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

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

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

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 10 below on October 24, 2024:

Table 10 – MCPT Safety Performance Targets

Mode of Transit	Fatalities (Total)	Fatalities (Rate per Total VRM)	Injuries (Total)	Injuries (Rate per Total VRM)	Safety Events (Total)	Safety Events (Rate per Total VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	0	0	0	0	41,220
Commuter Bus	0	0	0	0	0	0	14,340
ADA Paratransit	0	0	0	0	0	0	2,506

MPO Transit Safety Targets

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the

MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On September 21, 2020, the Martin MPO agreed to support MCPT's transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

Transit Safety Improvements in the TIP

The Martin MPO TIP was developed and is managed in cooperation with MCPT. It reflects the investment priorities established in the 2045 LRTP. Factors such as travel time reliability, level of service, delay, funding, quality of life, safety (number of fatalities and injury crashes), environment, environmental justice, accessibility to jobs, strategic projects, and community support are considered when creating the LRTP. Transit projects were prioritized consistent with Martin County's Transit Development Plan (TDP), 2020-2029 adopted in August 2019.

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

The TIP is also consistent with the Goals and Objectives in the 2045 LRTP. An objective under Goal #2 in the LRTP is to *reduce transit vehicle crashes and facility accidents*. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO's planning area. The Martin MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Martin MPO will continue to coordinate with MCPT to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair. To read the PTASP, please see Appendix B.

2.8 CONSISTENCY WITH REGIONAL AND LOCAL PLANS

The 2045 LRTP was adopted by the MPO on October 19, 2020, after a duly advertised public hearing. The transportation goals found within Martin County's Comprehensive Growth Management Plan and the City of Stuart's Comprehensive Plan are consistent with the goals, objectives, and policies in the 2045 LRTP as well as the Florida Transportation Plan.

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

2.9 CONGESTION MANAGEMENT PROCESS

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

Candidate road sections are selected in a three-phase selection. The first phase identifies road segments that have a potential for congestion. The second phase is the development of a preliminary list of congested segments. The third phase is to determine and verify potential congested segments. The map for these candidate road sections can be found in Figure 5-3 and page 46 of the 2045 LRTP. Based on the analysis, there were a total of 14 corridors that were determined to have potential segments for congestion:

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

3.0 PUBLIC INVOLVEMENT

3.1 CONSISTENCY WITH PUBLIC INVOLVEMENT PLAN

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

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

3.2 TIMELINE OF EFFORTS

See Table 11 for the Martin MPO timeline of Public Involvement efforts for this TIP.

Table 11
Timeline of Public Involvement Efforts

TASK	DATE
Distribute Draft TIP in the TAC Agenda Packet	28-Apr-25
Distribute Draft TIP in the Joint BPAC and CAC Agenda Packet	30-Apr-25
Publish Notice of Public Hearing for MPO	1-May-25
Begin 45 Days Public Review Period	2-May-25
Post Draft TIP on the MPO Website	2-May-25
Draft TIP on Martin County Government/Library System website	2-May-25
Review Draft TIP @ Technical Advisory Committee Meeting	5-May-25
Distribute Draft TIP in the MPO Policy Board Agenda Packet	5-May-25
Review Draft TIP @ Joint BPAC and CAC Meeting	7-May-25
Send Draft TIP to Federal and State agencies for preliminary review	12-May-25
Review Draft TIP @ MPO Board Meeting	12-May-25
Distribute Final Draft TIP in the TAC Agenda Packet	26-May-25
Distribute Final Draft TIP in the CAC Agenda Packet	28-May-25
Distribute Final Draft TIP in the FTAC Agenda Packet	29-May-25
Review Final Draft TIP @ TAC Meeting	2-Jun-25
Distribute Final Draft TIP in the BPAC Agenda Packet	2-Jun-25
Review Final Draft TIP @ CAC Meeting	4-Jun-25
Review Final Draft TIP @ FTAC Meeting	5-Jun-25
Review Final Draft TIP @ BPAC Meeting	9-Jun-25
Distribute Final Draft TIP in the MPO Board Agenda Packet	9-Jun-25
Review and Approve Final TIP @ MPO Board Meeting / Public Hearing	16-Jun-25

3.3 PUBLIC COMMENTS & RESPONSE

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

Online through the MPO website - www.martinmpo.com

Email - martinmpo@martin.fl.us

Phone - (772) 223-7983

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

TIP Public Hearing – June 16, 2025, at 9:00 AM in the Martin County Administrative Center, 2401 SE Monterey Road, Stuart, FL 34996

5-Year Summary of Projects by Funding Category

Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
Federal	19,955,979	10,907,312	14,682,866	13,973,246	12,429,402	71,948,805
Local	1,016,996	3,298,441	1,555,264	1,255,474	1,281,590	8,407,765
R/W and Bridge Bonds	0	0	14,842,796	0	0	14,842,796
State 100%	45,251,423	43,934,528	44,098,562	39,236,840	76,216,866	248,738,219
Toll/Turnpike	2,487,200	15,994,766	0	100,000	0	18,581,966
Total	68,711,598	74,135,047	75,179,488	54,565,560	89,927,858	362,519,551

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ACFP - AC FREIGHT PROG (NFP)							
4226815	SR-9/I-95 FROM HIGH MEADOW AVE TO MARTIN/ST. LUCIE COUNTY LINE	500,000	0	0	0	0	500,000
Total		500,000	0	0	0	0	500,000
ACNP - ADVANCE CONSTRUCTION NHPP							
4226815	SR-9/I-95 FROM HIGH MEADOW AVE TO MARTIN/ST. LUCIE COUNTY LINE	2,100,000	0	0	0	0	2,100,000
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	0	0	0	717,000	6,005,183	6,722,183
4491601	SR-9/ I-95 FROM S OF KANNER HWY TO MARTIN/ ST. LUCIE COUNTY LINE	65,000	0	0	0	0	65,000
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	817,339	1,249,934	85,000	2,110,000	589,864	4,852,137
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	4,175,000	1,266,000	205,000	6,173,186	40,000	11,859,186
Total		7,157,339	2,515,934	290,000	9,000,186	6,635,047	25,598,506
ACNR - AC NAT HWY PERFORM RESURFACING							
4476501	A1A FROM NE SHORE VILLAGE TER TO SR-732/JENSEN BEACH CAUSEWAY	583,339	0	0	0	0	583,339
Total		583,339	0	0	0	0	583,339
ACPR - AC - PROTECT GRANT PGM							
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	415,600	0	0	0	0	415,600
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	25,760	0	0	0	0	25,760
4476501	A1A FROM NE SHORE VILLAGE TER TO SR-732/JENSEN BEACH CAUSEWAY	2,138,451	0	0	0	0	2,138,451
Total		2,579,811	0	0	0	0	2,579,811
ACSS - ADVANCE CONSTRUCTION (SS,HSP)							
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	113,160	168,450	0	0	0	281,610

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ACSS -							
Total		113,160	168,450	0	0	0	281,610
ACSU - ADVANCE CONSTRUCTION (SU)							
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	1,511,356	0	0	0	0	1,511,356
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	564,352	0	0	0	0	564,352
Total		2,075,708	0	0	0	0	2,075,708
ARTW - ARTERIAL WIDENING PROGRAM							
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	0	0	0	20,000,000	0	20,000,000
Total		0	0	0	20,000,000	0	20,000,000
BNIR - INTRASTATE R/W & BRIDGE BONDS							
4533331	SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW ALLAPATTAH RD	0	0	5,971,501	0	0	5,971,501
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	0	0	8,871,295	0	0	8,871,295
Total		0	0	14,842,796	0	0	14,842,796
BRRP - STATE BRIDGE REPAIR & REHAB							
4505872	SR-707/DIXIE HWY. BRIDGE # 890003	0	12,215,962	0	0	0	12,215,962
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	0	350,000	0	0	5,084,700	5,434,700
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	659,073	0	0	2,686,151	0	3,345,224
Total		659,073	12,565,962	0	2,686,151	5,084,700	20,995,886
CM - CONGESTION MITIGATION - AQ							
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	0	0	0	124,160	0	124,160
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	1,156,902	0	0	1,156,902
Total		0	0	1,156,902	124,160	0	1,281,062

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
D - UNRESTRICTED STATE PRIMARY							
2337031	MARTIN CO STATE HWY SYS ROADWAY	300,000	300,000	300,000	300,000	0	1,200,000
2337032	MARTIN CO STATE HWY SYS BRIDGES	35,000	35,000	35,000	0	0	105,000
2342651	MARTIN COUNTY INTERSTATE-ROADWAY	10,000	10,000	10,000	0	0	30,000
2342652	MARTIN COUNTY INTERSTATE-BRIDGES	12,000	12,000	12,000	12,000	0	48,000
4505591	MARTIN COUNTY ASSET MAINTENANCE	3,258,390	2,758,390	2,758,390	2,667,905	2,667,905	14,110,980
4505592	MARTIN COUNTY ASSET MAINTENANCE	0	0	0	2,500,000	3,000,000	5,500,000
4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	0	0	766,779	694,556	980,886	2,442,221
Total		3,615,390	3,115,390	3,882,169	6,174,461	6,648,791	23,436,201
DDR - DISTRICT DEDICATED REVENUE							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	404,165	417,575	430,102	430,102	0	1,681,944
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	0	256,694	0	0	0	256,694
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	263,000	558,793	1,155,325	0	0	1,977,118
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	0	2,287,098	0	6,798,943	9,086,041
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	0	0	0	77,798	0	77,798
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	0	287,568	0	0	0	287,568
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	1,241,354	168,000	2,988,355	0	0	4,397,709
4484461	SR-714/SW MARTIN HWY FROM E OF SW STUART W BLVD TO W OF CITRUS BLVD	772,213	0	0	0	0	772,213
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	662,439	0	0	0	0	662,439
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	0	6,295,984	0	0	6,295,984
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	0	13,886,429	13,886,429
Total		3,343,171	1,688,630	13,156,864	507,900	20,685,372	39,381,937
DI - ST. - S/W INTER/INTRASTATE HWY							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
DI - ST. - S/W INTER/INTRASTATE HWY							
4533332	SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO SW FP&L ACCESS ROAD	0	6,746,519	0	0	0	6,746,519
Total		0	6,746,519	0	0	0	6,746,519
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	18,000	0	72,112	0	0	90,112
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	90,000	120,000	252,000	0	430,005	892,005
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	113,260	0	0	0	0	113,260
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	0	33,019	0	0	0	33,019
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	12,000	24,000	96,448	0	0	132,448
4476501	A1A FROM NE SHORE VILLAGE TER TO SR-732/JENSEN BEACH CAUSEWAY	93,084	0	0	0	0	93,084
4484461	SR-714/SW MARTIN HWY FROM E OF SW STUART W BLVD TO W OF CITRUS BLVD	82,116	0	0	0	0	82,116
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	49,061	0	0	0	0	49,061
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	0	124,361	0	0	124,361
4505872	SR-707/DIXIE HWY. BRIDGE # 890003	0	103,848	0	0	0	103,848
4529221	US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	0	5,000	0	0	5,845	10,845
4533211	SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	5,000	0	0	5,660	0	10,660
4533334	SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	0	0	0	0	72,451	72,451
4559671	SR5/US1 FROM SE OSPREY ST TO S OF SE HERITAGE BLVD	5,000	0	0	0	0	5,000
Total		467,521	285,867	544,921	5,660	508,301	1,812,270
DITS - STATEWIDE ITS - STATE 100%.							
4278035	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	569,040	346,489	0	0	0	915,529

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
DITS -							
Total		569,040	346,489	0	0	0	915,529
DPTO - STATE - PTO							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	0	0	0	0	447,306	447,306
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	0	13,054,045	0	0	13,054,045
4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	0	3,680,000	0	0	0	3,680,000
4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	0	0	0	1,368,000	0	1,368,000
4496401	WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED UNITS (DESIGN & CONSTRUCT)	14,500	0	0	0	0	14,500
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	0	0	96,000	0	0	96,000
4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	92,800	0	0	0	0	92,800
4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	0	0	531,200	0	0	531,200
Total		107,300	3,680,000	13,681,245	1,368,000	447,306	19,283,851
DS - STATE PRIMARY HIGHWAYS & PTO							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	500,000	0	0	0	0	500,000
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	0	223,159	0	0	223,159
4476501	A1A FROM NE SHORE VILLAGE TER TO SR-732/JENSEN BEACH CAUSEWAY	3,730,003	0	0	0	0	3,730,003
4484461	SR-714/SW MARTIN HWY FROM E OF SW STUART W BLVD TO W OF CITRUS BLVD	4,440,274	0	0	0	0	4,440,274
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	17,270,823	0	0	0	0	17,270,823
4498291	SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	0	0	4,904,354	0	0	4,904,354
Total		25,941,100	0	5,127,513	0	0	31,068,613
DU - STATE PRIMARY/FEDERAL REIMB							

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
DU - STATE PRIMARY/FEDERAL REIMB							
4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS	171,915	180,027	188,168	188,168	195,695	923,973
Total		171,915	180,027	188,168	188,168	195,695	923,973
DWS - WEIGH STATIONS - STATE 100%							
4419951	MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING	0	0	4,455,850	0	0	4,455,850
4478681	I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES	0	549,613	0	0	0	549,613
Total		0	549,613	4,455,850	0	0	5,005,463
FAA - FEDERAL AVIATION ADMIN							
4496401	WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED UNITS (DESIGN & CONSTRUCT)	261,000	0	0	0	0	261,000
Total		261,000	0	0	0	0	261,000
FC5 - OPEN GRADE FRICTION COURSE FC5							
4559671	SR5/US1 FROM SE OSPREY ST TO S OF SE HERITAGE BLVD	495,041	0	0	0	0	495,041
Total		495,041	0	0	0	0	495,041
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
GRSC - GROWTH MANAGEMENT FOR SCOP							
4480891	CR-708/SE BRIDGE ROAD BASCULE BRIDGE REHABILITATION	285,938	0	0	0	0	285,938
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	0	50,000	0	0	0	50,000
4496941	GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE	0	0	0	0	1,147,162	1,147,162

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
GRSC - GROWTH MANAGEMENT FOR SCOP							
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	0	1,832,051	0	0	0	1,832,051
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	0	137,805	0	0	137,805
Total		285,938	1,882,051	137,805	0	1,147,162	3,452,956
LF - LOCAL FUNDS							
4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE	405,165	417,575	430,102	430,102	447,306	2,130,250
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	0	0	0	0	256,201	256,201
4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS	171,915	180,027	188,168	188,168	195,695	923,973
4459781	WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	0	920,000	0	0	0	920,000
4480891	CR-708/SE BRIDGE ROAD BASCULE BRIDGE REHABILITATION	251,411	0	0	0	0	251,411
4481171	WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	0	0	0	342,000	0	342,000
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	0	371,440	0	0	0	371,440
4496401	WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED UNITS (DESIGN & CONSTRUCT)	14,500	0	0	0	0	14,500
4496941	GREENRIVER PARKWAY FR NE JENSEN BCH BLVD TO MARTIN COUNTY LINE	0	0	0	0	382,388	382,388
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	0	1,101,212	0	0	0	1,101,212
4508231	SE WASHINGTON STREET FR US-1/SE FEDERAL HWY TO SE EDISON AVENUE	150,805	0	0	0	0	150,805
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	0	719,194	0	0	719,194
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	0	308,187	0	0	0	308,187
4533841	WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	0	0	24,000	0	0	24,000
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	0	295,204	0	295,204

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
LF - LOCAL FUNDS							
4548201	WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	23,200	0	0	0	0	23,200
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	0	61,000	0	0	61,000
4549001	WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	0	0	132,800	0	0	132,800
Total		1,016,996	3,298,441	1,555,264	1,255,474	1,281,590	8,407,765
PKYI - TURNPIKE IMPROVEMENT							
4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)	1,891,800	500,931	0	100,000	0	2,492,731
4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)	595,400	0	0	0	0	595,400
Total		2,487,200	500,931	0	100,000	0	3,088,131
PKYR - TURNPIKE RENEWAL & REPLACEMENT							
4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)	0	13,369,835	0	0	0	13,369,835
4485241	BRIDGE REPLACEMENT - 890083 (SR 91) (MP 138) MARTIN COUNTY	0	2,124,000	0	0	0	2,124,000
Total		0	15,493,835	0	0	0	15,493,835
PL - METRO PLAN (85% FA; 15% OTHER)							
4393285	MARTIN COUNTY FY 2024/2025-2025/2026 UPWP	571,463	0	0	0	0	571,463
4393286	MARTIN COUNTY FY 2026/2027-2027/2028 UPWP	0	571,463	571,463	0	0	1,142,926
4393287	MARTIN COUNTY UPWP FY 2028/2029-2029/2030	0	0	0	571,463	571,463	1,142,926
Total		571,463	571,463	571,463	571,463	571,463	2,857,315
SA - STP, ANY AREA							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	0	0	452,710	0	0	452,710
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	0	684,000	6,573,000	0	0	7,257,000
4444151	SR-5/US-1 AT BAKER RD	0	828,081	0	0	0	828,081

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
SA - STP, ANY AREA							
4444171	SR-5/US-1 AT NW SUNSET BLVD	0	36,960	0	0	0	36,960
4447052	NW ALICE ST @ FEC CROSSING	5,000	129,382	360,000	0	0	494,382
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	0	477,740	0	0	0	477,740
4475551	SR-710/SW WARFIELD BLVD AT CR-714/SW MARTIN HWY	18,000	18,000	0	0	0	36,000
4484471	SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	1,599,111	50,585	0	0	0	1,649,696
Total		1,622,111	2,224,748	7,385,710	0	0	11,232,569
SCED - 2012 SB1998-SMALL CO OUTREACH							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	0	487,805	0	0	0	487,805
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	0	25,016	0	0	0	25,016
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	0	487,805	457,058	0	944,863
Total		0	512,821	487,805	457,058	0	1,457,684
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4480891	CR-708/SE BRIDGE ROAD BASCULE BRIDGE REHABILITATION	468,293	0	0	0	0	468,293
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	0	5,053	0	0	0	5,053
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	0	462,896	0	0	0	462,896
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	0	454,146	0	0	454,146
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	0	442,805	0	442,805
Total		468,293	467,949	454,146	442,805	0	1,833,193
SCWR - 2015 SB2514A-SMALL CO OUTREACH							
4495071	CR 76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION	0	568,293	0	0	0	568,293

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
SCWR - 2015 SB2514A-SMALL CO OUTREACH							
4507851	CR-A1A/SE DIXIE HWY FROM COVE RD TO JEFFERSON ST	0	93,245	0	0	0	93,245
4522571	SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5	0	0	570,244	0	0	570,244
4539191	SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	0	0	0	442,806	0	442,806
Total		0	661,538	570,244	442,806	0	1,674,588
SIWR - 2015 SB2514A-STRATEGIC INT SYS							
4416363	SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	0	9,931,699	0	0	41,695,234	51,626,933
Total		0	9,931,699	0	0	41,695,234	51,626,933
SL - STP, AREAS <= 200K							
4444171	SR-5/US-1 AT NW SUNSET BLVD	0	1,258,497	0	0	0	1,258,497
Total		0	1,258,497	0	0	0	1,258,497
SM - STBG AREA POP. W/ 5K TO 49,999							
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	0	0	523,537	0	0	523,537
Total		0	0	523,537	0	0	523,537
SU - STP, URBAN AREAS > 200K							
4196693	WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	380,000	0	0	0	2,191,424	2,571,424
4383452	SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD	0	0	1,260,644	0	0	1,260,644
4416991	CR-713/HIGH MEADOW AVE FROM I-95 TO CR-714/MARTIN HWY	404,689	0	0	1,394,888	1,545,773	3,345,350
4417001	COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	901,639	0	0	0	0	901,639
4444151	SR-5/US-1 AT BAKER RD	0	833,905	0	0	0	833,905
4444161	SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	0	821,450	0	0	0	821,450
4447052	NW ALICE ST @ FEC CROSSING	0	580,618	0	0	0	580,618

5-Year Summary of Projects by Funding Category

Project #	Project Name	2025/26	2026/27	2027/28	2028/29	2029/30	Total
SU - STP, URBAN AREAS > 200K							
4462571	SR-5/US-1 @ SR-76/KANNER HIGHWAY	758,586	0	904,380	1,404,381	0	3,067,347
Total		2,444,914	2,235,973	2,165,024	2,799,269	3,737,197	13,382,377
TALM - TAP AREA POP. 5K TO 50,000							
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	0	78,426	0	0	0	78,426
Total		0	78,426	0	0	0	78,426
TALT - TRANSPORTATION ALTS- ANY AREA							
4508231	SE WASHINGTON STREET FR US-1/SE FEDERAL HWY TO SE EDISON AVENUE	214,508	0	0	0	0	214,508
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	0	206,657	0	0	0	206,657
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	5,000	0	772,300	0	0	777,300
Total		219,508	206,657	772,300	0	0	1,198,465
TALU - TRANSPORTATION ALTS- >200K							
4508231	SE WASHINGTON STREET FR US-1/SE FEDERAL HWY TO SE EDISON AVENUE	365,711	0	0	0	0	365,711
4529971	SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	0	177,137	0	0	0	177,137
4548761	BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	0	0	339,762	0	0	339,762
Total		365,711	177,137	339,762	0	0	882,610
TLWR - 2015 SB2514A-TRAIL NETWORK							
4435002	FROM SE OSPREY ST TO SE GOMEZ AVE (FROM US-1 TO SEABRANCH STATE PARK)	0	1,500,000	0	0	0	1,500,000
4435051	SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	0	0	0	7,151,999	0	7,151,999
4473981	SAILFISH CAPITAL TRAIL/MARTIN TRAIL	0	0	1,600,000	0	0	1,600,000
4484472	SR-5/US-1 FROM SE BRIDGE ROAD TO OSPREY STREET	9,299,556	0	0	0	0	9,299,556
Total		9,299,556	1,500,000	1,600,000	7,151,999	0	19,551,555

Martin County FY25 Capital Improvement Plan (CIP)

FY 2025
MARTIN COUNTY CAPITAL IMPROVEMENT PLAN (CIP)
ROADS EXPENDITURE SUMMARY

Project	Project #	C or N	Total	To Date	Unfunded	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030 - FY2034
SIDEWALKS / PATHWAYS											
Multimodal Pathways	1011	N	800,000	0	0	80,000	80,000	80,000	80,000	80,000	400,000
SE MacArthur Boulevard Crosswalk	101108	N	365,000	0	365,000	0	0	0	0	0	365,000
Riverside Park Neighborhood Improvements - City of Stuart	101111	N	2,369,011	0	0	2,369,011	0	0	0	0	0
SE Avalon Drive Sidewalk	101112	N	533,228	0	0	533,228	0	0	0	0	0
SE Washington Street Sidewalk	101113	N	715,219	0	0	65,000	650,219	0	0	0	0
INTERSECTIONS											
Intersection Improvements	1016	C	5,950,000	0	0	595,000	595,000	595,000	595,000	595,000	2,975,000
Traffic Signals and Streetlight Rehabilitations	101601	N	10,000,000	0	0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
SE Salerno Road- SE Cable Drive Turn Lane	101603	N	480,000	0	0	480,000	0	0	0	0	0
SR-76 (S Kanner Hwy) Turn Lane at SW South River Drive	101605	C	995,300	151,804	0	0	814,443	29,053	0	0	0
US-1 (NW Federal Highway) Turn Lane at NW Baker Road	101608	C	2,067,964	235,755	0	80,000	264,397	1,487,812	0	0	0
US-1 (SW Federal Highway) Turn Lane at SR-76 (S Kanner Highway)	101609	C	8,588,892	0	0	0	861,680	1,820,000	4,502,831	1,404,381	0
SR-714 SE Monterey Road and CR-A1A Multimodal Pathway	101611	C	1,216,997	80,000	0	1,136,997	0	0	0	0	0
SE Bridge Road Turn Lane at SE Powerline Avenue	101612	C	860,000	30,000	700,000	130,000	0	0	0	0	700,000
SW 96th Street Pedestrian Lighting	101614	N	100,000	0	0	100,000	0	0	0	0	0
ROADWAY / DRAINAGE / SEWER											
Resurfacing and Drainage Maintenance	1017	N	47,577,314	0	0	537,483	422,483	379,967	882,483	767,483	44,587,415
Pavement Marking Maintenance	1017PM	N	1,000,000	0	0	100,000	100,000	100,000	100,000	100,000	500,000
Jensen Beach Neighborhood Restoration	101719	N	2,281,000	571,000	0	0	0	0	1,710,000	0	0
Old Palm City (South) Neighborhood Restoration	101738	N	5,141,500	2,541,500	0	0	0	2,600,000	0	0	0
Port Salerno/New Monrovia Neighborhood Restoration	101739	N	3,812,756	1,835,500	0	0	0	1,977,256	0	0	0
Coral Gardens Neighborhood Restoration	101742	N	2,740,000	1,500,000	0	0	0	1,240,000	0	0	0
Rocky Point Neighborhood Restoration	101747	N	5,538,000	288,000	0	2,200,000	1,000,000	0	2,050,000	0	0
Tropic Vista Neighborhood Restoration	101760	N	1,910,000	0	0	0	110,000	1,800,000	0	0	0
SPS/Manatee Business Park Improvements	101762	N	1,930,000	130,000	0	450,000	1,350,000	0	0	0	0
Zeus Park Neighborhood Restoration	101765	N	3,050,000	0	0	0	0	0	250,000	2,800,000	0
Old Palm City (North) Neighborhood Restoration	101766	N	7,057,372	40,500	0	485,000	6,531,872	0	0	0	0
South County Neighborhood Restoration	101767	N	1,800,000	0	0	150,000	0	1,650,000	0	0	0
SE Shell Avenue Realignment	101773	N	980,000	0	825,000	155,000	0	0	0	0	825,000
Rio Neighborhood Restoration	101776	N	3,885,000	0	0	0	185,000	1,850,000	1,850,000	0	0
South Fork Neighborhood Restoration	101777	N	3,050,000	0	0	0	0	250,000	2,800,000	0	0
Dirt Road Paving (Urban Service District)	101778	N	3,500,000	0	0	350,000	350,000	350,000	350,000	350,000	1,750,000
SW Fox Brown Road Resurfacing	101784	N	2,805,914	0	0	2,805,914	0	0	0	0	0
NE Candice Avenue Extension	101785	N	1,705,000	0	1,705,000	0	0	0	0	0	1,705,000
Citrus Blvd Resurfacing (SR-714 to C-23 Canal)	101786	N	3,024,304	0	0	0	80,000	2,944,304	0	0	0
SW Kansas Avenue Resurfacing	101787	N	1,295,611	0	0	0	0	0	1,295,611	0	0
SE Countyline Road Resurfacing (US-1 to Wooden Bridge Lane)	101788	N	2,250,000	0	0	100,000	0	0	2,150,000	0	0
CR-609 Resurfacing (SR-710 to North of Minute Maid Road)	101789	N	100,000	0	0	0	0	0	100,000	0	0
Gomez West Neighborhood Restoration	101790	N	2,350,000	0	0	0	0	0	150,000	2,200,000	0
Browning - MHG Neighborhood Restoration	101791	N	1,550,000	0	0	0	0	0	150,000	1,400,000	0
SE Green River Parkway Resurfacing	101792	N	150,000	0	0	0	0	0	150,000	0	0
SE Commerce Avenue Resurfacing	101793	N	250,000	0	0	0	0	0	250,000	0	0
ANNUAL COMMITMENTS											

Annual Commitments	1019	N	4,500,000	0	0	400,000	400,000	400,000	400,000	400,000	2,500,000
BRIDGES											
Bridge Replacements/Renovations	1053	N	3,000,000	0	0	300,000	300,000	300,000	300,000	300,000	1,500,000
NW Pine Lake Drive Bridge Replacement	105307	N	2,600,000	0	0	0	250,000	0	0	2,350,000	0
SE Island Way West Bridge Replacement	105313	N	2,600,000	0	0	300,000	0	2,300,000	0	0	0
CR 708 Bridge Scour Protection	105314	N	1,554,231	0	0	100,000	0	1,454,231	0	0	0
Arundel Bridge (SW 96th St.) Scour Repair	105315	N	1,585,760	0	0	0	100,000	0	1,485,760	0	0
TRAFFIC / CAPACITY											
Traffic Safety Measures	1064	N	5,000,000	0	0	500,000	500,000	500,000	500,000	500,000	2,500,000
SR-710 (SW Warfield Boulevard) Widening	1066A	C	50,349,089	0	0	2,635,000	8,099,019	12,246,519	16,272,920	11,095,631	0
SR-714 (SW Martin Highway) Widening	1123A	C	23,816,729	20,388,739	0	3,427,990	0	0	0	0	0
SE Willoughby Boulevard Extension	1124	C	1,225,985	845,985	0	0	380,000	0	0	0	0
CR-713 (SW High Meadow Avenue) Widening	1125	C	2,696,043	0	0	0	1,176,995	0	0	1,519,048	0
SE Cove Road Widening	1126	C	4,937,050	0	0	3,345,299	1,591,751	0	0	0	0
LANDSCAPE/BEAUTIFICATION											
Enhanced Landscape Rehabilitation	TBD	N	2,500,000	0	2,500,000	0	0	0	0	0	2,500,000
HEAVY EQUIPMENT											
Heavy Equipment Replacement	4957	N	8,050,000	0	0	805,000	805,000	805,000	805,000	805,000	4,025,000
Expenditure Totals			260,190,269	28,638,783	6,095,000	25,715,922	27,997,859	38,159,142	40,179,605	27,666,543	71,832,415

ROADS REVENUE SUMMARY

Revenue		Total	To Date	Carryover	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030- FY2034
Road MSTU		31,760,342	1,186,000	1,949,512	2,862,483	2,862,483	2,862,483	2,862,483	2,362,483	14,812,415
Ad Valorem		2,012,000	2,012,000	0	0	0	0	0	0	0
Stormwater MSTU		1,000,000	0	0	100,000	100,000	100,000	100,000	100,000	500,000
Gas Tax		16,934,500	211,500	143,000	1,608,000	1,608,000	1,608,000	1,608,000	1,608,000	8,540,000
Private Contribution		259,744	0	0	259,744	0	0	0	0	0
Grant		14,167,740	0	3,242,500	3,732,631	580,219	4,076,779	2,535,611	0	0
FPL Franchise Fee		90,121,372	3,627,000	3,574,372	8,217,000	8,217,000	8,217,000	8,217,000	8,217,000	41,835,000
State Funds		95,814,049	21,622,283	0	10,625,286	13,188,285	15,583,384	20,775,751	14,019,060	0
Impact Fees		880,000	80,000	0	80,000	80,000	80,000	80,000	80,000	400,000
City Funds		845,522	0	0	845,522	0	0	0	0	0
Fire MSTU		300,000	0	0	30,000	30,000	30,000	30,000	30,000	150,000
Revenue Total		254,095,269	28,738,783	8,909,384	28,360,666	26,665,987	32,557,646	36,208,845	26,416,543	66,237,415

Town of Sewall's Point FY25 Capital Improvement Plan (CIP)



PROJECT COSTS

CAPITAL PROJECTS

South Sewall's Point Road Phase 1 Part 4
South Sewall's Point Road Phase 2
South Sewall's Point Road Phase 3
South Sewall's Point Road Phase 4
North Sewall's Point Road
Stormwater/Vulnerability Master Plan
South Sewall's Point Septic to Sewer
Police Department Remodel
Police Patrol Cars
Computer Replacements
Town Hall Resiliency Project

	FY25	FY26	FY27	FY28	FY29	5-YR TOTAL
	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000
	\$ 6,170,000	\$ 4,226,000	\$ 150,000	\$ -	\$ -	\$ 10,546,000
	\$ 10,538,046	\$ 150,780	\$ 1,798,988	\$ -	\$ -	\$ 12,487,814
	\$ -	\$ -	\$ 7,500,000	\$ 6,900,000	\$ -	\$ 14,400,000
	\$ 387,000	\$ 26,948,000	\$ -	\$ -	\$ -	\$ 27,335,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 5,062,000	\$ -	\$ -	\$ -	\$ -	\$ 5,062,000
	\$ 109,500	\$ -	\$ -	\$ -	\$ -	\$ 109,500
	\$ 55,000	\$ 55,000	\$ 58,000	\$ 58,000	\$ 60,000	\$ 286,000
	\$ 20,000	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ 40,000
	\$ -	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 5,000,000
TOTAL	\$ 22,341,546	\$ 31,389,780	\$ 12,016,988	\$ 9,458,000	\$ 2,560,000	\$ 77,766,314

CAPITAL MAINTENANCE

Engineering
Streetlights & Signs
Streets & Bridges/Seawalls
Storm Water System Maintenance
Parks & Landscaping
 Streetscaping
 Tree Maintenance
Town Hall

	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 375,000
	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 75,000
	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 625,000
	\$ 25,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 165,000
	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
	\$ 20,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 120,000
TOTAL	\$ 380,000	\$ 395,000	\$ 395,000	\$ 395,000	\$ 395,000	\$ 1,960,000

COST GRAND TOTAL	\$ 22,721,546	\$ 31,784,780	\$ 12,411,988	\$ 9,853,000	\$ 2,955,000	\$ 79,726,314
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Draft 5 Year Capital Improvement Plan

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



PROJECT COSTS

CAPITAL PROJECTS

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

CAPITAL MAINTENANCE

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

COST GRAND TOTAL	\$ 22,721,546	\$ 31,784,780	\$ 12,411,988	\$ 9,853,000	\$ 2,955,000	\$ 79,726,314
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Village of Indiantown FY24 Capital Improvement Plan (CIP)

Capital Improvements – 5 Year CIP

FY 2024
Budget
Workshop



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

Town of Jupiter Island FY25 Capital Improvement Plan (CIP)

Town of Jupiter Island																						
Road Microsurfacing and Asphalt Overlay Rotation																						
Last Update		3/28/2025																				
Road	Group	Grading	Length	Width	Sq. Feet	Sq. Yards	Type	Last Paved	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028
Gomez Road	15	90	11409	19	216,771	24,085	AO	2013														X
Reed Place	1	95	429	9	3,816	429	AO	2015	X													
Estrada Road	2	100	705	13	14,940	1,660	FDR	2015	X													
Greenville West	1	98	394	13	5,122	569	AO	2016	X													
Greenville East	3	100	394	13	5,122	569	AO	2016		X												
Bunker Hill Road	8	85	530	13	6,890	765	AO	2017														
River Road (the ramble)	1	90	1614	9	14,526	1,614	MS	2018				X										X
Grassy Trail	7	95	530	13	6,890	765	MS	2018				X										X
Palmetto Trail	7	95	530	13	6,890	765	MS	2018				X										X
Rabbit Run	7	95	530	13	9,903	741	MS	2018				X										X
Black Bear Trail	7	95	530	13	6,916	768	MS	2018				X										X
South Trail	7	85	530	8	4,240	471	AO	2018				X										X
Palm Trail	11	95	303	13	3,939	438	MS	2018				X										X
Angas Trail	11	95	300	13	3,900	433	MS	2018				X										X
Allen Trail	11	95	347	13	4,511	501	MS	2018				X										X
Links Road fka Delespine	9	95	576	15	37,592	960	AO	2018				X										X
Links Road	9	90	2000	15	37,592	3,333	AO	2018				X										X
Pitou Trail	12	90	384	17	6,528	725	MS	2018				X										X
Public Safety Parking	5	95			17,163	1,907	AO	2018				X										X
North Beach Road Drainag	5	100	8,884	18	159,912	17,768	FDR	2019					X									
North Beach Road	6	100	8,884	18	159,912	17,768	FDR	2020						X								
Town Hall Parking	6	50			43,515	4,835	AO	2024										X				
Devonshire Lane West	3	50	786	13	10,218	1,139	AO	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	AO	2024										X				
Osceola Avenue	13	70	434	16	6,944	772	MS	2001										X				
Bright View Avenue	13	80	720	16	11,520	1,280	AO	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	1999											X			
Isle Ridge N/S Streets	10	50	1200	9	10,800	1,200	AO	1999											X			
Edge Repairs	-	-	varies	-	-	-	Edge	-	\$3,500		\$3,500		\$3,500		\$3,500	\$3,500	\$3,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500
Mobilization	-	-	-	-	-	-	-	-		\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500
Total	-	-	40,246	-	632,571	65,867	-	-	\$3,500	\$2,500	\$6,000	\$2,500	\$6,000	\$2,500	\$6,000	\$6,000	\$6,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Notes:																						
Micro-Surfacing: is a polymer modified, asphalt emulsion based, dense graded, cold mixed, quick setting, asphalt resurfacing material. It is designed to be applied in a semi-liquid condition with a specialized mixing and paving machine. By design it chemically changes from a semi-liquid material to a solid surface.																						
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 existing surface is in poor condition.																						
(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 used.																						
North Beach Road will need a combination of Roadway Milling, Asphalt overlay and micro surfacing, approximately 4500 sq yards will be Asphalt overlay roadway and 13,268 sq yards will be Micro Surface.																						
Root Pruning should be utilized periodically where ficus or other plants may impact the structural integrity of the roadway. Root pruning is shown in alternating years and would be utilized as needed throughout the Town.																						

City of Stuart FY25 Capital Improvement Plan (CIP)

	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		

Florida Department of Transportation (FDOT)

Annual Obligations Report

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	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	284,378	
TOTAL 413253 2	284,378	
TOTAL 413253 2	284,378	

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: 6.440MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	349,832	
TOTAL 413254 2	349,832	
TOTAL 413254 2	349,832	

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	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
CARU	796,716	
CM	755,246	
SA	26,000	
SU	2,737,531	
TOTAL 419669 3	4,315,493	
TOTAL 419669 3	4,315,493	

ITEM NUMBER:422681 5	PROJECT DESCRIPTION:SR-9/I-95 FROM 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: 10.918MI	LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT		
NHPP	289,338	
TOTAL 422681 5	289,338	
TOTAL 422681 5	289,338	

ITEM NUMBER:434273 4	PROJECT DESCRIPTION:SR-9/I-95 FROM PALM BEACH/MARTIN CO LINE TO CR-708 INTERCHANGE	*SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89095000	PROJECT LENGTH: 7.910MI	
		TYPE OF WORK:SAFETY PROJECT
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
HSP		-30
TOTAL 434273 4		-30
TOTAL 434273 4		-30

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	
ROADWAY ID:89030000	PROJECT LENGTH: 7.052MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-25,305
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C		
SA		1,000
SU		59,350
TOTAL 435139 2		35,045
TOTAL 435139 2		35,045

ITEM NUMBER:436425 1	PROJECT DESCRIPTION:MURPHY ROAD BRIDGE	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89000002	PROJECT LENGTH: .020MI	
		TYPE OF WORK:BRIDGE REPLACEMENT
		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SU		-158,004
TOTAL 436425 1		-158,004
TOTAL 436425 1		-158,004

ITEM NUMBER:437838 1	PROJECT DESCRIPTION:SR-5/US-1 FROM S. OF SE HERITAGE BLVD. TO NORTH OF SE SALERNO RD.	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	
ROADWAY ID:89010000	PROJECT LENGTH: 3.570MI	
		TYPE OF WORK:RESURFACING
		LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT		
SA		1,000
TOTAL 437838 1		1,000
TOTAL 437838 1		1,000

ITEM NUMBER:438346 2	PROJECT DESCRIPTION:SE OCEAN BLVD FROM WEST OF SE HOSPITAL AVE TO SE PALM BEACH ROAD	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:89040000	PROJECT LENGTH: .440MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-13,188	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C SU	-6,591	
TOTAL 438346 2	-19,779	
TOTAL 438346 2	-19,779	

ITEM NUMBER:440811 1	PROJECT DESCRIPTION:CR-708/SW BRIDGE RD FROM CR-711/PRATT WHITNEY TO SR-5/US-1	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:89510000	PROJECT LENGTH: 8.680MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND CODE	2024	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	-107,309	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C SA	-91,530	
SU	-50,429	
TOTAL 440811 1	-249,268	
TOTAL 440811 1	-249,268	

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	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	28,591	
TOTAL 441699 1	28,591	
TOTAL 441699 1	28,591	

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	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU	249,456	
TOTAL 441700 1	249,456	
TOTAL 441700 1	249,456	

PAGE	4	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2024
MARTIN MPO		OFFICE OF WORK PROGRAM	TIME RUN: 15.20.41
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		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		2024	
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		10,074	
TOTAL 441701 1		10,074	
TOTAL 441701 1		10,074	
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ITEM NUMBER:443992 1	PROJECT DESCRIPTION:SR-5/US-1 FR N OF NW JENSEN BEACH BLVD TO MARTIN/ST LUCIE COUNTY LINE		*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:RESURFACING	
ROADWAY ID:89010000	PROJECT LENGTH: 1.426MI	LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
FUND			
CODE		2024	
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		3,000	
TOTAL 443992 1		3,000	
TOTAL 443992 1		3,000	
-----		-----	
ITEM NUMBER:446072 1	PROJECT DESCRIPTION:SALERNO ROAD FROM SOUTHEAST WILLOUGHBY TO SOUTHEAST CABLE DRIVE		*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:BIKE LANE/SIDEWALK	
ROADWAY ID:89000004	PROJECT LENGTH: .911MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND			
CODE		2024	
-----		-----	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALT		6,986	
TALU		14,409	
TOTAL 446072 1		21,395	
TOTAL 446072 1		21,395	
-----		-----	
ITEM NUMBER:447002 1	PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT		*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:LIGHTING	
ROADWAY ID:89091000	PROJECT LENGTH: .015MI	LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND			
CODE		2024	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
HSP		17,463	
TOTAL 447002 1		17,463	
TOTAL 447002 1		17,463	
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PAGE	5	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2024
MARTIN MPO		OFFICE OF WORK PROGRAM	TIME RUN: 15.20.41
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:447555 1	PROJECT DESCRIPTION:SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY		*SIS*
DISTRICT:04	COUNTY:MARTIN		TYPE OF WORK:INTERSECTION (NEW)
ROADWAY ID:89090500	PROJECT LENGTH: .485MI		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 2
FUND		2024	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		547,719	
TOTAL 447555 1		547,719	
TOTAL 447555 1		547,719	
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		2024	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALT		-1,726	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALT		22,061	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C			
SM		580,473	
TALT		346,270	
TALU		596,746	
TOTAL 448307 1		1,543,824	
TOTAL 448307 1		1,543,824	
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		2024	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		-9,707	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		151,548	
TOTAL 448397 1		141,841	
TOTAL 448397 1		141,841	
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		2024	
CODE			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		12,904	
TOTAL 449159 1		12,904	
TOTAL 449159 1		12,904	

PAGE	6	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/01/2024
MARTIN MPO		OFFICE OF WORK PROGRAM	TIME RUN: 15.20.41
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		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		2024	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
NHPP		637,007	
TOTAL 449160 1		637,007	
TOTAL 449160 1		637,007	

ITEM NUMBER:450794 1	PROJECT DESCRIPTION:CR-708/SE BRIDGE RD BRIDGE# 890107		*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:FEASIBILITY STUDY	
ROADWAY ID:89030000	PROJECT LENGTH: 7.420MI	LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0	
FUND			
CODE		2024	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU		162,279	
TOTAL 450794 1		162,279	
TOTAL 450794 1		162,279	

ITEM NUMBER:450823 1	PROJECT DESCRIPTION:SE WASHINGTON STREET FR US-1/SE FEDERAL HWY TO SE EDISON AVENUE		*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:SIDEWALK	
ROADWAY ID:89900076	PROJECT LENGTH: .671MI	LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND			
CODE		2024	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
TALT		5,000	
TOTAL 450823 1		5,000	
TOTAL 450823 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: 5.939MI	LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2	
FUND			
CODE		2024	
-----		-----	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SA		150,000	
TOTAL 453333 1		150,000	
TOTAL 453333 1		150,000	
TOTAL DIST: 04		8,378,558	
TOTAL HIGHWAYS		8,378,558	

ITEM NUMBER:439328 4	PROJECT DESCRIPTION:MARTIN COUNTY FY 2022/2023-2023/2024 UPWP	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		
CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C		
PL		372,913
TOTAL 439328 4		372,913
TOTAL 439328 4		372,913

ITEM NUMBER:439328 5	PROJECT DESCRIPTION:MARTIN COUNTY FY 2024/2025-2025/2026 UPWP	*NON-SIS*
DISTRICT:04	COUNTY:MARTIN	TYPE OF WORK:TRANSPORTATION PLANNING
ROADWAY ID:	PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0
FUND		
CODE	2024	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARTIN COUNTY BOARD OF COUNTY C		
PL		200,294
TOTAL 439328 5		200,294
TOTAL 439328 5		200,294
TOTAL DIST: 04		573,207
TOTAL PLANNING		573,207

MISCELLANEOUS
=====

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

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

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

FUND CODE	2024
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	24,004
TOTAL 436735 2	24,004
TOTAL 436735 2	24,004
TOTAL DIST: 04	24,004
TOTAL MISCELLANEOUS	24,004
GRAND TOTAL	8,975,769

2024 Federally Obligated Transit Funds

FM#	PROJECT DESCRIPTION	FUND	WORK MIX	PHASE	2024 FUNDING
4134931	MARTIN COUNTY TRANSIT SECTION 5307	FTA	FIXED ROUTE	TRANSIT OPERATING	408,141
N/A	MARTIN COUNTY TRANSIT SECTION 5307-CARES ACT	FTA	FIXED ROUTE	TRANSIT OPERATING	532,472
425977-3-84-01	MARTIN COUNTY TRANSIT SECTION-5311	FTA	FIXED ROUTE	TRANSIT OPERATING	139,721

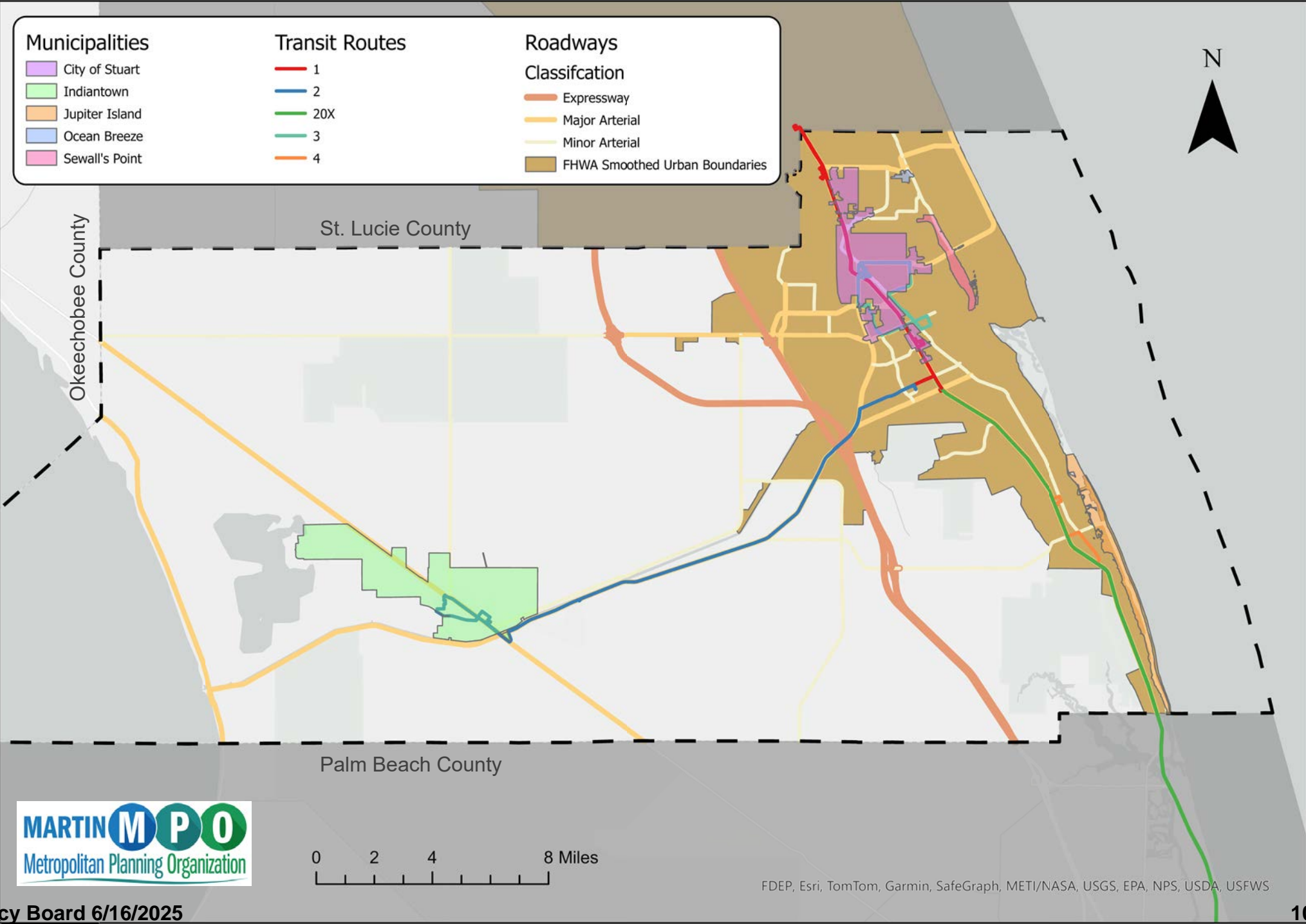
Table 12 – Transportation Disadvantaged (TD) Program – FY25

Trip & Equipment Grant Allocation			Planning Grant Allocation		
TD Trust Fund	Local Match	Total	TD Trust Fund	Local Match	Total
\$255,725	\$38,413	\$284,138	\$26,488	\$0	\$26,488

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

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

Martin MPO Planning Area Map



Safety Plan

for

Marty

Martin County's Public Transit Service



For

Federal Transit Administration

Martin County Board of County Commissioners

Version 4

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1. Transit Agency Information

Transit Agency Name	Martin County Board of County Commissioners			
Transit Agency Address	2401 SE Monterey Road, Stuart, FL 34996			
Name and Title of Accountable Executive	James Gorton, Public Works Director			
Name of Chief Safety Officer or SMS Executive	Ashman Beecher, Transit Administrator			
Mode(s) of Service Covered by This Plan	Fixed Route Bus; Commuter Bus; Paratransit	List All FTA Funding Types (e.g., 5307, 5337, 5339)	5307 5339 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 10/15/2024	
Signature by the Accountable Executive	Signature of Accountable Executive James Gorton, Public Works Director	Date of Signature 10-24-2024 

Approval by the Board of Directors or an Equivalent Authority	Martin County Board of County Commissioners	Date of Approval
	Approved BOCC meeting agenda item 25-0257	11/19/2024
	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

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 by December 31.

3. Safety Performance Targets

Safety Performance Targets

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

Mode of Transit Service	Fatality (Total)	Fatality (Rate per Total VRM)	Injury (Total)	Injury (Rate per Total VRM)	Major Safety Event (Total)	Major Safety Event (Rate per Total VRM)	System Reliability (VRM / failures)
Fixed Route Bus	0	0	0	0	0	0	41,220
Commuter Bus	0	0	0	0	0	0	14,340
ADA Paratransit	0	0	0	0	0	0	2,506

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	0	0	0	0	0
Commuter Bus	0	0	0	0	0
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	11/19/2024
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name	Date Targets Transmitted
	Martin Metropolitan Planning Organization	11/19/2024

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

Accountable Executive	<p>The Public Works Director serves as MARTY's Accountable Executive with the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Accountable for ensuring that the agency's SMS is effectively implemented. • Ensures action is taken, as necessary, to address substandard performance in the agency's SMS. • Assumes ultimate responsibility for carrying out MARTY's ASP, and SMS. • Designates an adequately trained Chief Safety Officer who is a direct report. • Controls and directs human and capital resources needed to develop and maintain the ASP and SMS. • Maintains responsibility for carrying out the agency's Transit Asset Management Plan.
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Chief Safety Officer or SMS Executive	<p>The Accountable Executive designates the Transit Administrator as MARTY's Chief Safety Officer. The Chief Safety Officer has the following authorities, accountabilities, and responsibilities under this plan:</p> <ul style="list-style-type: none"> • Holds a direct line of reporting to the Accountable Executive. • Has the authority and responsibility for day-to-day implementation and operation of the agency's SMS. • Manages MARTY's ESRP • Develops MARTY's ASP and SMS policies and procedures. • Advises the Accountable Executive on SMS progress and status.
Agency Leadership and Executive Management	<p>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
Key Staff	<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
Joint Safety Committee	<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/MTM, Transit 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 “Workday” Electronic application.

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, Pg 9, (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 the monthly Staff/Contractor meetings and to the Drivers at the monthly Drivers’ Safety Meeting. Information typically conveyed during these meetings includes safety performance statistics, lessons learned from recent occurrences, upcoming events that may impact safety, and information on hazards and safety risks relevant to employees’ roles and responsibilities.

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

Additional Information

Supporting Documentation

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

MARTY 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
- Contractor SMS Plan
- 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

October 2024 Joint Safety Committee- PTASP Attendance Sign-in

Trainer Mike Riley


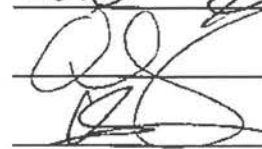
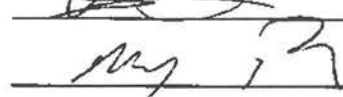

Date Oct. 15, 2024

Attendance List

Printed Name

Signature

Joy Acved
Anes Jean-Baptiste
Ash Beecher
Mike Riley

Agency Safty Plan		PTASP VERSION	4
Committee Member Name (Print)	Role	Signature	Date
Anes Jean-Baptiste	Member		10/15/24
Joey Acevedo	member		10/15/24
Mike Riley	CHAIR		10/15/24

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



[County seal]

BOARD OF COUNTY COMMISSIONERS

ACTION SUMMARY
NOVEMBER 19, 2024 ~ 9:00 AM

COMMISSION CHAMBERS
2401 SE MONTEREY ROAD, STUART, FLORIDA 34996

COUNTY COMMISSIONERS

Eileen Vargas, District 1
Stacey Hetherington, District 2
J. Blake Capps, District 3
Sarah Heard, District 4
Edward V. Ciampi, District 5

Don G. Donaldson, P.E., County Administrator
Sarah W. Woods, County Attorney
Carolyn Timmann, Clerk of the Circuit
Court and Comptroller

PRESETS

9:05 AM - Public Comment
5:05 PM - Public Comment

CALL TO ORDER AT 9:07 AM

1. INVOCATION ~ **Pastor Blane Albright**, Christ Fellowship Stuart
2. PLEDGE OF ALLEGIANCE
3. ADDITIONAL ITEMS – [The Additional Item of CNST-8 was added to the Agenda.](#)
4. APPROVAL OF AGENDA – [The Agenda was approved.](#)
5. APPROVAL OF CONSENT AGENDA – [The Consent Agenda was approved minus CNST-4.](#)
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.

PROCLAMATIONS AND SPECIAL PRESENTATIONS

PROC-1 ORGANIZATION OF THE BOARD OF COUNTY COMMISSIONERS

The Board of County Commissioners is requested to adhere to the outlined steps for restructuring in accordance with the policy.

Agenda Item: 25-0001 **RESOLUTION NOS. 24-11.22, 24-11.23, and 24-11.24**

ACTION TAKEN: The Board appointed Commissioner Heard as the Chair and Commissioner Edward V. Ciampi as the Vice Chairman; approved the use of the prior Vice Chair's signature plate for check signing purposes until the new signature plate arrives; adopted a Resolution designating who may sign documents on behalf of the Board; make appointments to the Boards and Councils requiring Commission membership; confirmed Howard Brown and Rick Hartman to be the Commission Districts 3 and 5 respectively representatives on the Local Planning Agency; confirmed Michael Dooley to be the Commission District 3 representative on the Board of Zoning Adjustment; approved their meeting schedule for 2025; approved the holidays for 2025; and amended their Rules of Procedure.

COMMENTS

1. PUBLIC - PLEASE LIMIT COMMENTS TO THREE MINUTES.
2. COMMISSIONERS – Commissioner Heard requested an update on the conservation lands sales tax and the committee.
3. COUNTY ADMINISTRATOR

CONSENT

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: 25-0006 **Supplemental Memorandum (2 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 October 28, 2024 and November 3, 2024. 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: 25-0013

CNST-3 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: 25-0017

GROWTH MANAGEMENT

CNST-4 REQUEST FOR ALTERATION OF AN EXISTING PRESERVE AREA AND AMENDMENT OF AN APPROVED PRESERVE AREA MANAGEMENT PLAN

This is a request from Kevin and Emily Bellucy for an amendment to the existing preserve area boundary under an approved Preserve Area Management Plan (PAMP) that was issued in 2008. Pursuant to Section 4.36.C, Land Development Regulations (LDR), Martin County Code, any alteration to the size, shape, or design of a previously approved preserve area shall be approved by the Board of County Commissioners.

Agenda Item: 25-0251

ACTION TAKEN: The Board approved the proposed preserve area alteration and Amended PAMP.

PUBLIC WORKS

CNST-5 REQUEST THAT MARTIN COUNTY GRANT AN UNDERGROUND EASEMENT TO FLORIDA POWER & LIGHT COMPANY (FPL) FOR UTILITY SERVICES ON COUNTY OWNED PROPERTY IN PALM CITY

FPL has requested approval of an Underground Easement to bury overhead power lines on County-owned property adjacent to Danforth Creek in Palm City. FPL requires that the County grant a non-exclusive Underground Easement prior to providing this service.

Agenda Item: 25-0252

CNST-6 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: 25-0257

CNST-7 ADOPT A RESOLUTION APPROVING AND ACCEPTING A WARRANTY DEED FOR PROPERTY WITH A UTILITY LIFT STATION, LOCATED ON SALERNO ROAD, AS A CONDITION OF APPROVAL OF THE PLAT FOR HUNTER LAKE IN STUART

This is a request for the adoption of a resolution approving and accepting a Warranty Deed for real property that contains a utility lift station, from Hunter Lakes, LLC, a Florida limited liability company, as a condition of approval of the Hunter Lake plat, located in Stuart off Salerno Road.

Agenda Item: 25-0265

RESOLUTION NO. 24-11.25

ADMINISTRATION

CNST-8 MARTIN COUNTY LOCAL BILL REQUEST – INMATE MEDICAL COSTS

The Board of County Commissioners is requested to approve adding a potential local bill for the 2025 Legislative Session regarding county jail inmate medical costs. Due to publishing deadlines, the purpose of this item is to publish the proposed bill language. A formal presentation of the bill and accompanying data will be given at a later date.

Agenda Item: 25-0275 Additional Item

BOARD AND COMMITTEE APPOINTMENTS

B&C-1 NEIGHBORHOOD ADVISORY COMMITTEE APPOINTMENTS

After solicitation of applicants due to vacancies, terms expiring, and a resignation, the Board is asked to make the necessary appointments to the Golden Gate, Hobe Sound, and Port Salerno Neighborhood Advisory Committees.

Agenda Item: 25-0044

RESOLUTION NO. 24-11.X

ACTION TAKEN: The Board appointed Mary Gavin and Michael Banas to the Hobe Sound Neighborhood Advisory Committee – both terms will begin immediately with Mr. Banas's term ending February 20, 2025 and Mary Gavin's term ending February 22, 2027; appointed Gerald (Casey) S. Cass to the Port Salerno Neighborhood Advisory Committee for a term to begin immediately and ending February 20, 2025; and authorized the Chair to sign the Resolution of Appointment.

DEPARTMENTAL QUASI-JUDICIAL **GROWTH MANAGEMENT**

DPQJ-1 REQUEST APPROVAL OF THE REVISED FINAL SITE PLAN FOR WEST JENSEN PLANNED UNIT DEVELOPMENT (PUD), PHASE 1B, PARCEL 12.7 (W038-110)

This is a request by Bowman Consulting Group on behalf of BW Jensen Federal LLC for a revised final site plan approval to develop an approximately 2,417 square-foot bank building with drive-through teller lanes and associated infrastructure. The 1.54-acre site currently contains a vacant restaurant building located at 4110 NW Federal Highway, at the southwest corner of NW Eugenia Street and NW Federal Highway, in Jensen Beach. The site is located on Parcel 12.7 of Phase 1B of the West Jensen PUD. Included is a request for a Certificate of Public Facilities Exemption.

Agenda Item: 25-0259

RESOLUTION NO. 24-11.26

ACTION TAKEN: The Board received and filed the agenda item and all attachments as an exhibit and adopted the Resolution approving the revised final site plan for West Jensen PUD, Phase 1B, Parcel 12.7.

**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: 25-0023 **No items**

ACTION TAKEN: No action needed.

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: 25-0029 **Supplemental Memorandum (2 items)**

ACTION TAKEN:

A. CONTRACTS OVER \$1,000,000

1. **GRINDER ELECTRICAL CONTROL PANEL INSTALLATION (RFB2024-3627)** – The Board awarded the contract to the lowest, responsive, and responsible bidder, Aapex Electric, Inc. and authorized the County Administrator or designee to execute all documents related to this request.

B. CONTRACTS AMENDMENTS OVER 10% OF ORIGINAL CONTRACT VALUE

1. **BUILDING 17 RENOVATION FOR THE REACH CENTER (RFB2023-3538)** – The Board approved Change Order #3 to All-Site Construction, Inc. in the amount of \$173,398.37 and authorized the County Administrator or designee to execute all documents related to this request.

PUBLIC - PLEASE LIMIT COMMENTS TO THREE MINUTES.

ADJOURNED AT 11:54 AM

This document may be reproduced upon request in an alternative format by contacting the County ADA Coordinator (772) 320-3131, the County Administration Office (772) 288-5400, Florida Relay 711, or by completing our accessibility feedback form at www.martin.fl.us/accessibility-feedback.

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

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Executive Summary

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

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

The consequences of an asset not being in SGR include:

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

Transit Asset Management Plan (TAM) Plan Policy:

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

Agency Overview

Martin County's public transit service, Marty, 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


FTA

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 #	Acquisiti on 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 t	Replacemen t 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
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

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

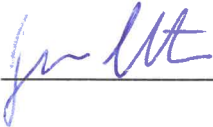
SECTION 8: UPDATES & CONTINUOUS IMPROVEMENT

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

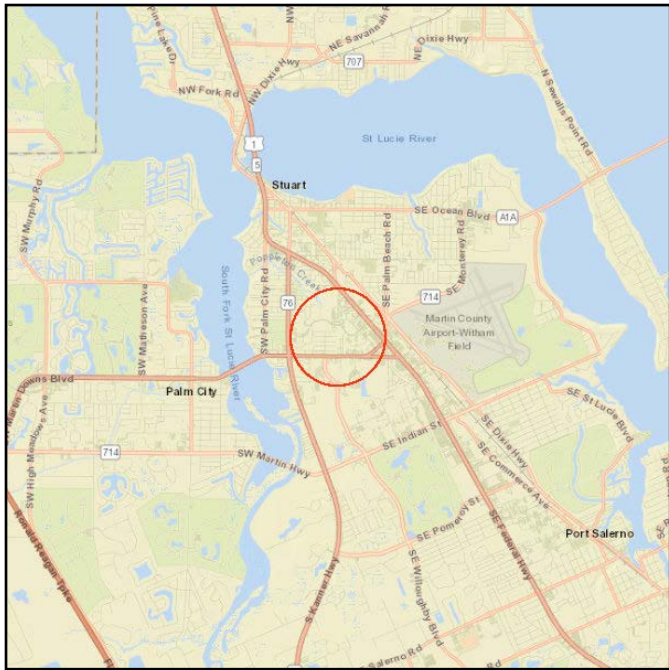
The TAM Rule requires that the transit provider's accountable executive approve its TAM plan, which includes the performance measure targets. Once approved, the Plan and targets will be transmitted to the Martin Metropolitan Planning Organization (MPO).

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

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 #:

Appendix H, pg.4; pg. 69

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PE	LF	0	0	0	0	256,201	256,201
PE	SU	0	0	0	0	2,191,424	2,191,424
PDE	SU	380,000	0	0	0	0	380,000
Total		380,000	0	0	0	2,447,625	2,827,625

Prior Cost <2026:

4,950,233

Future Cost >2031:

0

Total Project Cost:

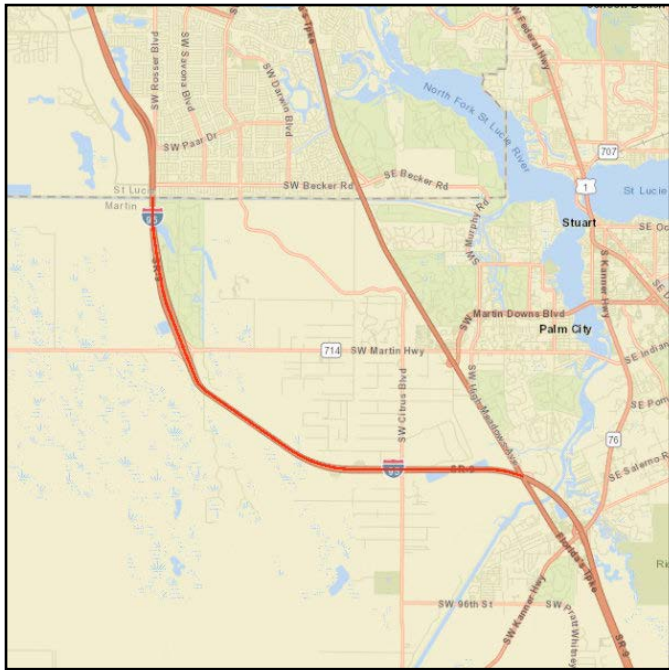
7,777,858

Project Description:

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

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

SIS



From: HIGH MEADOW AVE

To: MARTIN/ST.LUCIE COUNTY LINE

Section: A - Highway

Work Summary: PD&E/EMO STUDY

Length: 10.918

Lead Agency: FDOT

L RTP #: Appendix H, pg. 5

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PDE	ACNP	2,100,000	0	0	0	0	2,100,000
PDE	ACFP	500,000	0	0	0	0	500,000
Total		2,600,000	0	0	0	0	2,600,000

Prior Cost <2026: 3,177,573

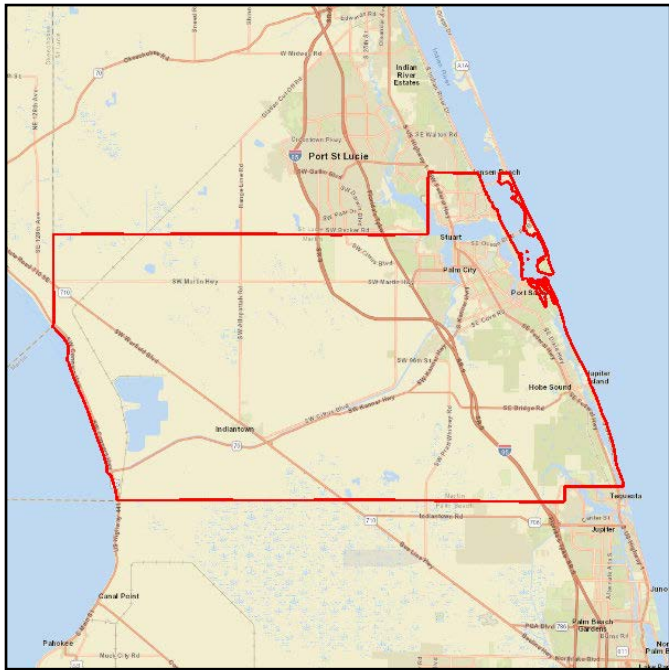
Future Cost >2031: 0

Total Project Cost: 5,777,573

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

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

Non-SIS



From:
To: COUNTYWIDE
Section: A - Highway
Work Summary: TRAFFIC SIGNALS
Lead Agency: Martin County

Length: .000
LRTP #: pg. 8, 29

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
OPS	DDR	0	256,694	0	0	0	256,694
OPS	DITS	569,040	346,489	0	0	0	915,529
Total		569,040	603,183	0	0	0	1,172,223

Prior Cost <2026: 2,274,994

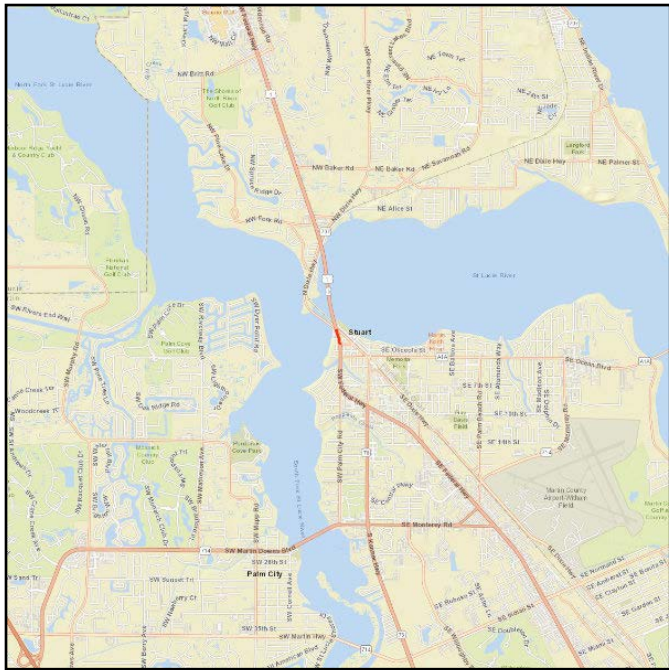
Future Cost >2031: 0

Total Project Cost: 3,447,217

Project Description: TRAFFIC SIGNALS

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

Non-SIS



From:
To: SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD
Section: A - Highway
Work Summary: TRAFFIC SIGNALS **Length:** .113
Lead Agency: FDOT **LRTP #:** Appendix H, pg. 7

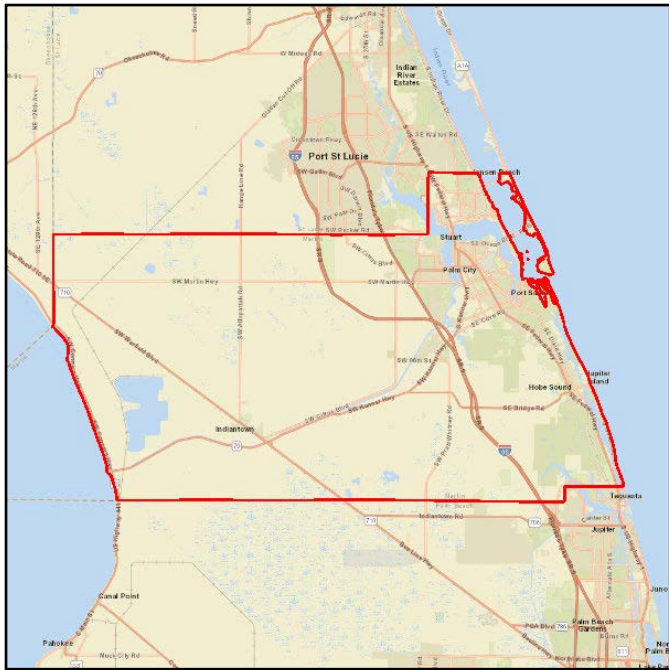
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	0	0	1,155,325	0	0	1,155,325
CST	DIH	0	0	72,112	0	0	72,112
CST	SA	0	0	452,710	0	0	452,710
CST	SU	0	0	1,260,644	0	0	1,260,644
CST	SM	0	0	523,537	0	0	523,537
ROW	DDR	263,000	555,793	0	0	0	818,793
ROW	DIH	18,000	0	0	0	0	18,000
RRU	DDR	0	3,000	0	0	0	3,000
Total		281,000	558,793	3,464,328	0	0	4,304,121

Prior Cost <2026: 818,157
Future Cost >2031: 0
Total Project Cost: 5,122,278

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.

4393285 - MARTIN COUNTY FY 2024/2025-2025/2026 UPWP

Non-SIS



From:

To: N/A

Section: A - Highway

Work Summary: TRANSPORTATION PLANNING

Lead Agency: Martin MPO

Length:

LRTP #: Appx. D, pg. 5

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PLN	PL	571,463	0	0	0	0	571,463
Total		571,463	0	0	0	0	571,463

Prior Cost <2026: 903,548

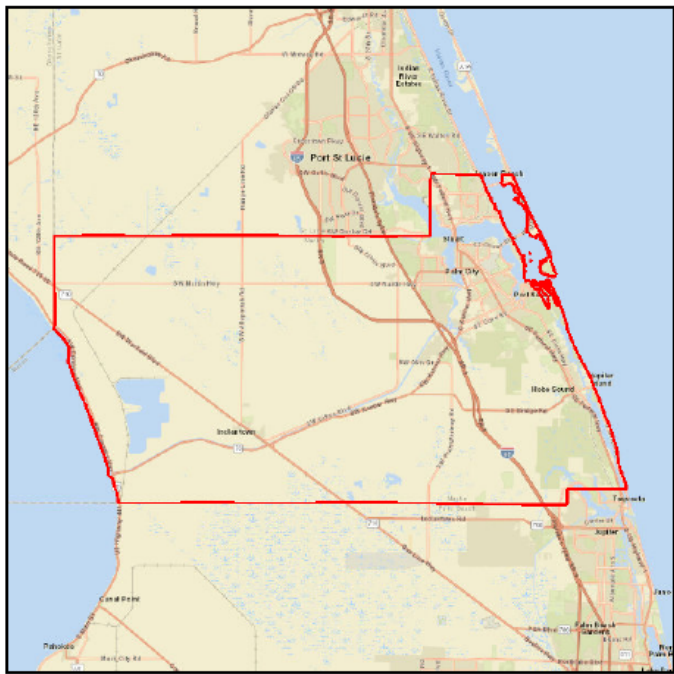
Future Cost >2031: 0

Total Project Cost: 1,475,011

Project Description: FHWA PLANNING (PL) FUNDS

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 #:

Appx. D, pg. 5

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PLN	PL	0	571,463	571,463	0	0	1,142,926
Total		0	571,463	571,463	0	0	1,142,926

Prior Cost <2026: 0

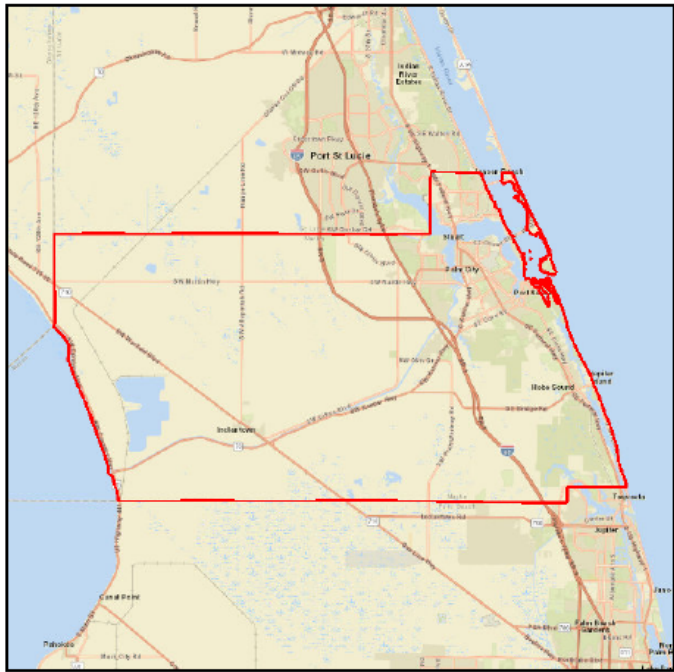
Future Cost >2031: 0

Total Project Cost: 1,142,926

Project Description: FHWA PLANNING (PL) FUNDS

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

Non-SIS



From:

To:

Section: A - Highway

Work Summary: TRANSPORTATION PLANNING

Lead Agency: Martin MPO

Length:

LRTP #: Appx. D, pg. 5

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PLN	PL	0	0	0	571,463	571,463	1,142,926
Total		0	0	0	571,463	571,463	1,142,926

Prior Cost <2026: 0

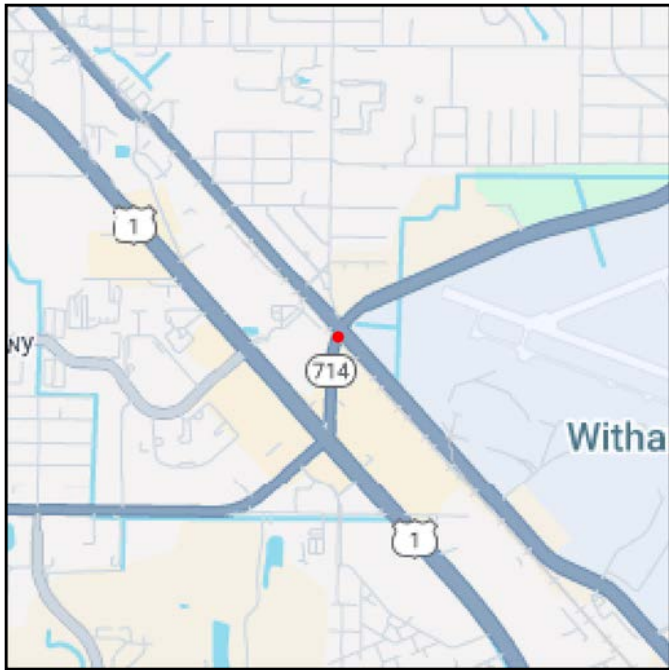
Future Cost >2031: 0

Total Project Cost: 1,142,926

Project Description:

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

SIS



From:

To:

Section: A - Highway

Work Summary: PTO STUDIES

Lead Agency: FDOT

Length: 0

LRTP #: Appx. H, pg. 5

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	0	0	0	0	6,798,943	6,798,943
CST	DIH	0	0	0	0	430,005	430,005
CST	SIWR	0	0	0	0	41,695,234	41,695,234
ROW	DDR	0	0	2,287,098	0	0	2,287,098
ROW	DIH	0	0	252,000	0	0	252,000
ROW	DPTO	0	0	13,054,045	0	0	13,054,045
PE	DIH	90,000	120,000	0	0	0	210,000
PE	DS	500,000	0	0	0	0	500,000
PE	SIWR	0	9,931,699	0	0	0	9,931,699
Total		590,000	10,051,699	15,593,143	0	48,924,182	75,159,024

Prior Cost <2026: 0

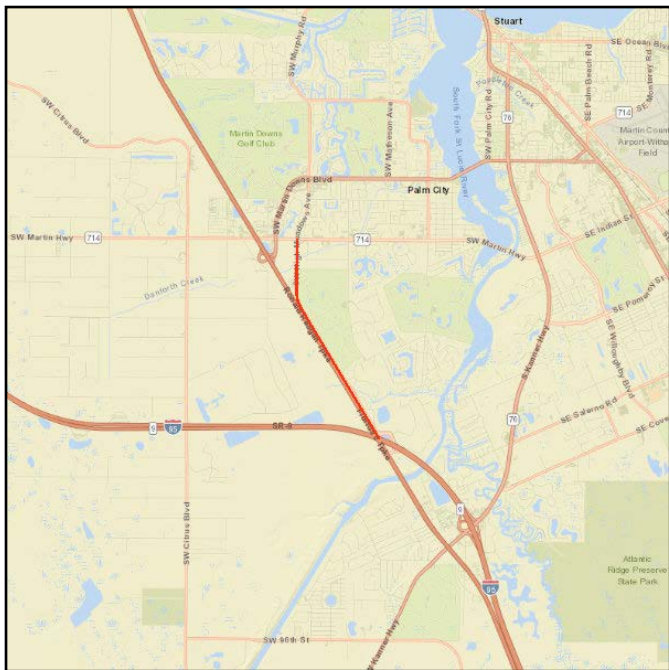
Future Cost >2031: 0

Total Project Cost: 75,159,024

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 #:	Appendix H, pg. 4; pg. 69	
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ROW	CM	0	0	0	124,160	0	124,160
ROW	SU	0	0	0	1,394,888	1,545,773	2,940,661
PE	SU	404,689	0	0	0	0	404,689
PE	ACSU	1,511,356	0	0	0	0	1,511,356
PE	ACPR	415,600	0	0	0	0	415,600
Total		2,331,645	0	0	1,519,048	1,545,773	5,396,466

Prior Cost <2026: 1,823,349

Future Cost >2031: 0

Total Project Cost: 7,219,815

Project Description: 2022 MPO PRIORITY #10 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:

To:

Section:

Work Summary:

Lead Agency:

SR-76/KANNER HWY

SR-5/US-1

A - Highway

PD&E/EMO STUDY

FDOT

Length:

L RTP #:

3.23

Appendix H, pg. 4

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ROW	SA	0	684,000	6,573,000	0	0	7,257,000
PE	SU	901,639	0	0	0	0	901,639
PE	ACSU	564,352	0	0	0	0	564,352
PE	ACPR	25,760	0	0	0	0	25,760
Total		1,491,751	684,000	6,573,000	0	0	8,748,751

Prior Cost <2026:

Future Cost >2031:

Total Project Cost:

Project Description:

6,511,581

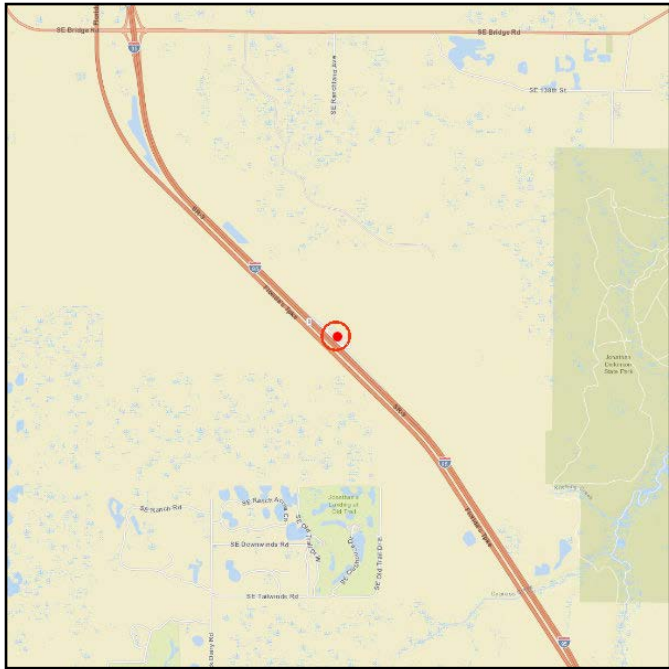
0

15,260,332

2023 MPO PRIORITY #1 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 #:** pg. A-3

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DWS	0	0	4,455,850	0	0	4,455,850
Total		0	0	4,455,850	0	0	4,455,850

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 4,455,850

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:		Responsible Agency Not Available			LRTP #: pg. 21 (Environmental and Equity Goal)		
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	TLWR	0	1,500,000	0	0	0	1,500,000
Total		0	1,500,000	0	0	0	1,500,000

Prior Cost <2026: 400,000

Future Cost >2031: 0

Total Project Cost: 1,900,000

Project Description:

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
Lead Agency: FDOT
Length: 1.93
LRTP #: pg. 21 (Environmental and Equity Goal)

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	0	0	0	77,798	0	77,798
CST	DIH	113,260	0	0	0	0	113,260
CST	TLWR	0	0	0	7,151,999	0	7,151,999
Total		113,260	0	0	7,229,797	0	7,343,057

Prior Cost <2026: 1,992,082

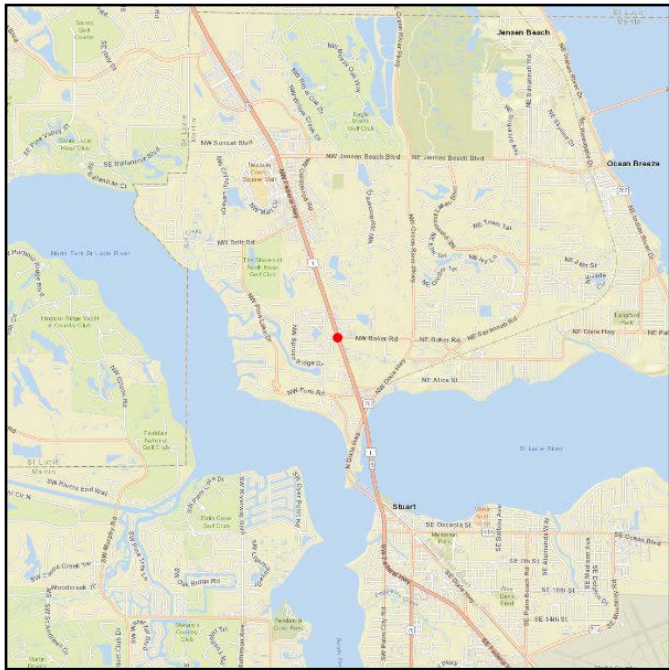
Future Cost >2031: 0

Total Project Cost: 9,335,139

Project Description: SUNTRAIL NAME IS: MARTIN COUNTY US-1 SHARED USE PATH.

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

Non-SIS



From:

To:

US-1 AT BAKER RD

Section:

A - Highway

Work Summary:

INTERSECTION IMPROVEMENT

Length:

.08

Lead Agency:

FDOT

LRTP #:

Appx. D, pg.42

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SA	0	828,081	0	0	0	828,081
CST	SU	0	833,905	0	0	0	833,905
Total		0	1,661,986	0	0	0	1,661,986

Prior Cost <2026: 402,473

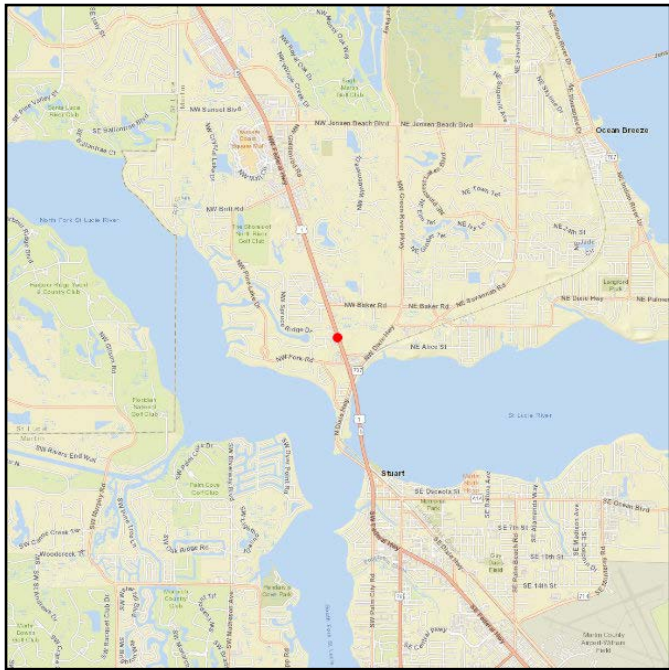
Future Cost >2031: 0

Total Project Cost: 2,064,459

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:

US-1 AT NW NORTH RIVER SHORES BLVD

Section:

A - Highway

Work Summary:

TRAFFIC SIGNALS

Length:

.009

Lead Agency:

FDOT

LRTP #:

Appx. D, pg. 42

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	0	287,568	0	0	0	287,568
CST	DIH	0	33,019	0	0	0	33,019
CST	SU	0	821,450	0	0	0	821,450
Total		0	1,142,037	0	0	0	1,142,037

Prior Cost <2026: 277,479

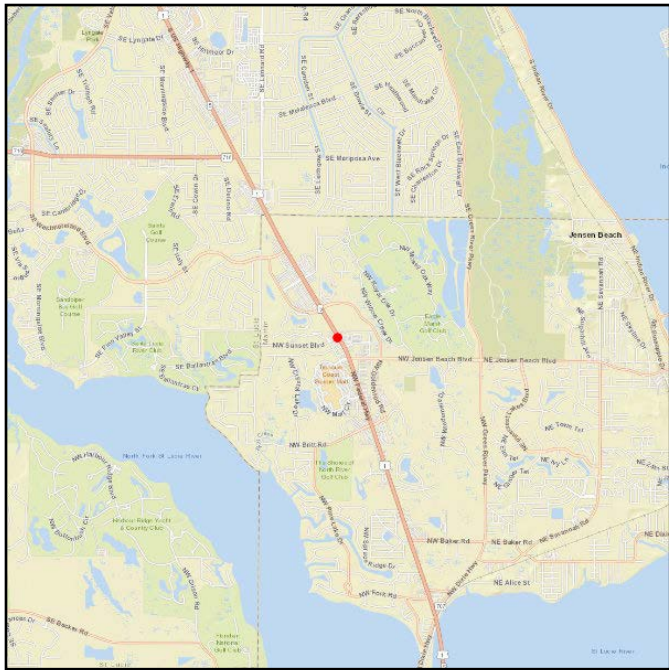
Future Cost >2031: 0

Total Project Cost: 1,419,516

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:

US-1 AT NW SUNSET BLVD

Section:

A - Highway

Work Summary:

TRAFFIC SIGNALS

Length: .008

Lead Agency:

FDOT

LRTP #: Appx. D, pg. 42

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SA	0	36,960	0	0	0	36,960
CST	SL	0	1,258,497	0	0	0	1,258,497
Total		0	1,295,457	0	0	0	1,295,457

Prior Cost <2026: 292,951

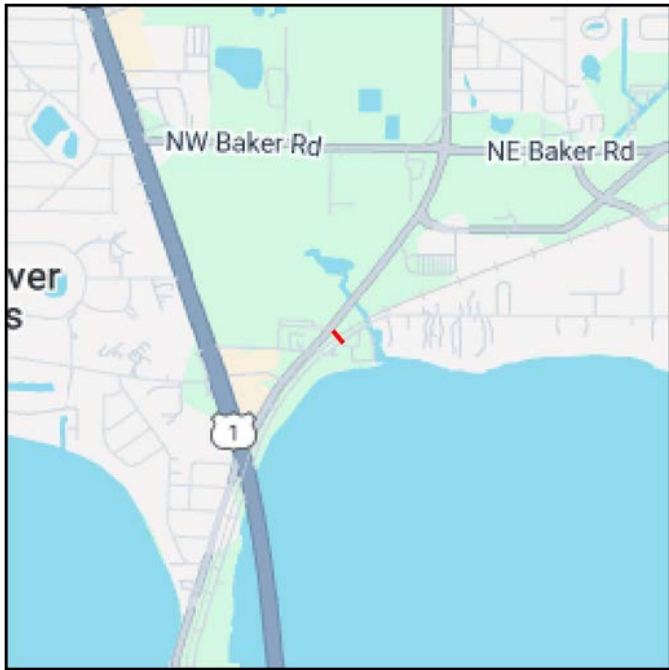
Future Cost >2031: 0

Total Project Cost: 1,588,408

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

4447052 - NW ALICE ST @ FEC CROSSING

Non-SIS



From:

To:

Section: A - Highway

Work Summary: SIDEWALK

Lead Agency: FDOT

Length: 0.117

LRTP #: Appx. H, pg. 11

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SA	0	129,382	360,000	0	0	489,382
CST	SU	0	580,618	0	0	0	580,618
PE	SA	5,000	0	0	0	0	5,000
Total		5,000	710,000	360,000	0	0	1,075,000

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 1,075,000

Project Description:

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

Non-SIS



From: SR-5/US-1
To: AT SR-76/KANNER HIGHWAY
Section: A - Highway
Work Summary: INTERSECTION IMPROVEMENT
Lead Agency: FDOT
Length: .128
LRTP #: Appx. D, pg. 42

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	CM	0	0	656,902	0	0	656,902
CST	DDR	0	0	2,988,355	0	0	2,988,355
CST	DIH	0	0	96,448	0	0	96,448
CST	DS	0	0	223,159	0	0	223,159
ROW	CM	0	0	500,000	0	0	500,000
ROW	DDR	1,241,354	168,000	0	0	0	1,409,354
ROW	DIH	12,000	24,000	0	0	0	36,000
ROW	SA	0	477,740	0	0	0	477,740
ROW	SU	758,586	0	904,380	1,404,381	0	3,067,347
Total		2,011,940	669,740	5,369,244	1,404,381	0	9,455,305

Prior Cost <2026: 659,050

Future Cost >2031: 0

Total Project Cost: 10,114,355

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

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

L RTP #: Appx. H, pg. 13

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
PE	TLWR	0	0	1,600,000	0	0	1,600,000
Total		0	0	1,600,000	0	0	1,600,000

Prior Cost <2026: 598,266

Future Cost >2031: 0

Total Project Cost: 2,198,266

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
Lead Agency: FDOT
Length: 0.485
LRTP #: Appx. G, pg. 1

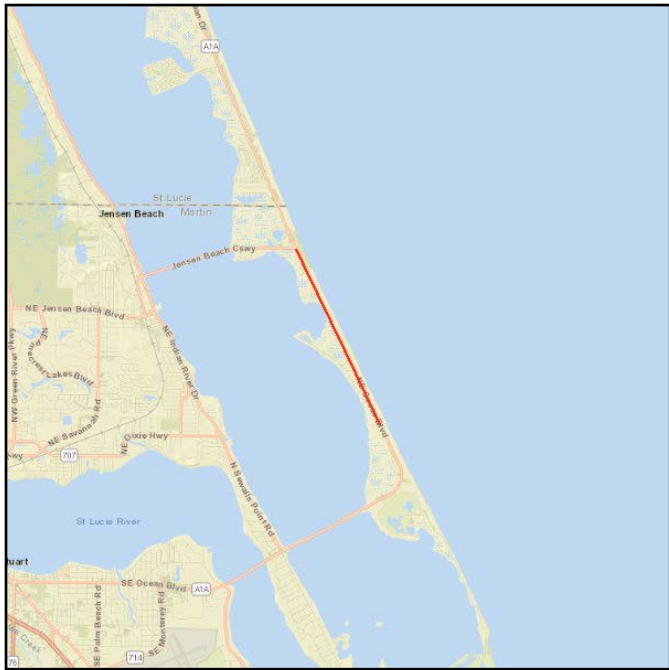
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	ACNP	0	0	0	283,000	6,005,183	6,288,183
ROW	SA	18,000	18,000	0	0	0	36,000
ROW	ACSS	113,160	168,450	0	0	0	281,610
RRU	ACNP	0	0	0	434,000	0	434,000
Total		131,160	186,450	0	717,000	6,005,183	7,039,793

Prior Cost <2026: 695,175
Future Cost >2031: 0
Total Project Cost: 7,734,968

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

4476501 - A1A FROM NE SHORE VILLAGE TER TO SR-732/JENSEN BEACH CAUSEWAY

Non-SIS



From: NE SHORE VILLAGE TER
To: SR-732/JENSEN BEACH CAUSEWAY
Section: A - Highway
Work Summary: RESURFACING
Lead Agency: FDOT

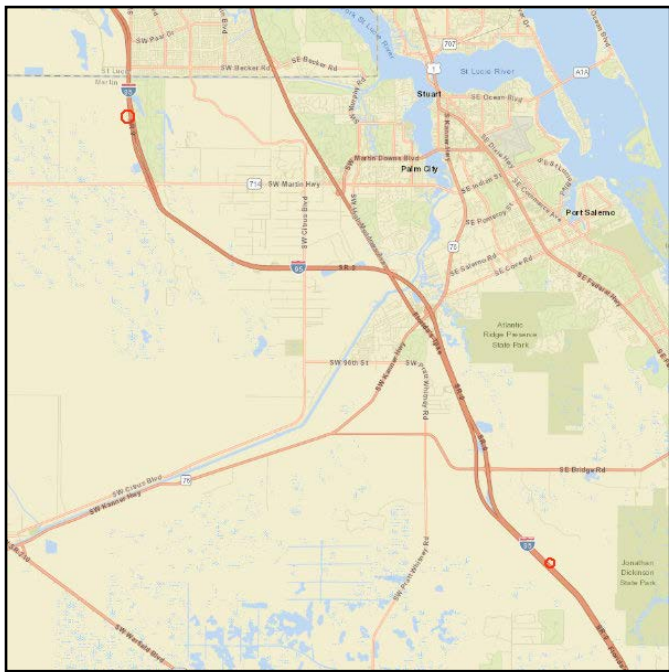
Length: 2.277
LRTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DIH	93,084	0	0	0	0	93,084
CST	DS	3,730,003	0	0	0	0	3,730,003
CST	ACNR	583,339	0	0	0	0	583,339
CST	ACPR	2,138,451	0	0	0	0	2,138,451
Total		6,544,877	0	0	0	0	6,544,877

Prior Cost <2026: 1,073,037
Future Cost >2031: 0
Total Project Cost: 7,617,914
Project Description:

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 #:

pg. A-3

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DWS	0	549,613	0	0	0	549,613
Total		0	549,613	0	0	0	549,613

Prior Cost <2026: 0

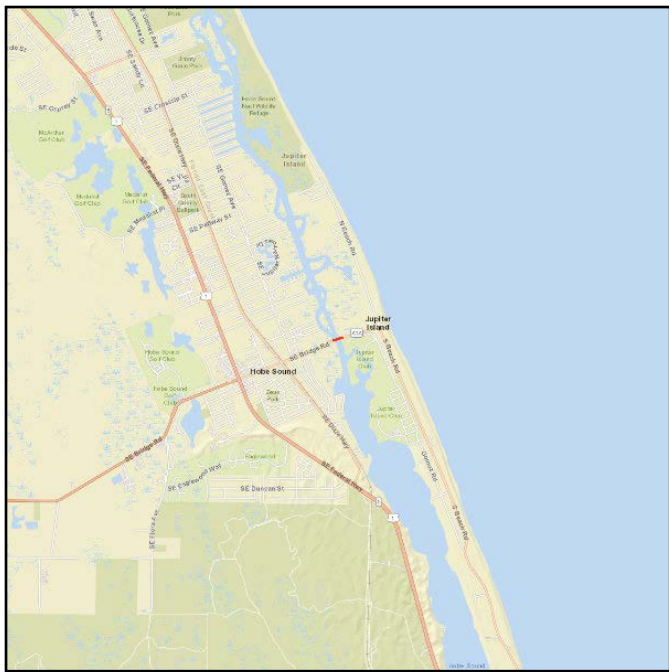
Future Cost >2031: 0

Total Project Cost: 549,613

Project Description:

4480891 - CR-708/SE BRIDGE ROAD BASCULE BRIDGE REHABILITATION

Non-SIS



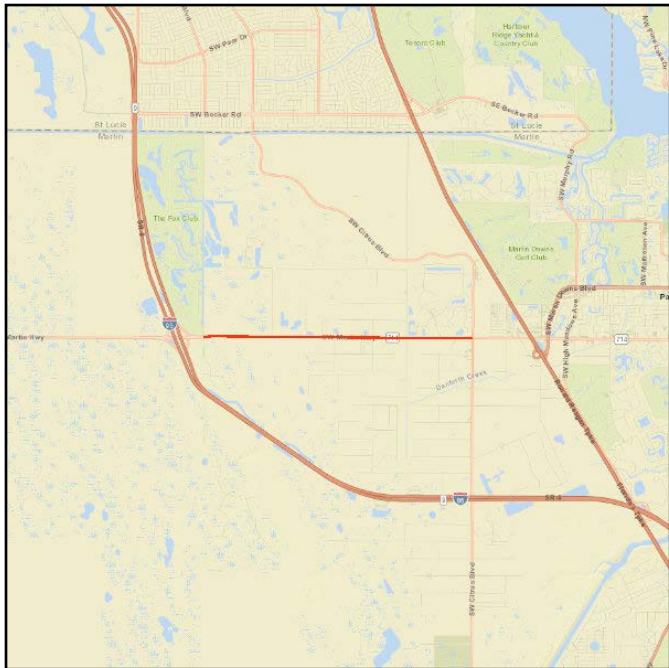
From:
To: CR-708/SE BRIDGE ROAD BASCULE BRIDGE
Section: A - Highway
Work Summary: BRIDGE-REPAIR/REHABILITATION **Length:** 0.066
Lead Agency: Martin County **LRTP #:** pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SCOP	468,293	0	0	0	0	468,293
CST	LF	251,411	0	0	0	0	251,411
CST	GRSC	285,938	0	0	0	0	285,938
Total		1,005,642	0	0	0	0	1,005,642

Prior Cost <2026: 0
Future Cost >2031: 0
Total Project Cost: 1,005,642
Project Description: SMALL COUNTY OUTREACH PROGRAM (SCOP) SCOUR PROTECTION

4484461 - SR-714/SW MARTIN HWY FROM E OF SW STUART W BLVD TO W OF CITRUS BLVD

Non-SIS



From: E OF SW STUART W BLVD

To: W OF CITRUS BLVD

Section: A - Highway

Work Summary: RESURFACING

Length: 3.623

Lead Agency: FDOT

L RTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	772,213	0	0	0	0	772,213
CST	DIH	82,116	0	0	0	0	82,116
CST	DS	4,440,274	0	0	0	0	4,440,274
Total		5,294,603	0	0	0	0	5,294,603

Prior Cost <2026: 1,217,886

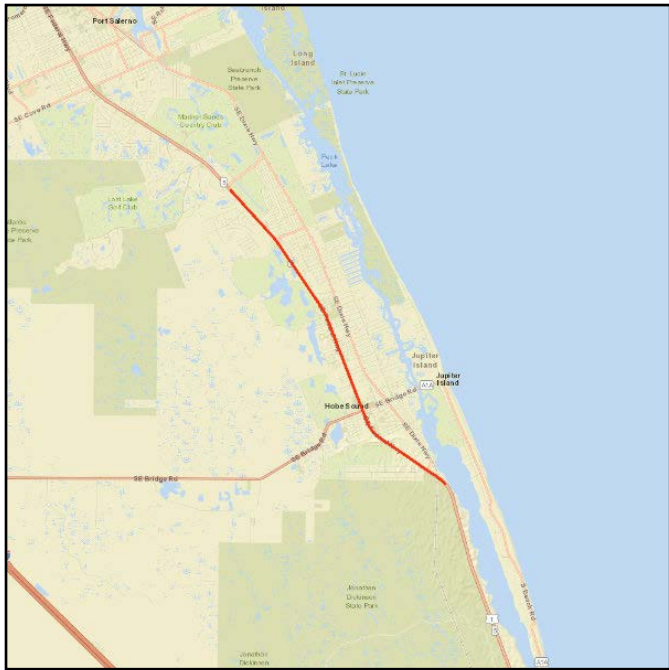
Future Cost >2031: 0

Total Project Cost: 6,512,489

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

Lead Agency: FDOT

Length: 5.105

LRTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	662,439	0	0	0	0	662,439
CST	DIH	49,061	0	0	0	0	49,061
CST	DS	17,270,823	0	0	0	0	17,270,823
CST	SA	1,599,111	50,585	0	0	0	1,649,696
Total		19,581,434	50,585	0	0	0	19,632,019

Prior Cost <2026: 1,663,679

Future Cost >2031: 0

Total Project Cost: 21,295,698

Project Description:

4484472 - SR-5/US-1 FROM SE BRIDGE ROAD TO OSPREY STREET

Non-SIS



From:

To:

Section: A - Highway

Work Summary: BIKE PATH/TRAIL

Lead Agency: FDOT

Length:

LRTP #: Appx. H-1, pg. 11

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	TLWR	9,299,556	0	0	0	0	9,299,556
Total		9,299,556	0	0	0	0	9,299,556

Prior Cost <2026: 1,357,712

Future Cost >2031: 0

Total Project Cost: 10,657,268

Project Description:

4491601 - SR-9/ I-95 FROM S OF KANNER HWY TO MARTIN/ ST. LUCIE COUNTY LINE

SIS



From: S OF KANNER HWY
To: MARTIN/ ST. LUCIE COUNTY LINE
Section: A - Highway
Work Summary: RESURFACING
Lead Agency: FDOT

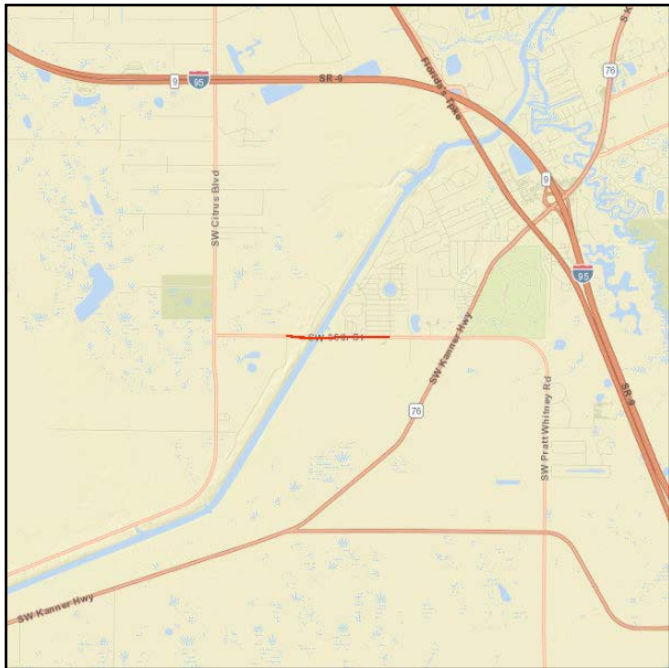
Length: 13.327
L RTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	ACNP	65,000	0	0	0	0	65,000
Total		65,000	0	0	0	0	65,000

Prior Cost <2026: 45,500,707
Future Cost >2031: 0
Total Project Cost: 45,565,707
Project Description: G/W 449159-1 32-02: VE WORKSHOP

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

L RTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SCOP	0	5,053	0	0	0	5,053
CST	LF	0	371,440	0	0	0	371,440
CST	GRSC	0	50,000	0	0	0	50,000
CST	SCED	0	487,805	0	0	0	487,805
CST	SCWR	0	568,293	0	0	0	568,293
Total		0	1,482,591	0	0	0	1,482,591

Prior Cost <2026: 0

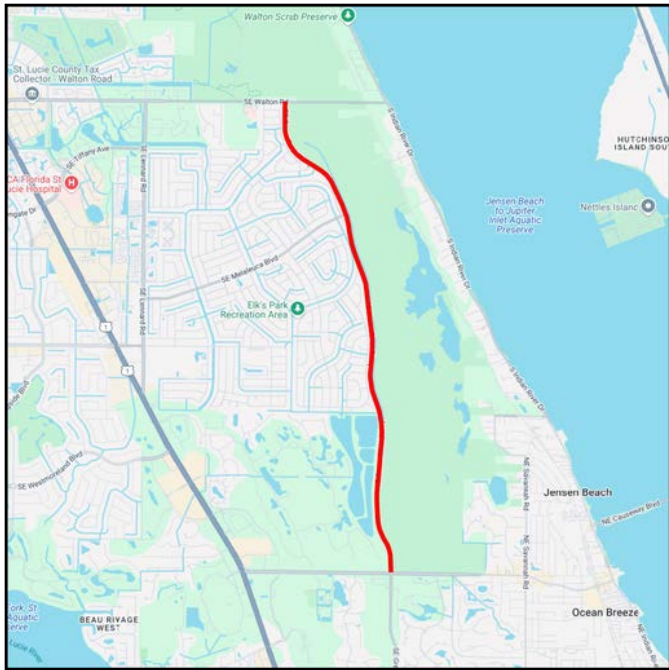
Future Cost >2031: 0

Total Project Cost: 1,482,591

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:

To:

Section: A - Highway

Work Summary: RESURFACING

Lead Agency: Responsible Agency Not Available

Length: 1.225

LRTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	LF	0	0	0	0	382,388	382,388
CST	GRSC	0	0	0	0	1,147,162	1,147,162
Total		0	0	0	0	1,529,550	1,529,550

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 1,529,550

Project Description:

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
Lead Agency: FDOT
Length: 1.399
L RTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	0	0	6,295,984	0	0	6,295,984
CST	DIH	0	0	124,361	0	0	124,361
CST	DS	0	0	4,904,354	0	0	4,904,354
Total		0	0	11,324,699	0	0	11,324,699

Prior Cost <2026: 1,063,441

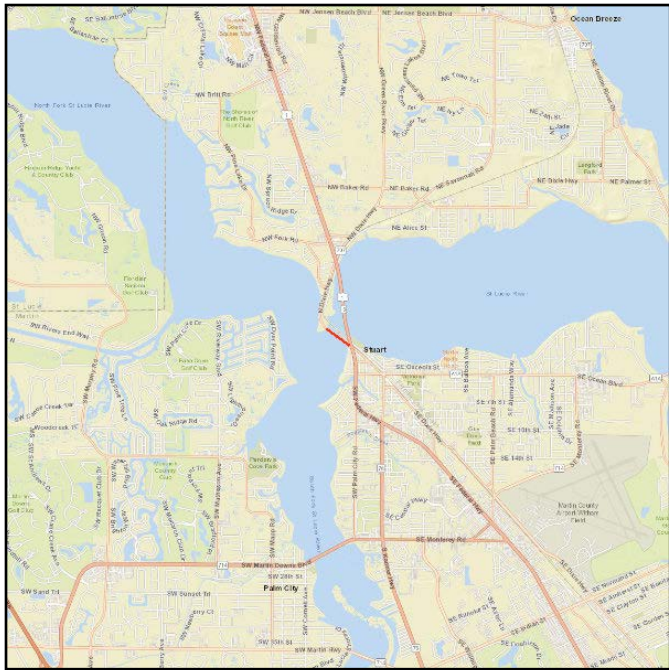
Future Cost >2031: 0

Total Project Cost: 12,388,140

Project Description:

4505872 - SR-707/DIXIE HWY. BRIDGE # 890003

Non-SIS



From:

To:

Section: A - Highway

Work Summary: BRIDGE REHABILITATION

Length: 0.235

Lead Agency: FDOT

L RTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	BRRP	0	12,215,962	0	0	0	12,215,962
CST	DIH	0	103,848	0	0	0	103,848
Total		0	12,319,810	0	0	0	12,319,810

Prior Cost <2026: 1,346,259

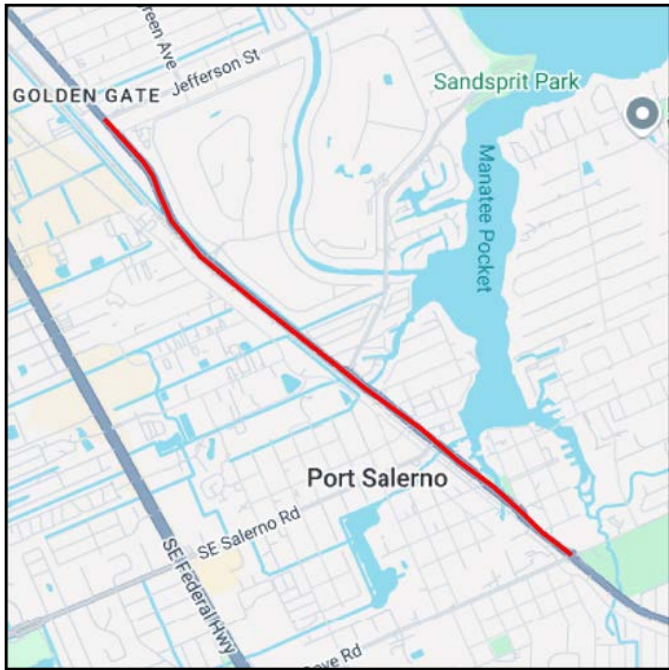
Future Cost >2031: 0

Total Project Cost: 13,666,069

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

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

Non-SIS



From:

To:

Section: A - Highway

Work Summary: RESURFACING

Lead Agency: Martin County

Length: 12.286

LRTP #: pg. 84, 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SCOP	0	462,896	0	0	0	462,896
CST	LF	0	1,101,212	0	0	0	1,101,212
CST	GRSC	0	1,832,051	0	0	0	1,832,051
CST	SCED	0	25,016	0	0	0	25,016
CST	SCWR	0	93,245	0	0	0	93,245
Total		0	3,514,420	0	0	0	3,514,420

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 3,514,420

Project Description:

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

Non-SIS



From:

US-1

To:

SE Edison Avenue

Section:

A - Highway

Work Summary:

SIDEWALK

Length:

0.671

Lead Agency:

FDOT

LRTP #:

Goal #3, pg. 12

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	LF	150,805	0	0	0	0	150,805
CST	TALT	214,508	0	0	0	0	214,508
CST	TALU	365,711	0	0	0	0	365,711
Total		731,024	0	0	0	0	731,024

Prior Cost <2026: 5,000

Future Cost >2031: 0

Total Project Cost: 736,024

Project Description: 2023 TA PRIORITY #1

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
Lead Agency: Martin County
Length: 1.678
LRTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SCOP	0	0	454,146	0	0	454,146
CST	LF	0	0	719,194	0	0	719,194
CST	GRSC	0	0	137,805	0	0	137,805
CST	SCED	0	0	487,805	457,058	0	944,863
CST	SCWR	0	0	570,244	0	0	570,244
Total		0	0	2,369,194	457,058	0	2,826,252

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 2,826,252

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 #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	BRRP	0	0	0	0	5,084,700	5,084,700
CST	DIH	0	0	0	0	5,845	5,845
PE	BRRP	0	350,000	0	0	0	350,000
PE	DIH	0	5,000	0	0	0	5,000
Total		0	355,000	0	0	5,090,545	5,445,545

Prior Cost <2026: 0

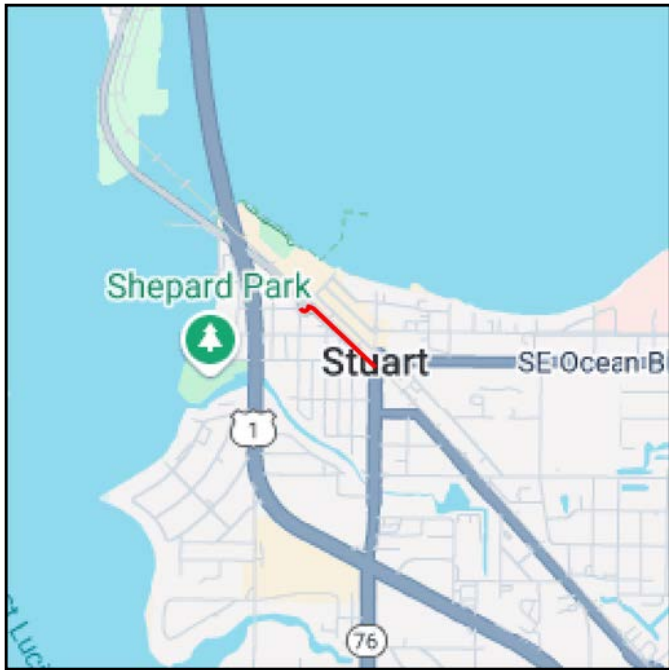
Future Cost >2031: 0

Total Project Cost: 5,445,545

Project Description:

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

Non-SIS



From:							
To:							
Section:	A - Highway						
Work Summary:	SIDEWALK	Length:					
Lead Agency:	City of Stuart	LRTP #:		Goal #3, pg. 12			
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	LF	0	308,187	0	0	0	308,187
CST	TALT	0	206,657	0	0	0	206,657
CST	TALU	0	177,137	0	0	0	177,137
CST	TALM	0	78,426	0	0	0	78,426
Total		0	770,407	0	0	0	770,407

Prior Cost <2026: 5,000

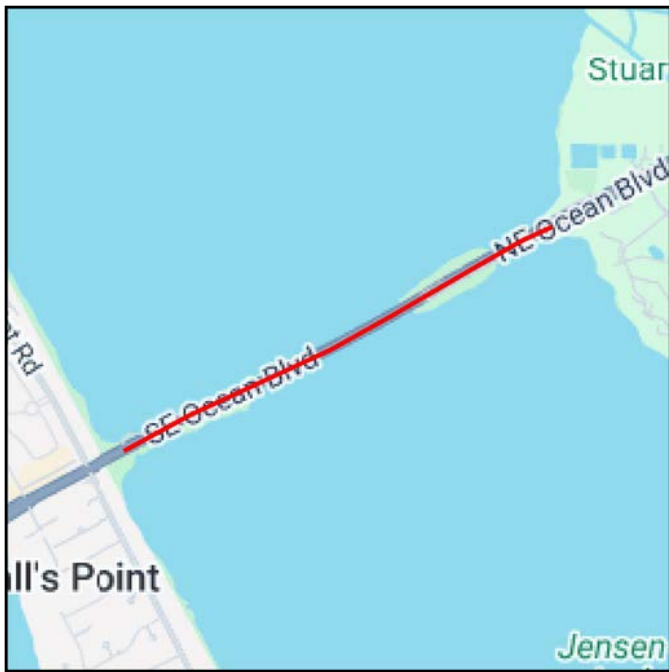
Future Cost >2031: 0

Total Project Cost: 775,407

Project Description:

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 #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	BRRP	0	0	0	2,686,151	0	2,686,151
CST	DIH	0	0	0	5,660	0	5,660
PE	BRRP	659,073	0	0	0	0	659,073
PE	DIH	5,000	0	0	0	0	5,000
Total		664,073	0	0	2,691,811	0	3,355,884

Prior Cost <2026: 0

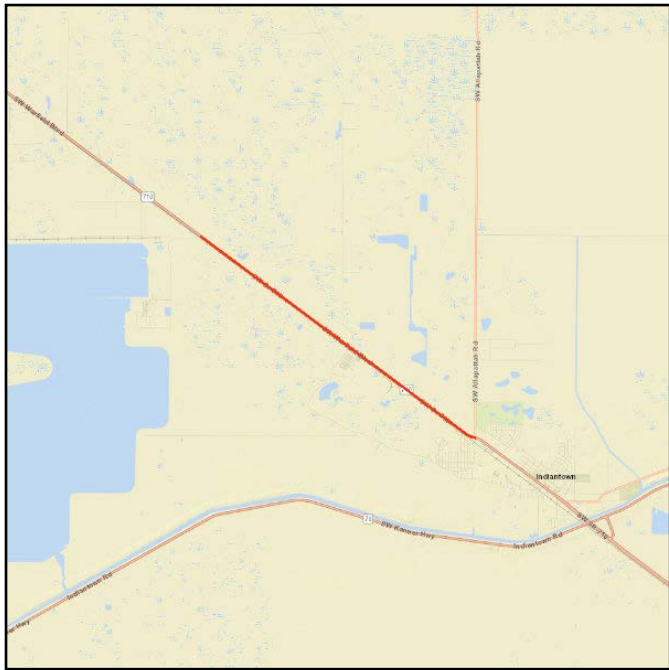
Future Cost >2031: 0

Total Project Cost: 3,355,884

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 VAN BUREN AVE

SIS



From: SW FP&L ACCESS ROAD
To: CR-609/ALLAPATAH ROAD
Section: A - Highway
Work Summary: ADD LANES & RECONSTRUCT
Lead Agency: FDOT

Length: 5.201
LRTP #: pg. 76

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ROW	ACNP	0	1,224,934	60,000	2,085,000	589,864	3,959,798
ROW	BNIR	0	0	5,971,501	0	0	5,971,501
PE	ACNP	817,339	25,000	25,000	25,000	0	892,339
Total		817,339	1,249,934	6,056,501	2,110,000	589,864	10,823,638

Prior Cost <2026: 2,633,920

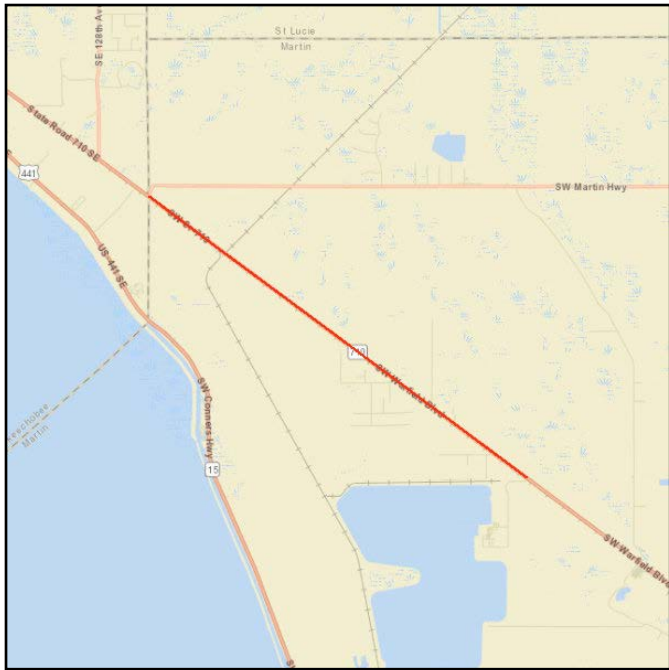
Future Cost >2031: 0

Total Project Cost: 13,457,558

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

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 #:

pg. 76

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
ROW	ACNP	0	1,241,000	180,000	6,148,186	40,000	7,609,186
ROW	DI	0	6,746,519	0	0	0	6,746,519
ROW	BNIR	0	0	8,871,295	0	0	8,871,295
PE	ACNP	4,175,000	25,000	25,000	25,000	0	4,250,000
RRU	ARTW	0	0	0	20,000,000	0	20,000,000
Total		4,175,000	8,012,519	9,076,295	26,173,186	40,000	47,477,000

Prior Cost <2026: 2,731,001

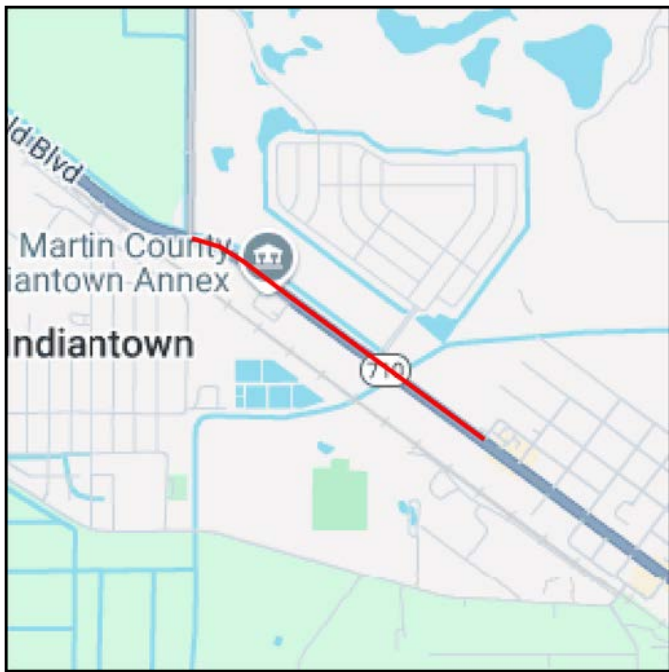
Future Cost >2031: 0

Total Project Cost: 50,208,001

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

4533334 - SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE

SIS



From:							
To:							
Section:		A - Highway					
Work Summary:		ADD LANES & RECONSTRUCT			Length:	0.838	
Lead Agency:		FDOT			LRTP #:	pg. 76	
Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	DDR	0	0	0	0	13,886,429	13,886,429
CST	DIH	0	0	0	0	72,451	72,451
Total		0	0	0	0	13,958,880	13,958,880

Prior Cost <2026: 0

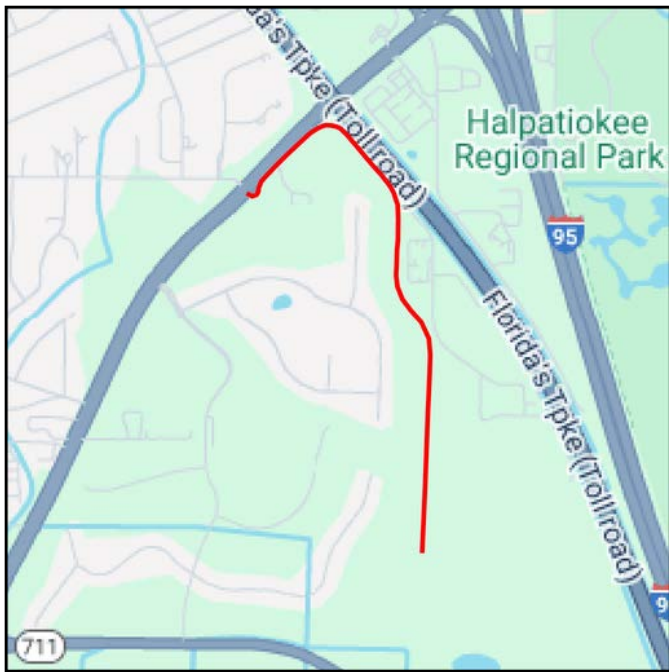
Future Cost >2031: 72,451

Total Project Cost: 14,031,331

Project Description:

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
Lead Agency: Martin County

Length: 1.287
LRTP #: pg. 132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	SCOP	0	0	0	442,805	0	442,805
CST	LF	0	0	0	295,204	0	295,204
CST	SCWR	0	0	0	442,806	0	442,806
Total		0	0	0	1,180,815	0	1,180,815

Prior Cost <2026: 0
Future Cost >2031: 0
Total Project Cost: 1,180,815
Project Description:

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 #: Goal #3, pg. 12

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	LF	0	0	61,000	0	0	61,000
CST	TALT	0	0	772,300	0	0	772,300
CST	TALU	0	0	339,762	0	0	339,762
PE	TALT	5,000	0	0	0	0	5,000
Total		5,000	0	1,173,062	0	0	1,178,062

Prior Cost <2026: 0

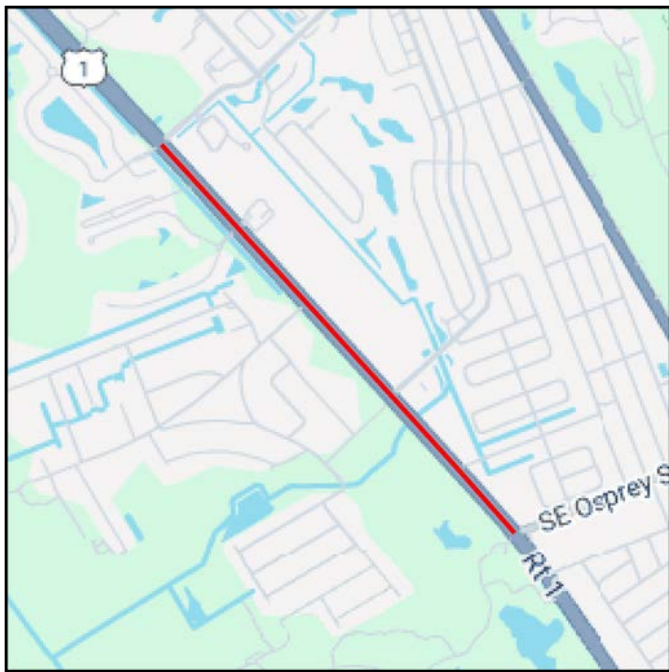
Future Cost >2031: 0

Total Project Cost: 1,178,062

Project Description:

4559671 - SR5/US1 FROM SE OSPREY ST TO S OF SE HERITAGE BLVD

SIS



From:

To:

Section: A - Highway

Work Summary: RESURFACING

Lead Agency: FDOT

Length: 1.02

LRTP #: pg.132

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
MNT	FC5	455,437	0	0	0	0	455,437
CST	DIH	5,000	0	0	0	0	5,000
CST	FC5	39,604	0	0	0	0	39,604
Total		500,041	0	0	0	0	500,041

Prior Cost <2026: 35,829

Future Cost >2031: 0

Total Project Cost: 535,870

Project Description:

Section B - Transit

Phase	Fund Source	2026	2027	2028	2029	2030	Total
FM# 4071894	MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE						
Type of Work	OPERATING/ADMIN. ASSISTANCE						
					Length .000		*Non-SIS*
					Lead Agency Martin County		
OPS	DDR	404,165	417,575	430,102	430,102	0	1,681,944
OPS	DPTO	0	0	0	0	447,306	447,306
OPS	LF	405,165	417,575	430,102	430,102	447,306	2,130,250
Total		809,330	835,150	860,204	860,204	894,612	4,259,500
<i>Prior Years Cost</i>		<i>785,786</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>5,045,286</i>
FM# 4134931	PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS						
Type of Work	CAPITAL FOR FIXED ROUTE						
					Length .000		*Non-SIS*
					Lead Agency Martin County		
<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
Total		1,160,000	1,160,000	1,160,000	1,160,000	1,160,000	5,800,000
<i>Prior Years Cost</i>		<i>13,943,824</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>19,743,824</i>
FM# 4259774	MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS						
Type of Work	OPERATING/ADMIN. ASSISTANCE						
					Length .000		*Non-SIS*
					Lead Agency Martin County		
OPS	DU	171,915	180,027	188,168	188,168	195,695	923,973
OPS	LF	171,915	180,027	188,168	188,168	195,695	923,973
Total		343,830	360,054	376,336	376,336	391,390	1,847,946
<i>Prior Years Cost</i>		<i>353,622</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,201,568</i>
FM# 4346611	PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES						
Type of Work	CAPITAL FOR FIXED ROUTE						
					Length .000		*Non-SIS*
					Lead Agency Martin County		
<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
Total		130,000	130,000	130,000	130,000	130,000	650,000
<i>Prior Years Cost</i>		<i>1,243,145</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,893,145</i>

Section C - Aviation

Phase	Fund Source	2026	2027	2028	2029	2030	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	0	3,680,000	0	0	0	3,680,000
CAP	LF	0	920,000	0	0	0	920,000
Total		0	4,600,000	0	0	0	4,600,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		4,600,000
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	0	1,368,000	0	1,368,000
CAP	LF	0	0	0	342,000	0	342,000
Total		0	0	0	1,710,000	0	1,710,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		1,710,000
FM# 4496401	WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED UNITS (DESIGN & CONSTRUCT)				Length 0		*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	14,500	0	0	0	0	14,500
CAP	FAA	261,000	0	0	0	0	261,000
CAP	LF	14,500	0	0	0	0	14,500
Total		290,000	0	0	0	0	290,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		290,000
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 Responsible Agency Not Available		
CAP	DPTO	0	0	96,000	0	0	96,000
CAP	LF	0	0	24,000	0	0	24,000
Total		0	0	120,000	0	0	120,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		120,000
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 Responsible Agency Not Available		
CAP	DPTO	92,800	0	0	0	0	92,800
CAP	LF	23,200	0	0	0	0	23,200
Total		116,000	0	0	0	0	116,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		116,000

Phase	Fund Source	2026	2027	2028	2029	2030	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 Responsible	Agency Not Available	
CAP	DPTO	0	0	531,200	0	0	531,200
CAP	LF	0	0	132,800	0	0	132,800
Total		0	0	664,000	0	0	664,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		664,000

Section D - Turnpike

Phase	Fund Source	2026	2027	2028	2029	2030	Total
FM# 4461651	SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)						
					Length 0.285		*SIS*
Type of Work	INTERCHANGE - ADD LANES			L RTP Pg: pg. 52; Appx. D, pg. 42	Lead Agency FDOT		
ROW	PKYI	191,800	500,931	0	100,000	0	792,731
PE	PKYI	1,700,000	0	0	0	0	1,700,000
Total		1,891,800	500,931	0	100,000	0	2,492,731
	Prior Years Cost	7,188,360	Future Years Cost	6,157		Total Project Cost	9,687,248
FM# 4463331	WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)						
					Length 3.622		*SIS*
Type of Work	ADD LANES & RECONSTRUCT			L RTP Pg: pg. 52; Appx. D, pg. 42	Lead Agency FDOT		
ROW	PKYI	195,400	0	0	0	0	195,400
PE	PKYI	400,000	0	0	0	0	400,000
Total		595,400	0	0	0	0	595,400
	Prior Years Cost	5,530,100	Future Years Cost	179,887,063		Total Project Cost	186,012,563
FM# 4466181	THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)						
					Length 0.021		*SIS*
Type of Work	BRIDGE REPLACEMENT			L RTP Pg: pg. 132	Lead Agency FDOT		
CST	PKYR	0	13,369,835	0	0	0	13,369,835
Total		0	13,369,835	0	0	0	13,369,835
	Prior Years Cost	415,640	Future Years Cost	0		Total Project Cost	13,785,475
FM# 4485241	BRIDGE REPLACEMENT - 890083 (SR 91) (MP 138) MARTIN COUNTY						
					Length 0.543		*SIS*
Type of Work	BRIDGE REPLACEMENT			L RTP Pg: pg. 132	Lead Agency FDOT		
CST	PKYR	0	2,124,000	0	0	0	2,124,000
Total		0	2,124,000	0	0	0	2,124,000
	Prior Years Cost	55,441,913	Future Years Cost	0		Total Project Cost	57,565,913

Section E - Districtwide

Phase	Fund Source	2026	2027	2028	2029	2030	Total
FM# 2337031	MARTIN CO STATE HWY SYS ROADWAY				Length .000		*Non-SIS*
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Lead Agency FDOT		
MNT	D	300,000	300,000	300,000	300,000	0	1,200,000
Total		300,000	300,000	300,000	300,000	0	1,200,000
<i>Prior Years Cost</i>		<i>14,161,585</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>15,361,585</i>
FM# 2337032	MARTIN CO STATE HWY SYS BRIDGES				Length .000		*Non-SIS*
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Lead Agency FDOT		
MNT	D	35,000	35,000	35,000	0	0	105,000
Total		35,000	35,000	35,000	0	0	105,000
<i>Prior Years Cost</i>		<i>1,529,725</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,634,725</i>
FM# 2342651	MARTIN COUNTY INTERSTATE-ROADWAY						*SIS*
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Lead Agency FDOT		
MNT	D	10,000	10,000	10,000	0	0	30,000
Total		10,000	10,000	10,000	0	0	30,000
<i>Prior Years Cost</i>		<i>5,686,742</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>5,716,742</i>
FM# 2342652	MARTIN COUNTY INTERSTATE-BRIDGES				Length .000		*SIS*
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: Goal 1.0, Page 7-4	Lead Agency FDOT		
MNT	D	12,000	12,000	12,000	12,000	0	48,000
Total		12,000	12,000	12,000	12,000	0	48,000
<i>Prior Years Cost</i>		<i>525,901</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>573,901</i>
FM# 4505591	MARTIN COUNTY ASSET MAINTENANCE						*Non-SIS*
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: pg. 29	Lead Agency FDOT		
MNT	D	3,258,390	2,758,390	2,758,390	2,667,905	2,667,905	14,110,980
Total		3,258,390	2,758,390	2,758,390	2,667,905	2,667,905	14,110,980
<i>Prior Years Cost</i>		<i>6,778,372</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>20,889,352</i>
FM# 4505592	MARTIN COUNTY ASSET MAINTENANCE				Length 0		*Non-SIS*
Type of Work	ROUTINE MAINTENANCE			L RTP Pg: pg. 29	Lead Agency FDOT		
MNT	D	0	0	0	2,500,000	3,000,000	5,500,000
Total		0	0	0	2,500,000	3,000,000	5,500,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>5,500,000</i>

Phase	Fund Source	2026	2027	2028	2029	2030	Total
FM# 4515801	MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM						*Non-SIS*
Type of Work	TRAFFIC SIGNALS						
NEW MSCA TARGET STARTING IN FY28							
MNT	D	0	0	766,779	694,556	980,886	2,442,221
Total		0	0	766,779	694,556	980,886	2,442,221
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		2,442,221

Project Index (by Number)

FM #	TIP #	Project Name	Page
2337031		MARTIN COUNTY STATE HWY SYS ROADWAY	E-2
2337032		MARTIN COUNTY STATE HWY SYS BRIDGES	E-2
2342651		MARTIN COUNTY INTERSTATE-ROADWAY	E-2
2342652		MARTIN COUNTY INTERSTATE-BRIDGES	E-2
4071894		MARTIN COUNTY - BLOCK GRANT OPERATING ASSISTANCE	B-2
4134931		SECTION 5307 FORMULA MARTIN CO PORT ST LUCIE UZA LARGE URBAN OPERATING	B-2
4196693		WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY	A-2
4226815		SR-9/I-95 FR 1 MILE N OF HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE	A-3
4259774		SECTION 5311 FORMULA MARTIN CO NON-UZA OPERATING	B-2
4278035		MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	A-4
4346611		SECTION 5339 FORMULA MARTIN CO PORT ST. LUCIE UZA LARGE URBAN CAPITAL	B-2
4383452		SR-5/US-1 @ SW JOAN JEFFERSON WAY	A-5
4393285		MARTIN COUNTY FY 2024/2025-2025/2026 UPWP	A-6
4393286		MARTIN COUNTY FY 2026/2027-2027/2028	A-7
4393287		MARTIN COUNTY UPWP FY 2028/2029-2029/2030	A-8
4416363		SR-714/MONTEREY ROAD @ FEC RAILROAD CROSSING	A-9
4416991		CR-713/HIGH MEADOW AVE FROM SR-9/I-95 TO CR-714/MARTIN HWY	A-10
4417001		COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1	A-11
4419951		MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING	A-12
4435002		FROM SE OSPREY ST TO SE GOMEZ AVE (FROM US-1 TO SEABRANCH STATE PARK	A-13
4435051		SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE	A-14
4444151		SR-5/US-1 AT BAKER RD	A-15
4444161		SR-5/US-1 AT NW NORTH RIVER SHORES BLVD	A-16
4444171		SR-5/US-1 AT NW SUNSET BLVD	A-17
4447052		NW ALICE ST @ FEC CROSSING	A-18
4459781		WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25	C-2
4461651		SR-91 INTERCHANGE IMPROVEMENTS AT SR-714 (MP 133.7 - 134.8)	D-2
4462571		SR-5/US-1 @ SR-76/KANNER HIGHWAY	A-19

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4466181		THOMAS B MANUEL BRIDGE PAINTING (MP 131.2)	D-2
4473981		SAILFISH CAPITAL TRAIL/MARTIN TRAIL (SEGMENT OF EST COAST GREENWAY)	A-20
4475551		SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY	A-21
4476501		SR-A1A FROM NE SHORE VILLAGE TER TO SR-732/JENSEN BEACH CAUSEWAY	A-22
4478681		SR-9/I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES	A-23
4480891		CR-708/SE BRIDGE ROAD BASCULE BRIDGE REHABILITATION	A-24
4481171		WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1	C-2
4484461		SR-714/SW MARTIN HWY FROM E OF SW STUART W BLVD TO W OF CITRUS BLVD	A-25
4484471		SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO OSPREY STREET	A-26
4484472		SR-5/US-1 FROM SE BRIDGE ROAD TO OSPREY STREET	A-27
4485241		BRIDGE REPLACEMENT - 890083 (SR 91) (MP 138) MARTIN COUNTY	D-2
4491601		SR-9/I-95 FR S OF SR-76/KANNER HWY TO MARTIN/ST. LUCIE COUNTY LINE	A-28
4495071		CR-76A/SW 96TH STREET ARUNDEL BRIDGE REHABILITATION	A-29
4496401		WITHAM FIELD REPLACE PAPIIS ON 12-30 W/ LED UNITS (CONSTRUCT)	C-2
4496941		GREEN RIVER PARKWAY FR NE JENSEN BEACH BLVD TO MARTIN COUNTY LINE	A-30
4498291		SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1	A-31
4505591		MARTIN COUNTY ASSET MAINTENANCE	E-2
4505592		MARTIN COUNTY ASSET MAINTENANCE	E-2
4505872		SR-707/DIXIE HWY. BRIDGE #890003	A-32
4507851		CR-A1A/SE DIXIE HIGHWAY FROM COVE RD TO JEFFERSON ST	A-33
4508231		SE WASHINGTON STREET FR US-1/SE FEDERAL HWY TO SE EDISON AVENUE	A-34
4515801		MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM	E-3
4522571		SE COUNTY LINE ROAD SE WOODEEN BRIDGE LANE TO US-1/SR-5	A-35
4529221		US-1/SR-5 ROOSEVELT BRIDGE OVER ST LUCIE RIVER BRIDGES 890151 & 890152	A-36
4529971		SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY	A-37
4533211		SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW	A-38
4533331		SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO SW VAN BUREN AVE	A-39

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4533332		SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD	A-40
4533334		SR-710/SW WARFIELD BLVD FR SW ALLAPATTAH RD TO SW VAN BUREN AVE	A-41
4533841		WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE	C-2
4539191		SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY	A-42
4548201		WITHAM FIELD AIR TRAFFIC CONTROL EQUIPMENT	C-2
4548761		BULLDOG WAY FROM HAWKVIEW CIRCLE TO SOUTH FORK HIGH SCHOOL	A-43
4549001		WITHAM FIELD SOUTH AIRPORT FACILITIES (DESIGN)	C-3
4559671		SR-5/US-1 FROM SE OSPREY ST TO S OF HERITAGE BLVD	A-44

RESOLUTION NUMBER #25-06

A RESOLUTION OF THE MARTIN METROPOLITAN PLANNING ORGANIZATION OF MARTIN COUNTY, FLORIDA, APPROVING THE FY25/26 – FY29/30 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 FY25/26 – FY29/30 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 FY25/26 - FY29/30 TIP.

DULY PASSED AND ADOPTED THIS 16th DAY OF JUNE 2025

MARTIN METROPOLITAN PLANNING
ORGANIZATION

Sarah Heard
Chair

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Sarah Woods
County Attorney

ATTEST:

Beth Beltran
MPO Administrator



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 16, 2025	DUE DATE: June 9, 2025	UPWP#: 5
WORDING: COVE ROAD WIDENING PROJECT UPDATE		
REQUESTED BY: MPO	PREPARED BY: Margie Tamblyn / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

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

FDOT recently hosted a Public Hearing for the Cove Road project virtually on April 22 and in-person on April 23.

ISSUES

At the June 2025 MPO Policy Board meeting, FDOT staff and their consultant will present the Cove Road Widening Project update.

RECOMMENDED ACTION

Provide comments.

APPROVAL

MPO

ATTACHMENTS

Cove Road Widening Project Update PowerPoint Presentation



Florida Department of Transportation

COVE ROAD

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

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

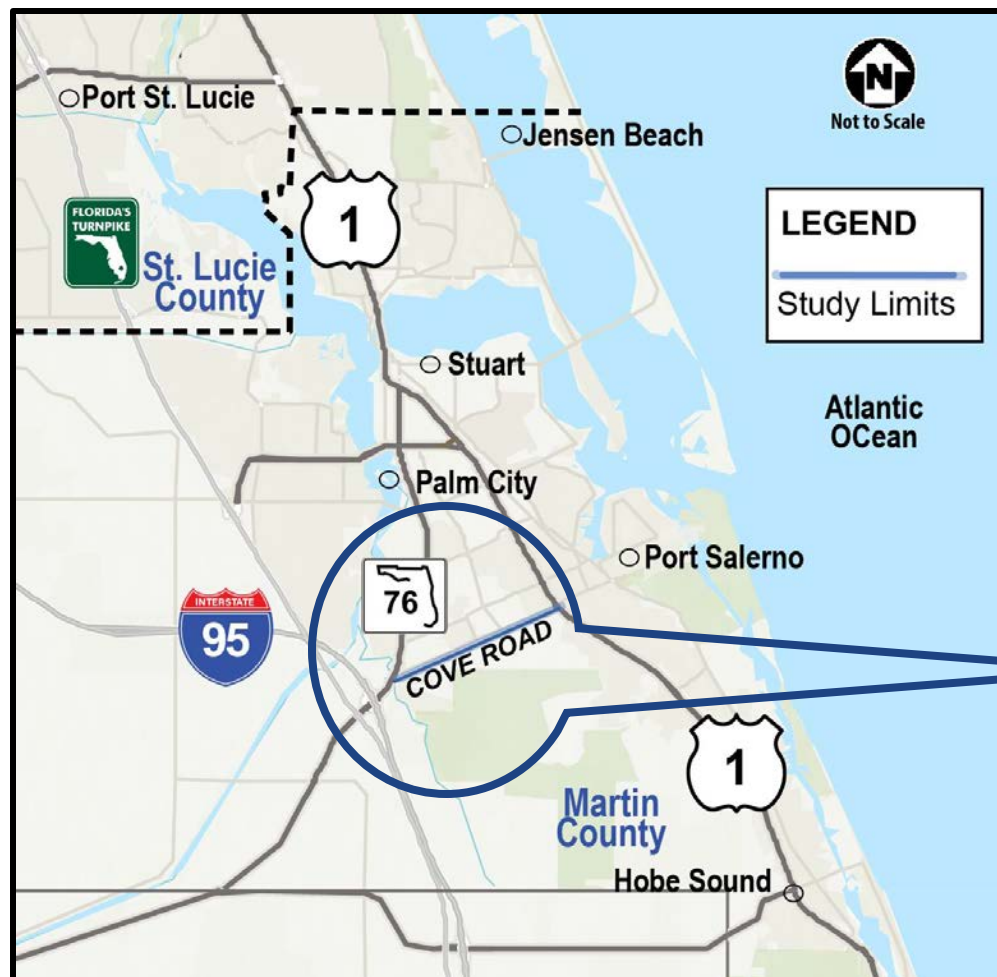
Financial Project Identification Number: 441700-1

Efficient Transportation Decision Making (ETDM) Number: 14479

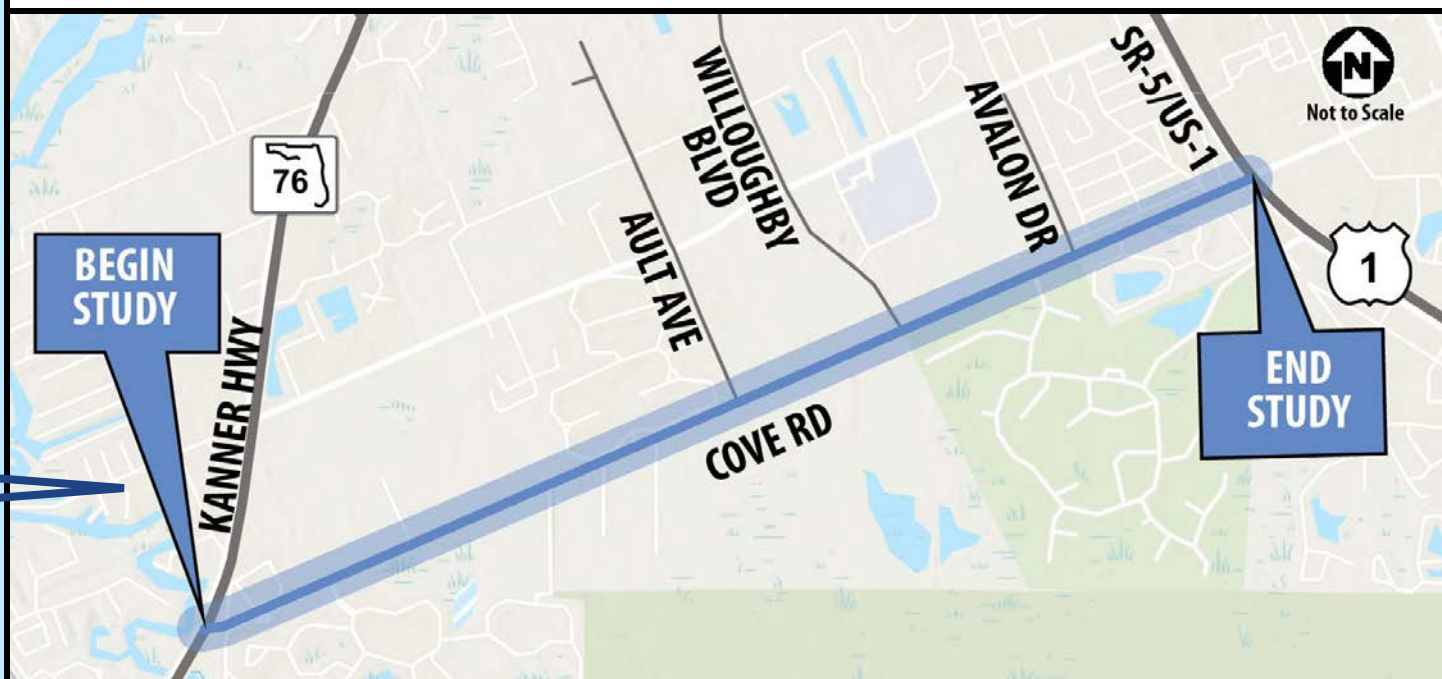
Martin MPO Meetings – June 2025



Project Location

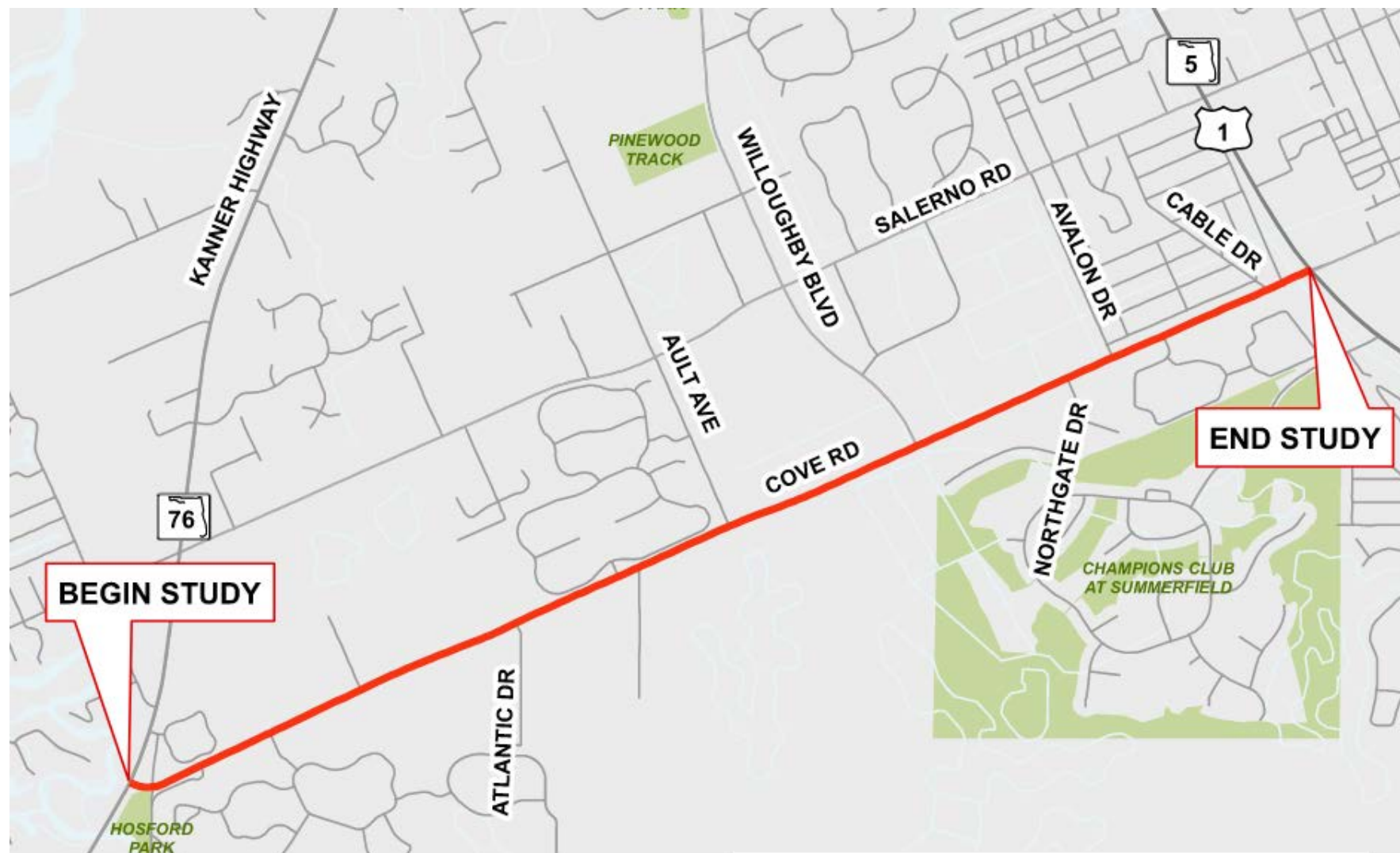


- From Kanner Highway to US-1
- Project extends approximately 3.2 miles



Evaluation Segments

- Segment 1:
 - Kanner Hwy. to Avalon Dr.
- Segment 2:
 - Avalon Dr. to US 1



Project Purpose

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

Project Needs

Support
Economic &
Social Demands



Improve
System
Linkage



Increase
Capacity



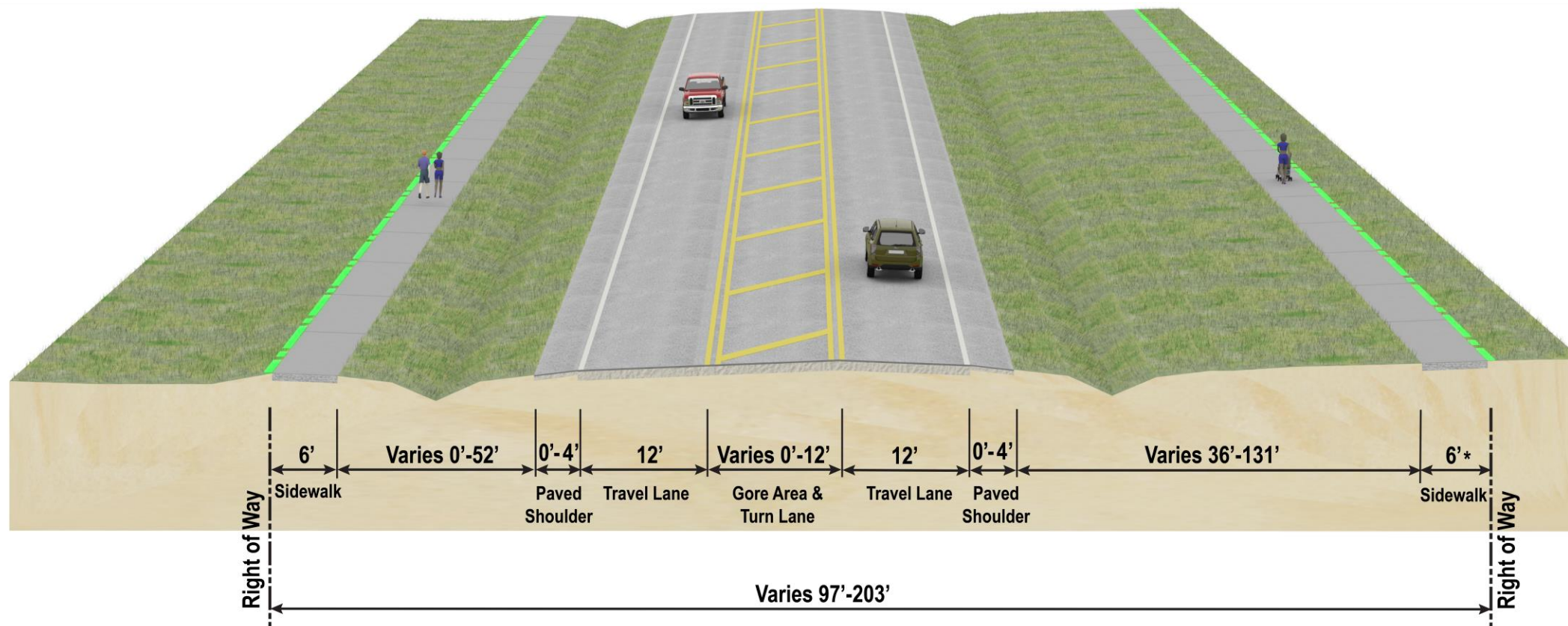
Improve
Modal
Interrelationships



Improve
Emergency
Evacuation



Existing Conditions: Segment 1 from SR 76 to Avalon Dr

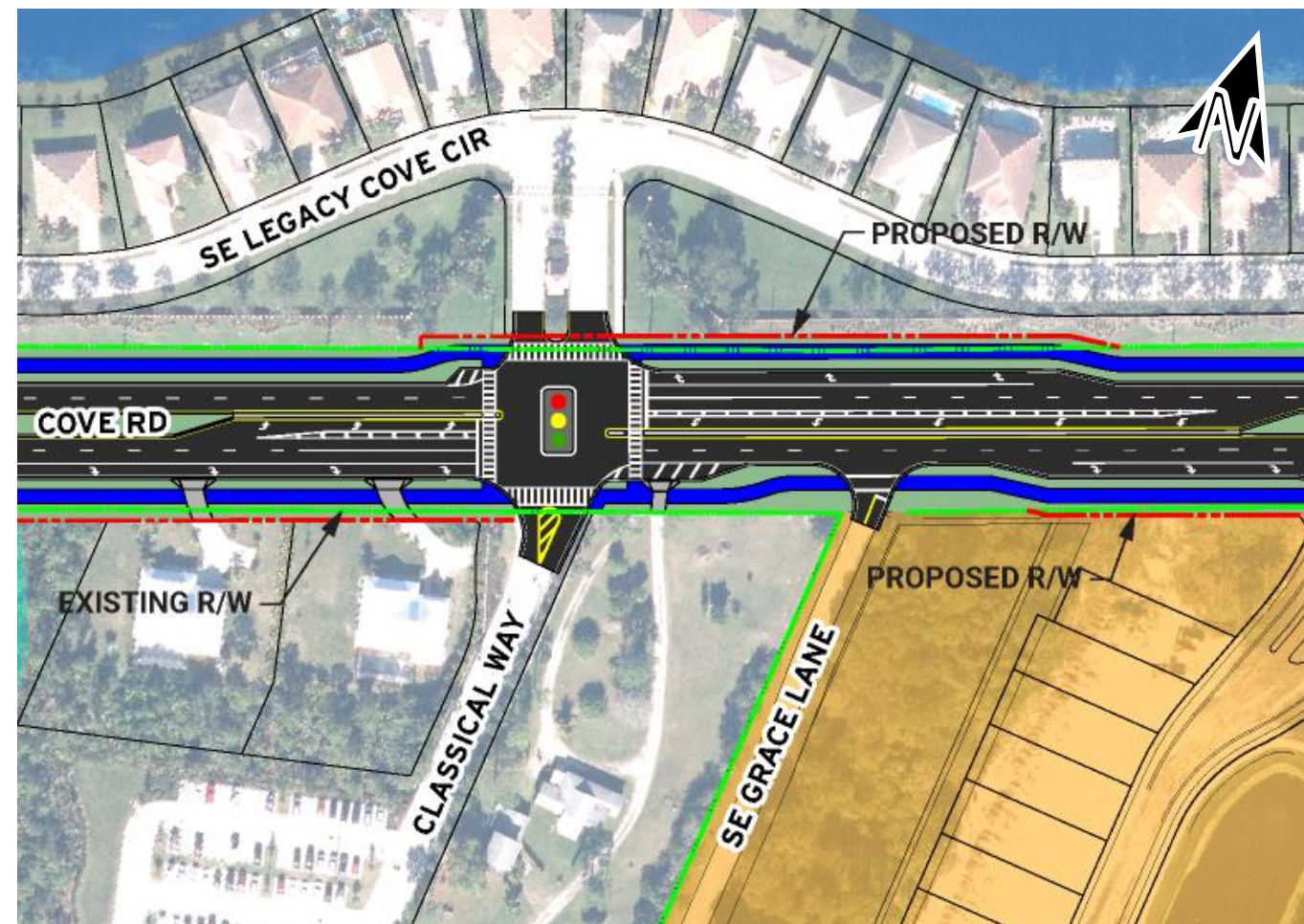
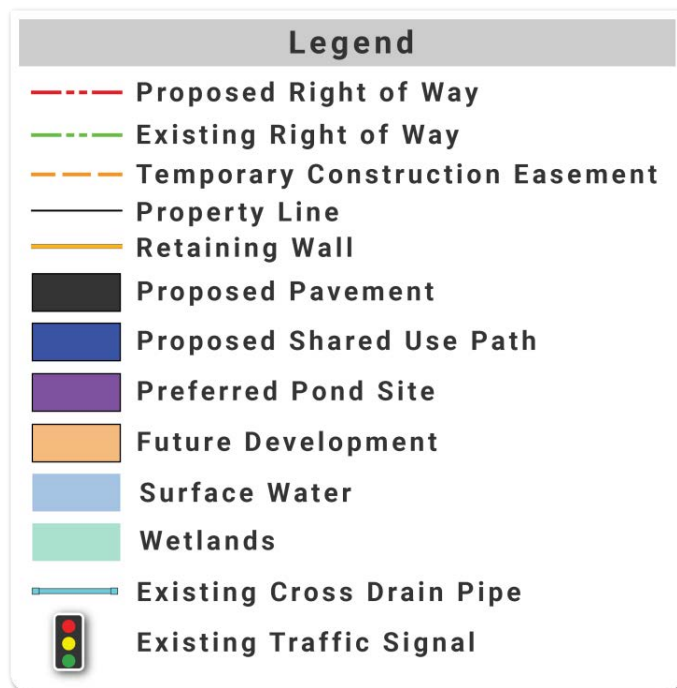


* - From SR 76 (Kanner Hwy.) to Atlantic Ridge Drive

Preferred Alternative Segment 1

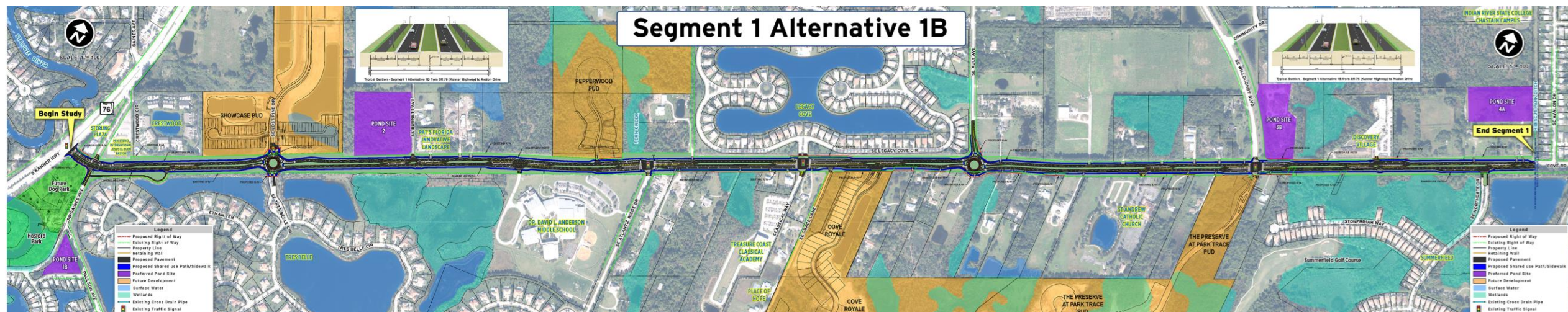
SE Legacy Cove Circle Intersection

- Signalized intersection



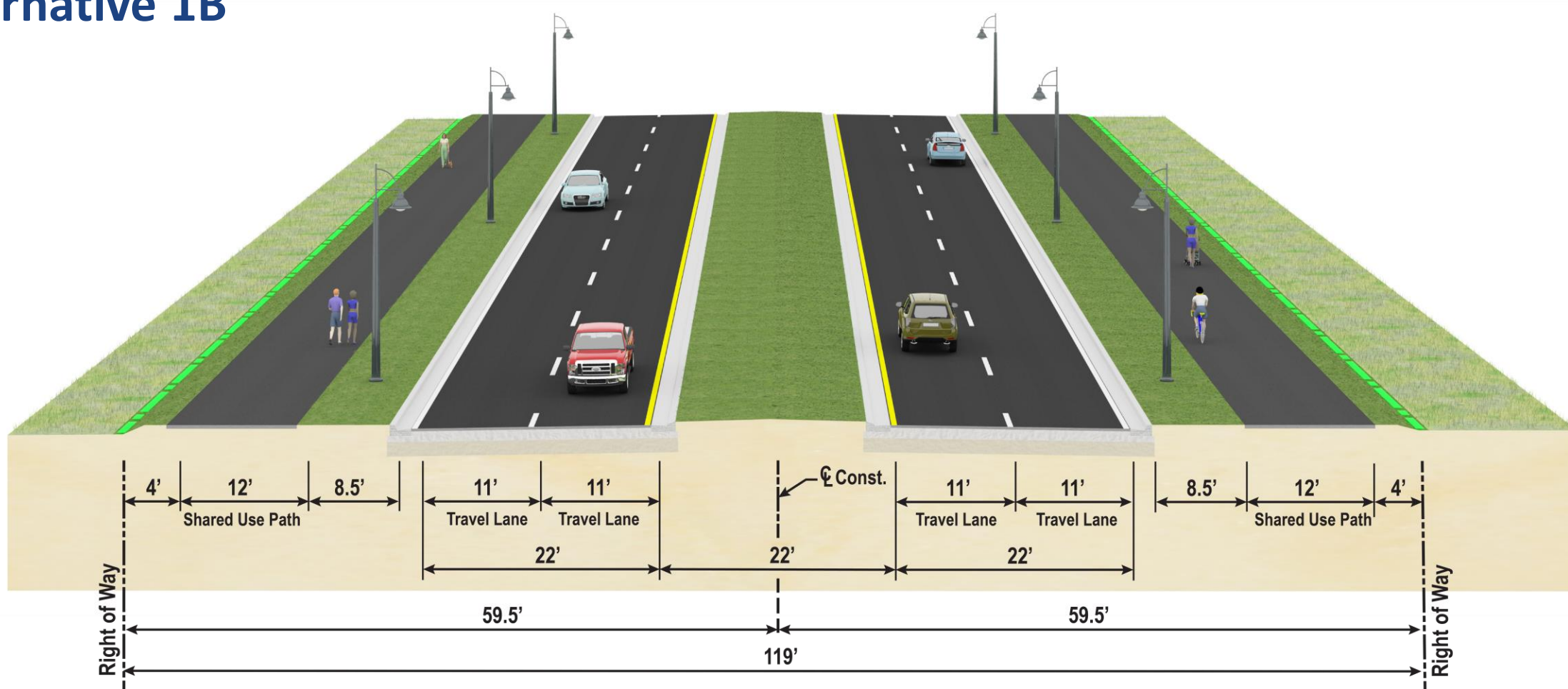
Preferred Alternative Segment 1

• Alternative 1B



Preferred Alternative Segment 1

- Alternative 1B



Preferred Alternative Segment 1

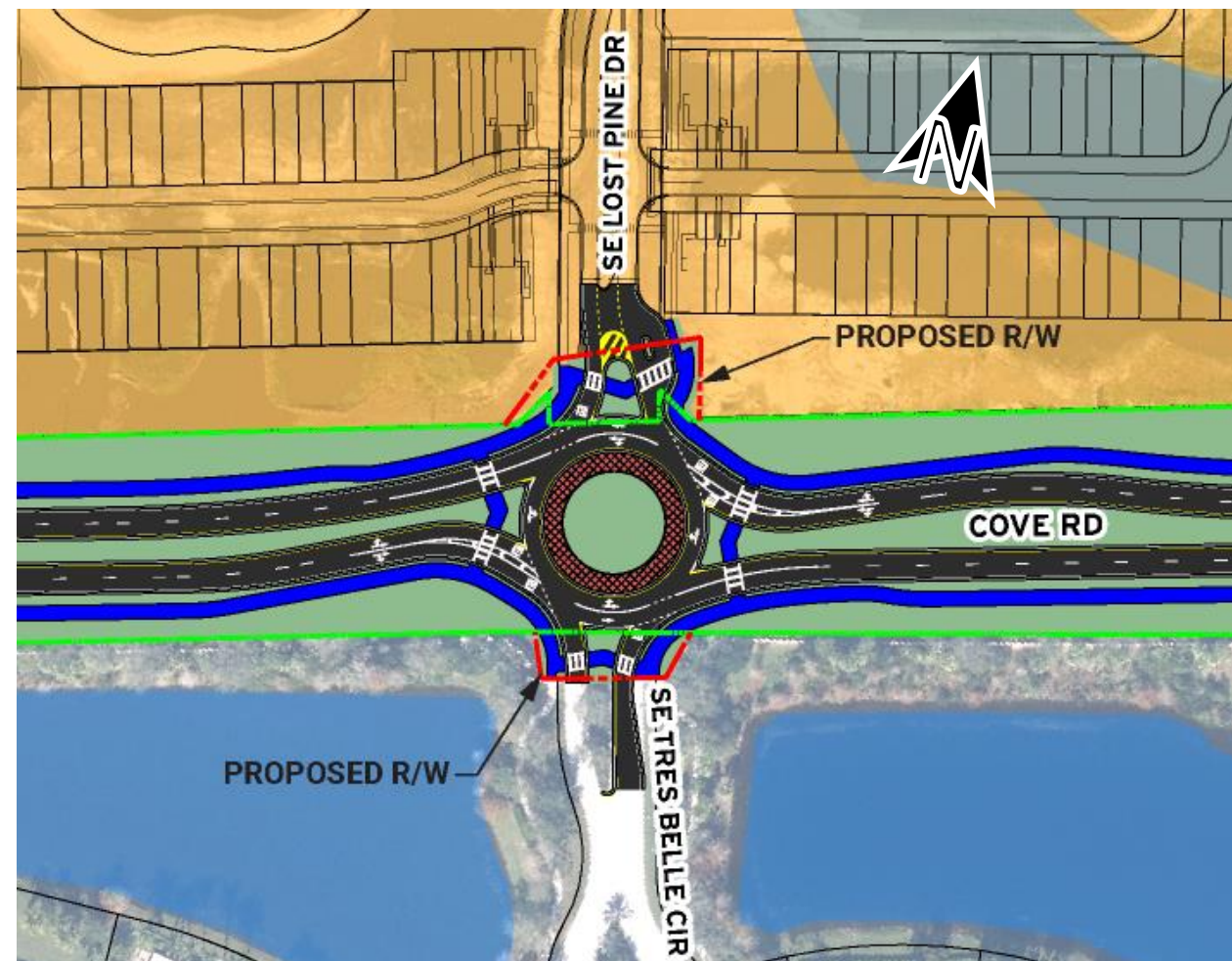
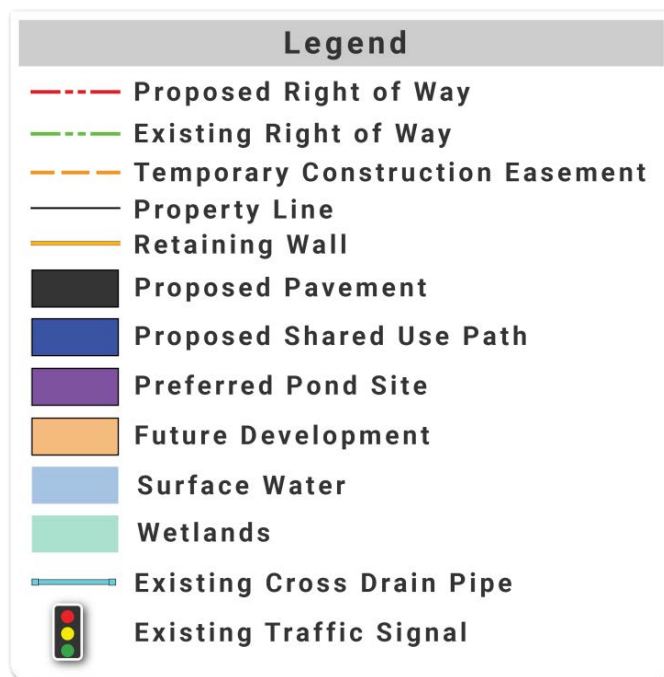
Kanner Highway and SW Gaines Avenue Intersections

- Kanner Highway
 - Signalized intersection
- SW Gaines Avenue
 - Convert the connection of SW Gaines Avenue to two-way access at Cove Road
 - Add eastbound left turn lane onto SW Gaines Avenue Extension from Cove Road
 - Convert Gaines Avenue Extension to one way to accommodate westbound access to SW Gaines Avenue



Preferred Alternative Segment 1 SE Tres Belle Circle Intersection

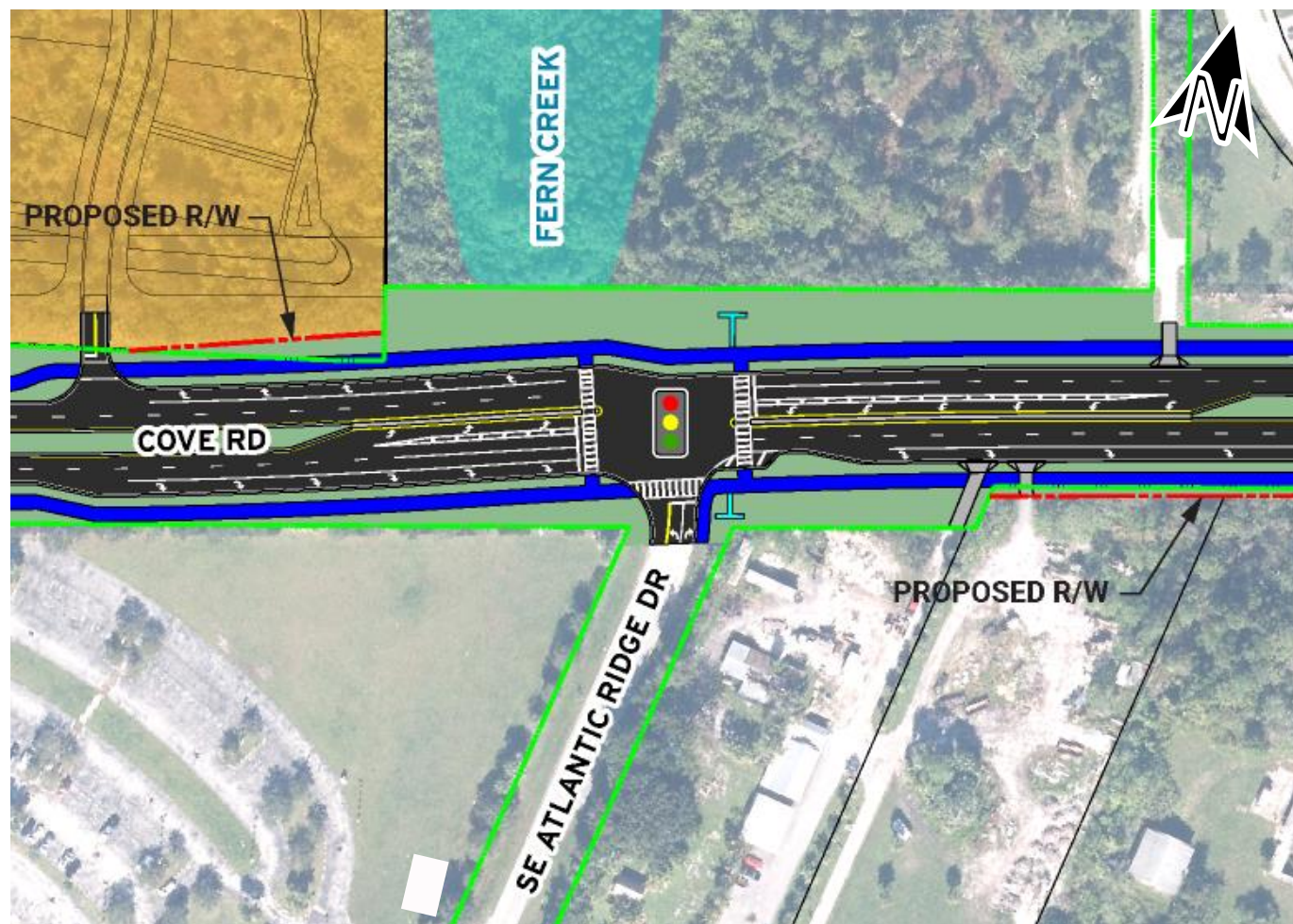
- Two-lane, four-legged roundabout



Preferred Alternative Segment 1 SE Atlantic Ridge Drive Intersection

- Signalized intersection
- Eastbound left and right turn lane and westbound left turn lane added to Cove Road

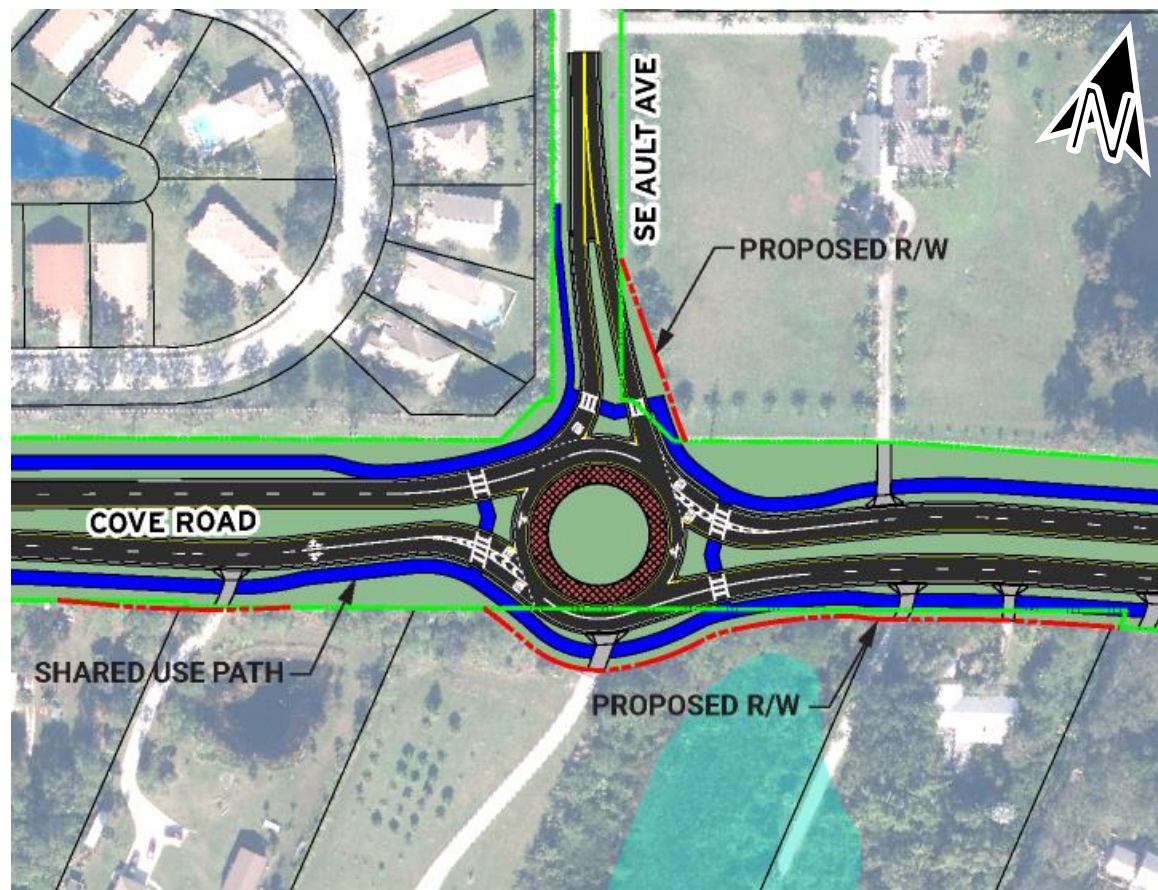
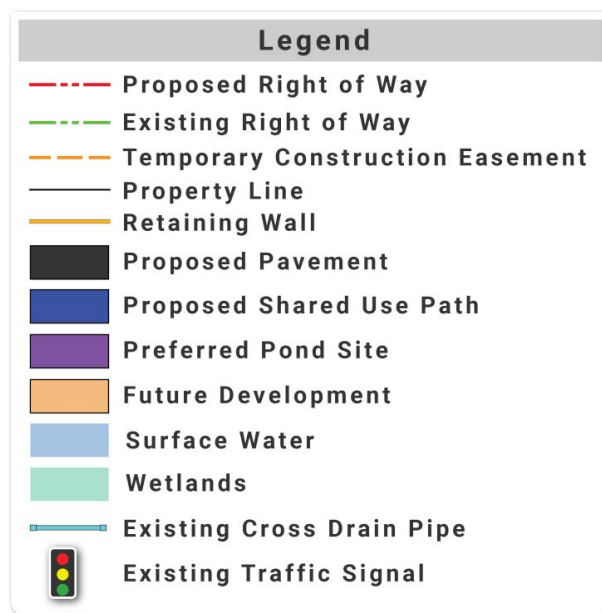
Legend	
	Proposed Right of Way
	Existing Right of Way
	Temporary Construction Easement
	Property Line
	Retaining Wall
	Proposed Pavement
	Proposed Shared Use Path
	Preferred Pond Site
	Future Development
	Surface Water
	Wetlands
	Existing Cross Drain Pipe
	Existing Traffic Signal



Preferred Alternative Segment 1

SE Ault Avenue Intersection

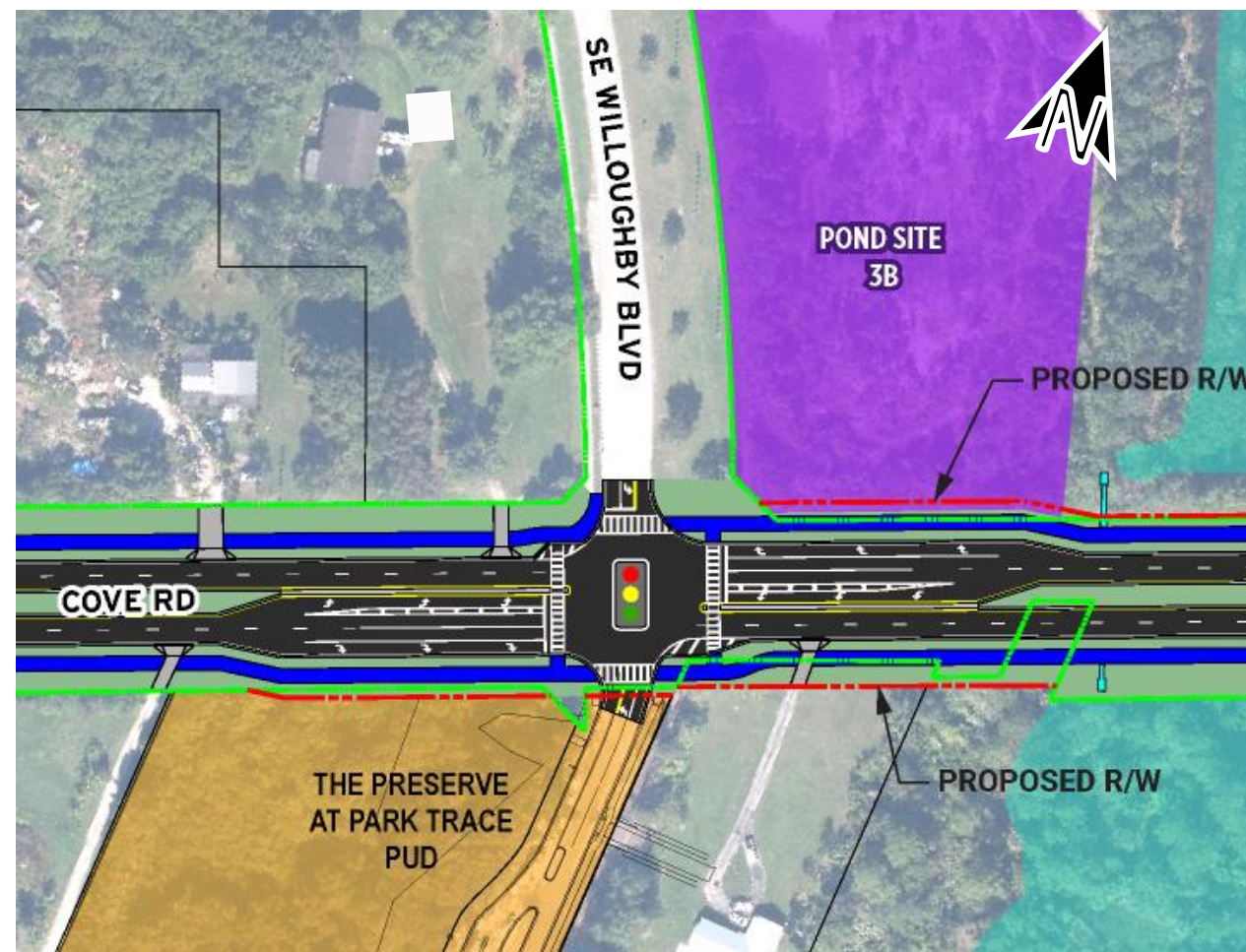
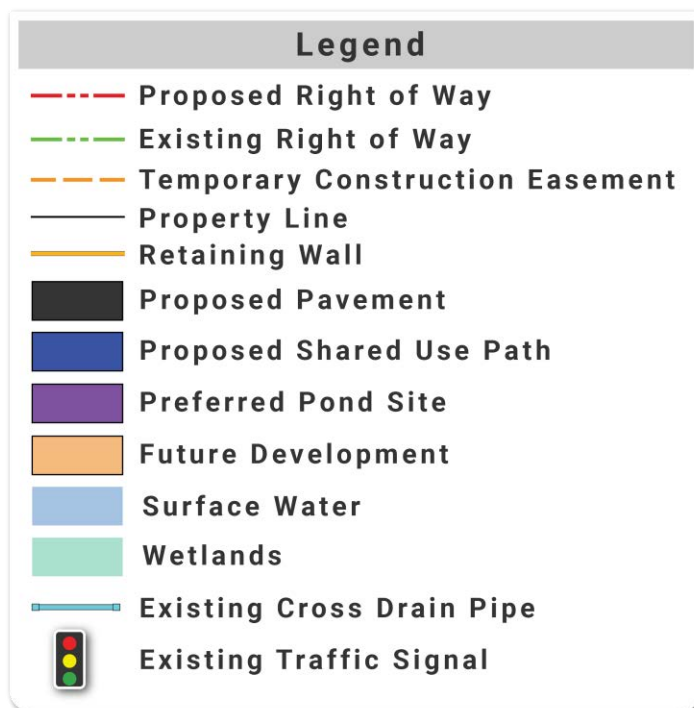
- Two-lane, three-legged roundabout



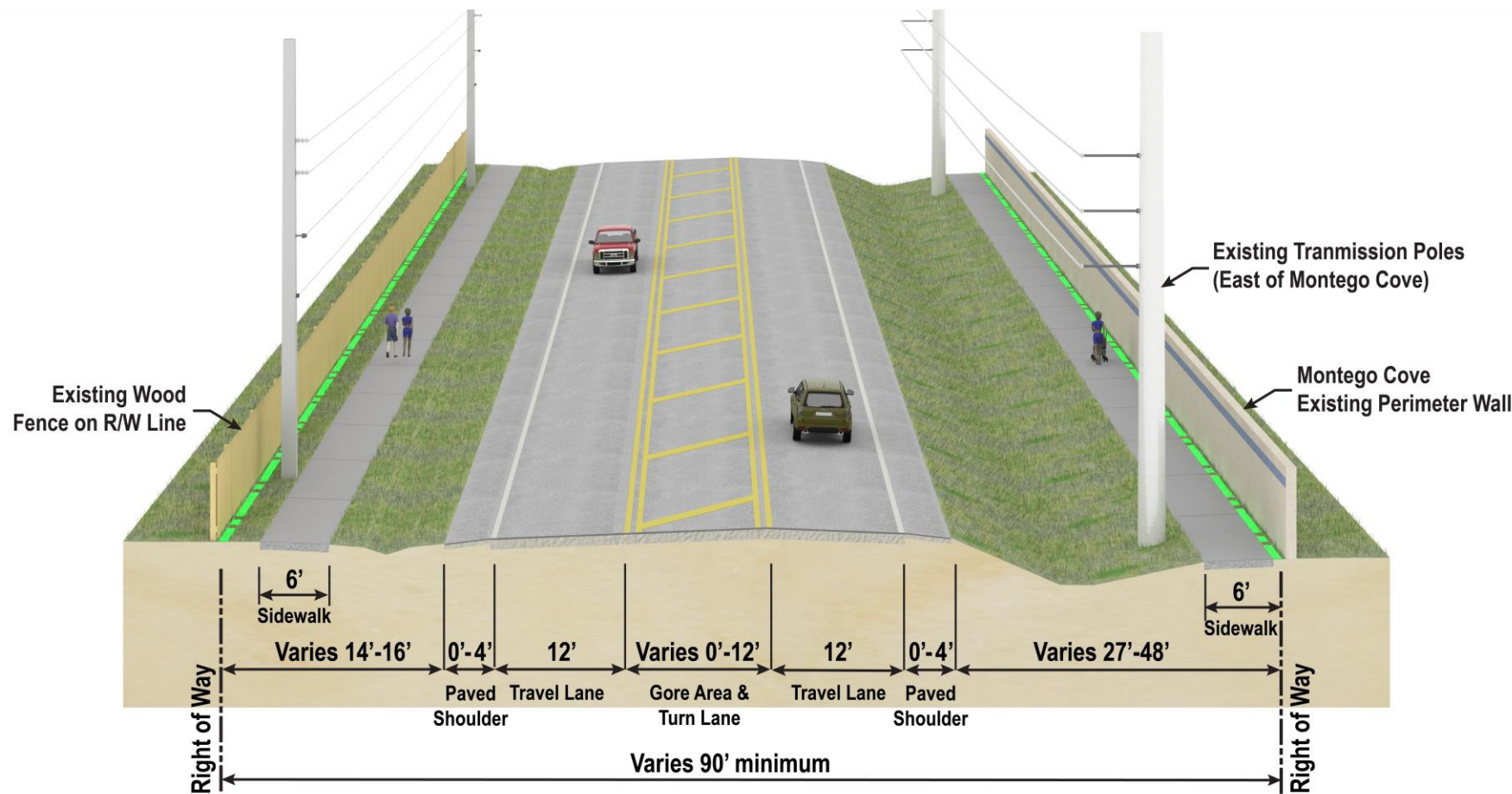
Preferred Alternative Segment 1

SE Willoughby Boulevard Intersection

- Signalized intersection



Existing Conditions: Segment 2 from Avalon Dr to US 1

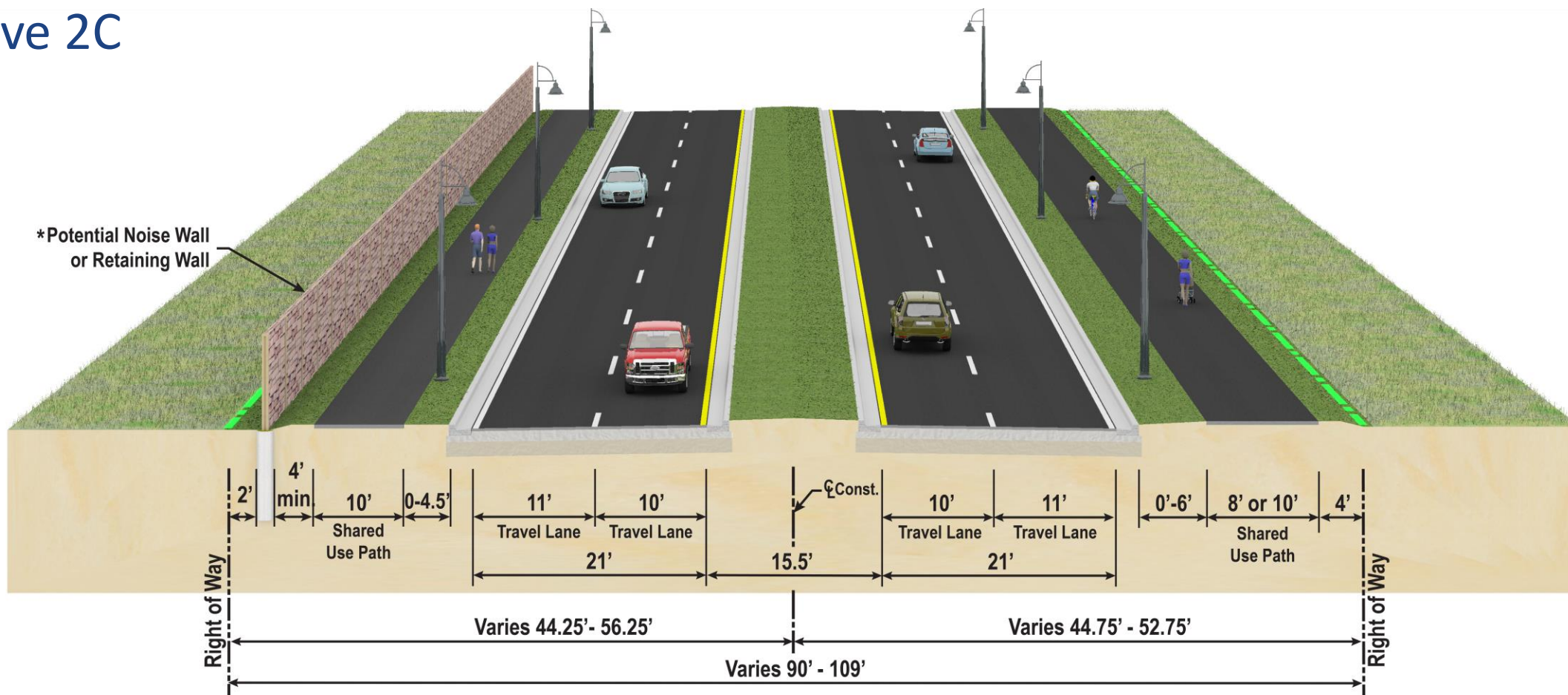


Preferred Alternative Segment 2 Alternative 2C



Preferred Alternative Segment 2

- Alternative 2C



* Limits to be determined in the Noise Study Report.

Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Segment 1: SR 76 (Kanner Highway) to Avalon Drive	Segment 2: Avalon Drive to SR 5 (US 1)
		Typical Section 1B	Typical Section 2C
Right-of-Way Impacts			
Number of Parcels Impacted	0	40	4
Right-of-Way Impact Area (Acres)	0	19.49	0.72
Number of Residential Relocations	0	1	0
Number of Business Relocations	0	0	0
Natural, Environmental & Physical Impacts			
Threatened and Endangered Species Impacts	None	Medium	Low
Archaeological/Historic Site Impacts	None	Medium	Low
Potential Contamination Sites	None	0	0
Wetland Impacts (Acres)	None	0.52	0.00
Floodplain Impacts (Acres)	None	0.01	0.00
Potential Section 4(f) Impacts	None	0	0
Social & Neighborhood Impacts	None	Low	Medium
Estimated Costs (Present Day Costs)			
Design (15% of Construction)	No Cost	\$7.5 M	\$1.8 M
Road Right-of-Way	No Cost	\$6.4 M	\$4.3 M
Pond Right-of-Way	No Cost	\$8.9 M	\$0
Wetland Mitigation	No Cost	\$54,000	\$0
Roadway Construction	No Cost	\$49.4 M	\$12 M
Utility Relocation	No Cost	\$0	\$1 M
CEI (15% of Construction)	No Cost	\$7.4 M	\$1.8 M
Subtotal Cost	No Cost	\$72 M	\$19 M
Total Cost	No Cost	Preferred Alternative Segment 1 + Preferred Alternative Segment 2 = \$91 M	

Environmental Summary

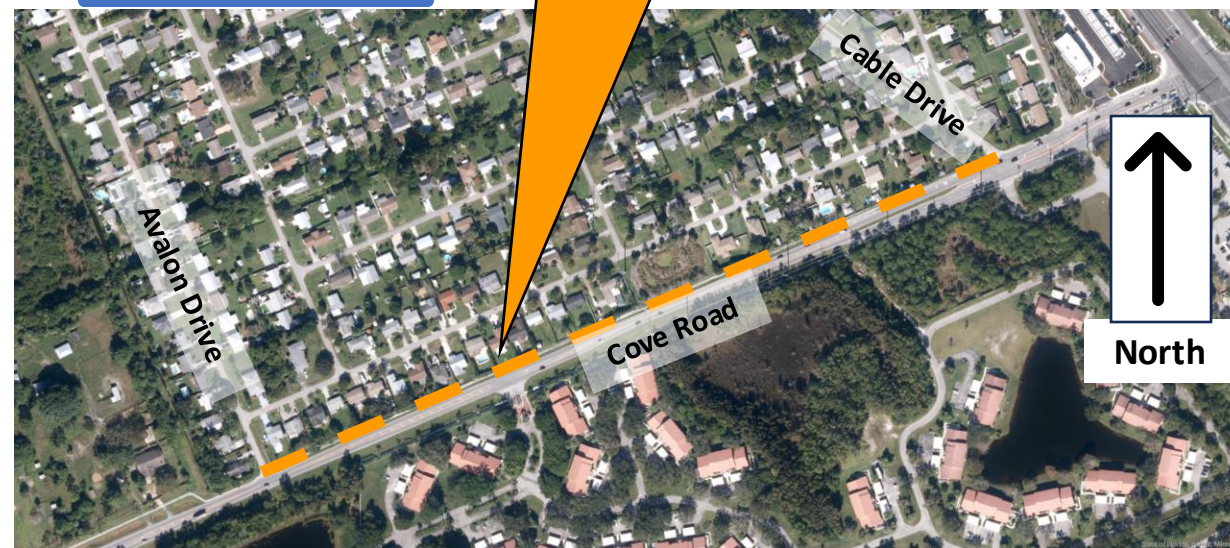
- **Wetlands**
 - 6.96 acres of direct impacts
 - 1.29 acres of secondary impacts
- **Other Surface Waters**
 - 8.67 acres of impacts
- **Contamination Sites**
 - No anticipated impacts to potentially contaminated sites
- **Cultural Resources**
 - No involvement with any historic or cultural resources
- **Floodplains**
 - No impacts to floodplains

Environmental Summary

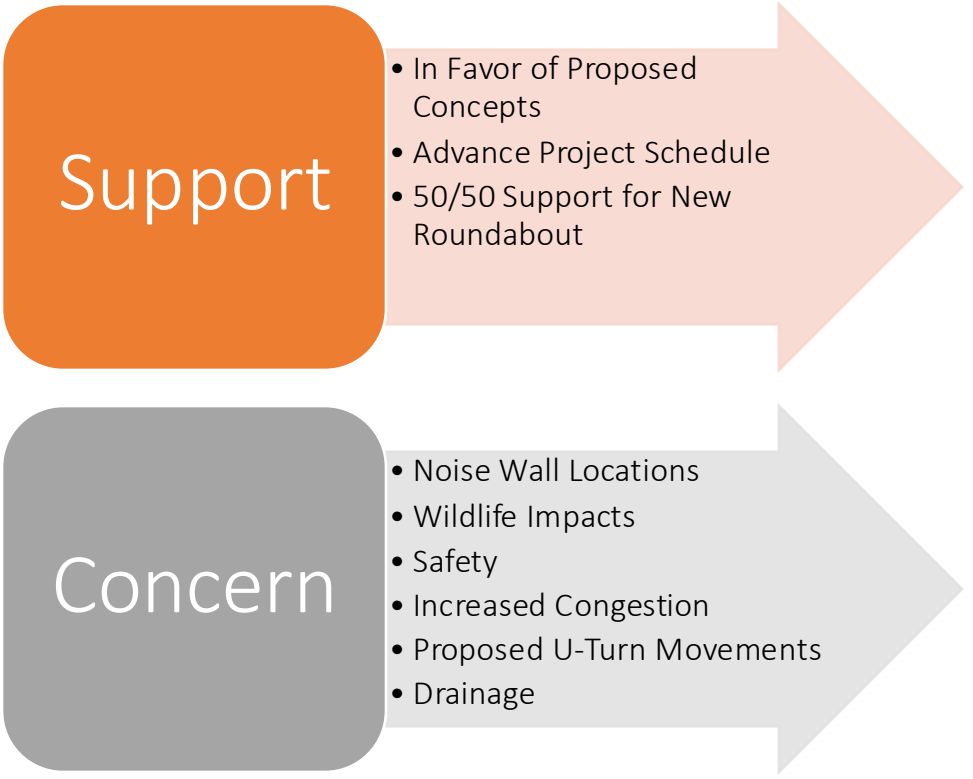
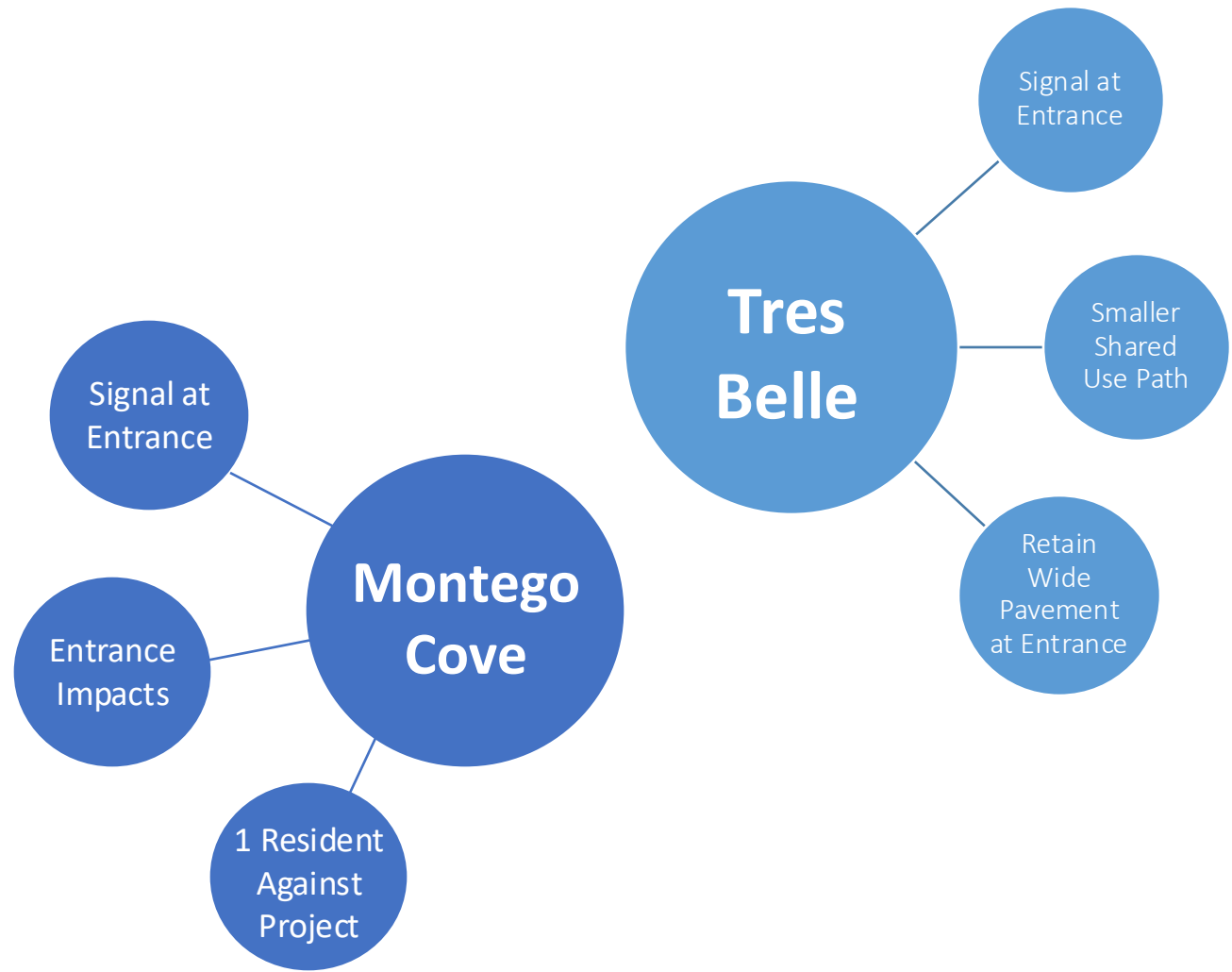
- Noise
 - Noise study was completed
 - One noise barrier was found to be a feasible and reasonable method to abate traffic noise impacts
- Hibiscus Park Noise Barrier
 - 25 residences benefit with a noise barrier
 - Noise barrier 8 ft tall between Avalon Drive and Cable Drive



****Example of noise wall****



Comments and Questions Received at the Public Hearing:



Right-Of-Way Needs

- Right-of-Way
 - ❖ 1 potential residential relocation related to Pond 1B
- Public had several opportunities to review project documents and right-of-way impacts
- Right-of-Way and relocation assistance program will be carried out in accordance with Florida Statute 421.55 and the Uniform Relocation Assistance Act



Project Commitments

Eastern Indigo Snake

- USFWS Standard Protection Measures will be utilized during construction

Florida Bonneted Bat

- FDOT will conduct a survey 90 days prior to construction to ensure no impact.

Tricolored Bat

- If suitable habitat is identified within the project limits
- FDOT will not conduct tree trimming or clearing during pup season (May 1 – July 15) or on bridges/culverts during maternity season or when temperatures are below 45 degrees Fahrenheit
- FDOT will follow Indiana Bat and northern Long-eared Bat Survey Guidance (USFWS)

Monarch Butterfly

- FDOT will re-initiate consultation with USFWS to determine appropriate avoidance and minimization measures

Wood Stork

- FDOT will provide mitigation for impacts within the service area of a Service-approved wetland mitigation bank or conservation bank

Landscape

- Coordination for roundabouts during the design phase

Noise

- Feasible and reasonable noise abatement measures, specifically for the Hibiscus Park neighborhood, including a 2155-foot long 8-foot tall barrier and a 155-foot-long 8-foot tall barrier as identified in the NSR, contingent upon final construction recommendations, design phase noise analysis, cost analysis and community and engineering input.

Public Involvement



**Public Kick-Off
Meeting held:**

Virtual - March 29, 2023
In-Person - March 30, 2023



**Alternatives Public
Workshop held:**

Virtual – May 21, 2024
In-Person – May 22, 2024



Public Hearing held:

Virtual – April 22, 2025
In-Person – April 23, 2025

Project website:
www.CoveRoadStudy.com

Small Group Meetings

- ❖ South Fork HOA - May 31, 2023,
May 30, 2024, and September 11,
2024
- ❖ Montego Cove Board of Directors –
September 12, 2024
- ❖ Tres Belle HOA – January 22, 2025

Public Hearing

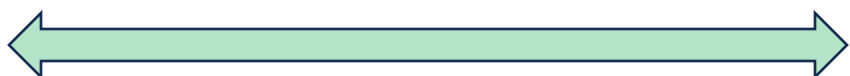
- Held at the Indian River State College, Chastain Campus
 - 2400 SE Salerno Road, Stuart, FL 34997
- Attendees
 - 135 In-Person
 - 59 Virtual via GoToWebinar

Public Comments

- 20 Verbal Comments
 - Online, in-person, or to the court reporter
- 29 Written Comments
- 1 Mail-In Comment
- 100 Comments received from the Project Website from Sept 18, 2024 to May 22, 2025

Project Documents
on Display

April 2, 2025

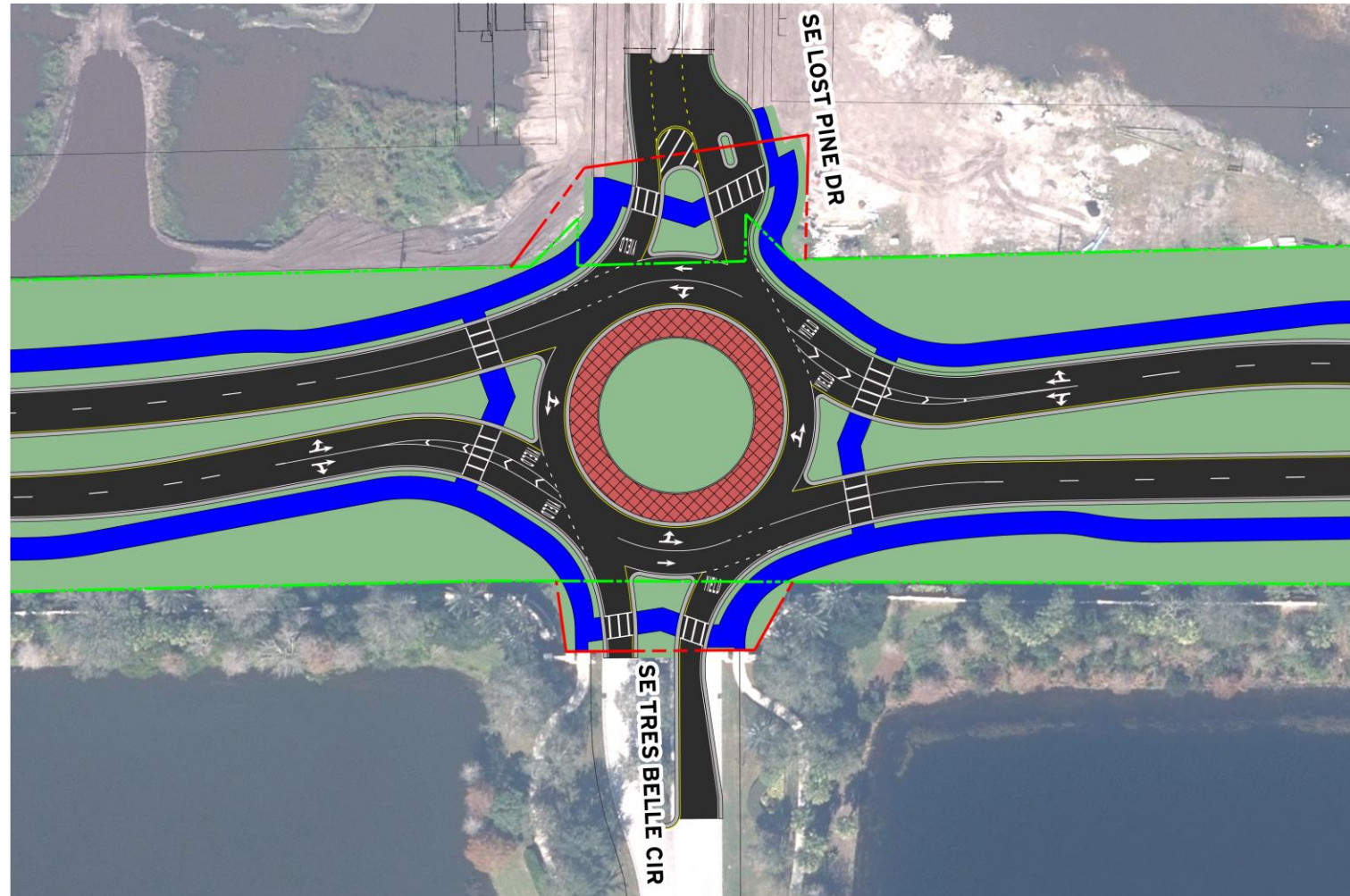


May 7, 2025

Tres Belle

Main Concerns

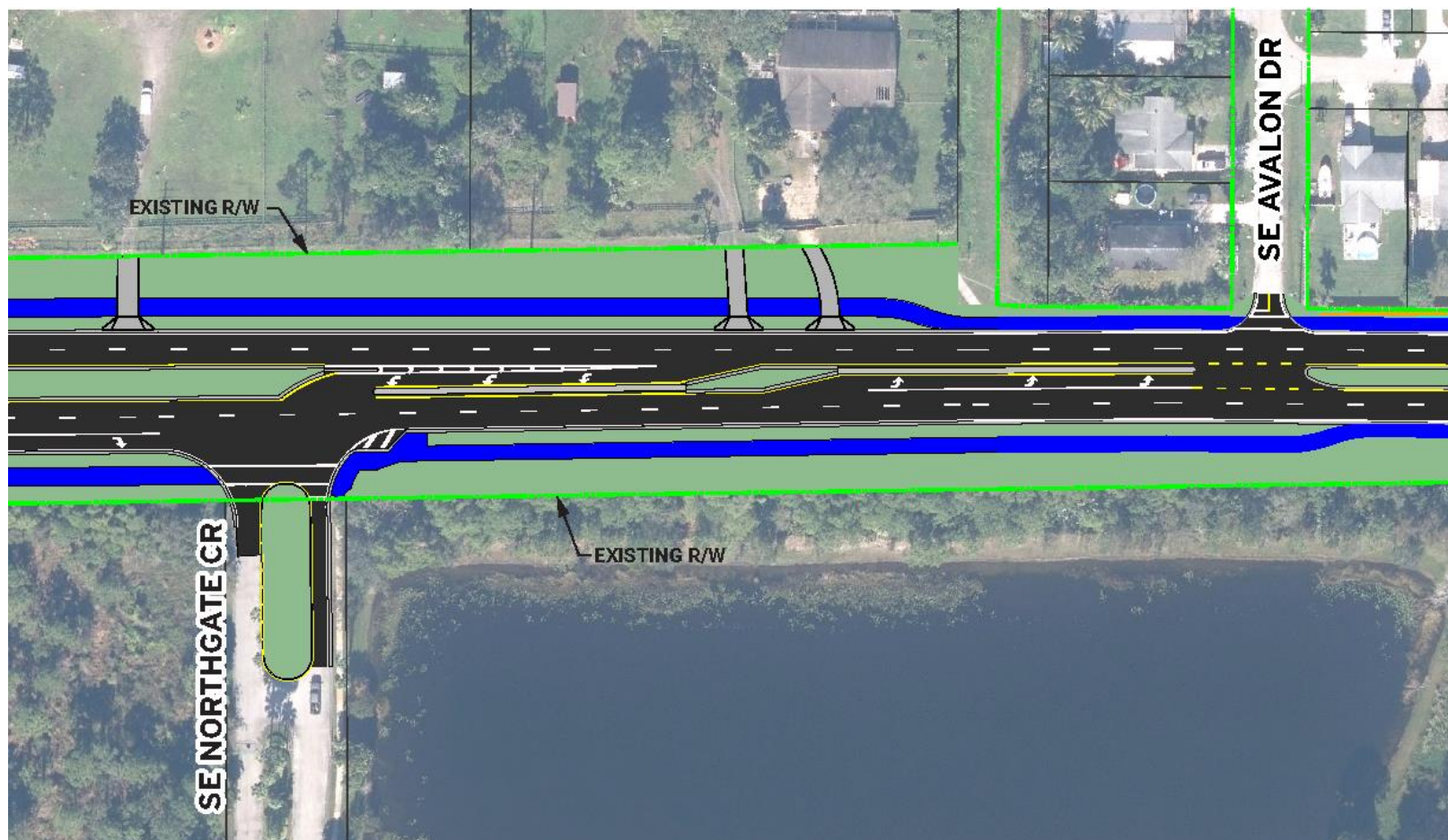
- Traffic Signal vs. Roundabout
 - Signal not warranted
 - Roundabout benefits
 - Safety
 - Traffic Calming
 - Time/Operations
 - Reduced Cost
- Wide Pavement exiting Tres Belle
 - Roundabout function
 - Can be further addressed in Design Phase
- Smaller Shared Use Path
 - Must maintain 12' through crosswalk
 - Critical for Bicycles and Pedestrians
 - No on-street bike lanes
 - Does not impact Tres Belle entrance features/walls



Montego Cove

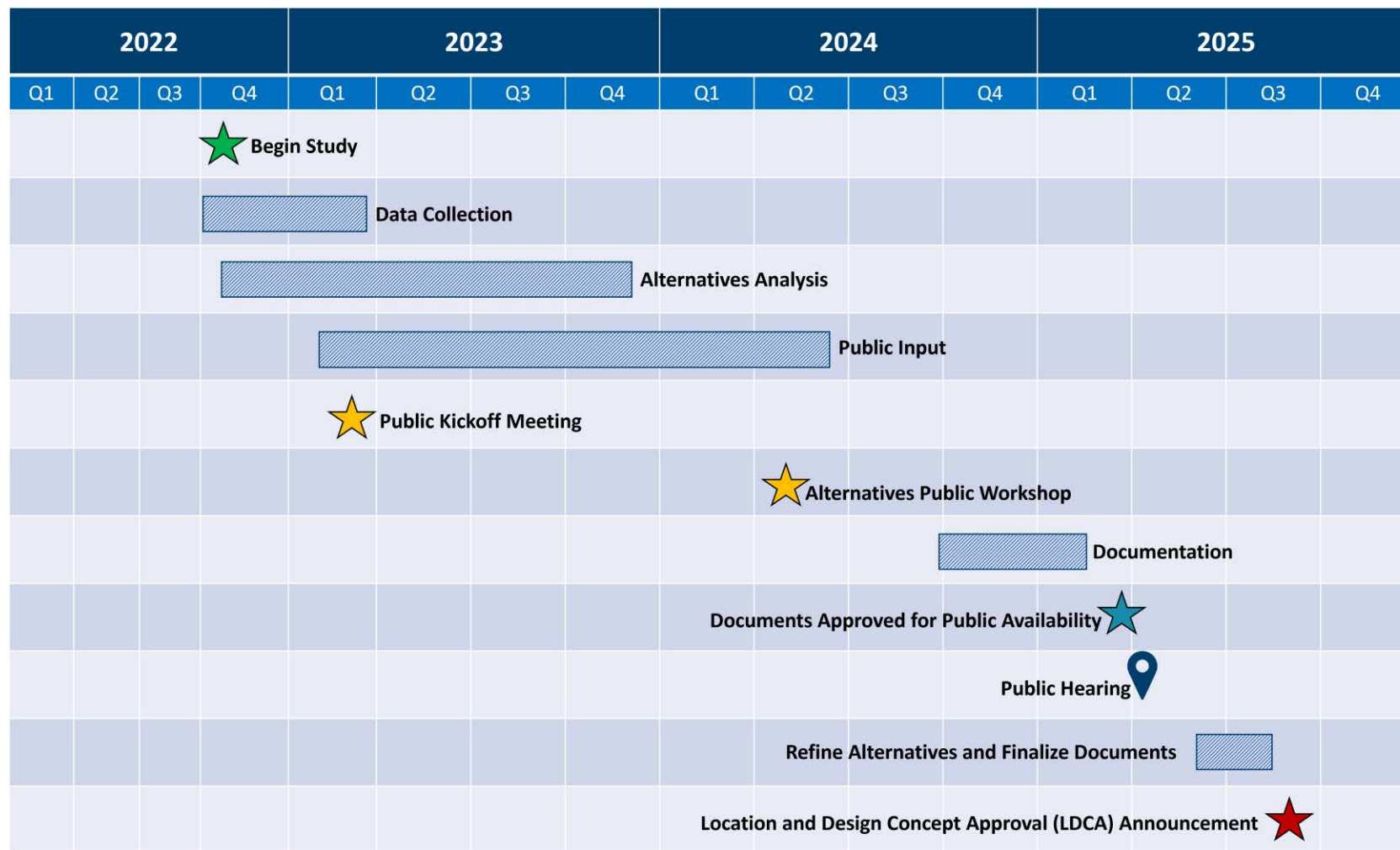
Main Concerns

- Traffic Signal at Entrance
 - Traffic volumes do not warrant signal
 - Full median was considered, due to reduced median width deemed "less safe" than directional median
- Entrance Impacts
 - ROW as "fee simple" or "Temporary Construction Easement"
 - Entrance Island and Sign will be reconfigured and enlarged.
 - Coordinated during Design Phase
 - Community compensation through FDOT ROW process
- Traffic Queueing at Gate
 - Gate located 75' from improved edge of pavement
 - Visitor Call Box located 33' from proposed roadway
 - Safely accommodate 2 vehicles
 - Additional options during Design Phase



Project Schedule

- Design funded in fiscal year 2025
- Design anticipated to begin Summer 2025
- Right of way funded for fiscal year 2027
- Construction is not currently funded



Contact Information

Vanita Saini, P.E.

Florida Department of Transportation (FDOT) Project Manager

FDOT District Four

3400 West Commercial Boulevard

Fort Lauderdale, FL 33309

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

Telephone: (954) 777-4468

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

Safe Summer Travel Month



Questions?





**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 16, 2025	DUE DATE: June 9, 2025	UPWP#: 5
WORDING: TURNPIKE DIRECT CONNECTION – PREFERRED ALTERNATIVE PRESENTATION		
REQUESTED BY: FDOT	PREPARED BY: Margie Tamblyn / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for a new interchange along Florida's Turnpike / SR-91 (FM# 423374-1). The objective of this project is to evaluate the addition of a system-to-system interchange connecting Florida's Turnpike and Interstate 95 (I-95) near the I-95/SE Bridge Road interchange. The addition of this interchange will improve system linkage, traffic operations, travel time reliability, safety, emergency response, and emergency evacuation.

ISSUES

At the June 2025 MPO Policy Board meeting, Turnpike staff and consultants will present the Preferred Alternative for the Turnpike's Direct Connection for review and recommendation for MPO Board approval.

RECOMMENDED ACTION

- Approve the Turnpike Direct Connection – Preferred Alternative as presented.
- Approve the Turnpike Direct Connection – Preferred Alternative with comments.

APPROVAL

MPO

ATTACHMENTS

Turnpike Direct Connection – Preferred Alternative Presentation

Turnpike and I-95 Direct Connection Interchange PD&E Study Martin County

Martin MPO Presentations

- TAC – June 2, 2025
- CAC – June 4, 2025
- FTAC – June 5, 2025
- Board – June 16, 2025

Financial Project ID #: 446975-1

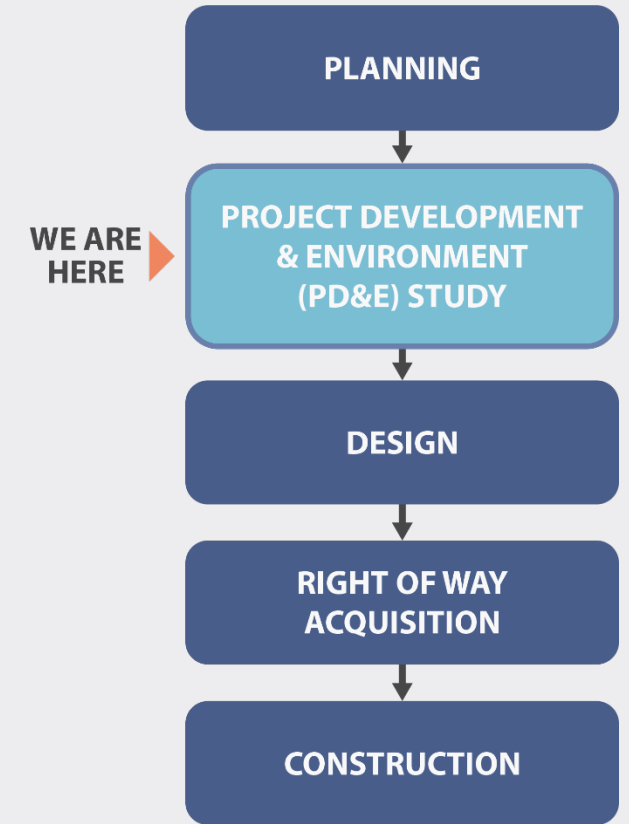
**Presenters: Jazlyn Heywood, P.E.
Bill Howell, P.E.**

MPO Policy Board 6/16/2025



PRESENTATION OUTLINE

1. Purpose and Need
2. Project Alternatives
3. Preferred Alternative
4. Schedule



PROJECT PURPOSE AND NEED



Project Purpose & Need



Improve System Linkage



Enhance Emergency Response & Evacuation



Enhance Safety



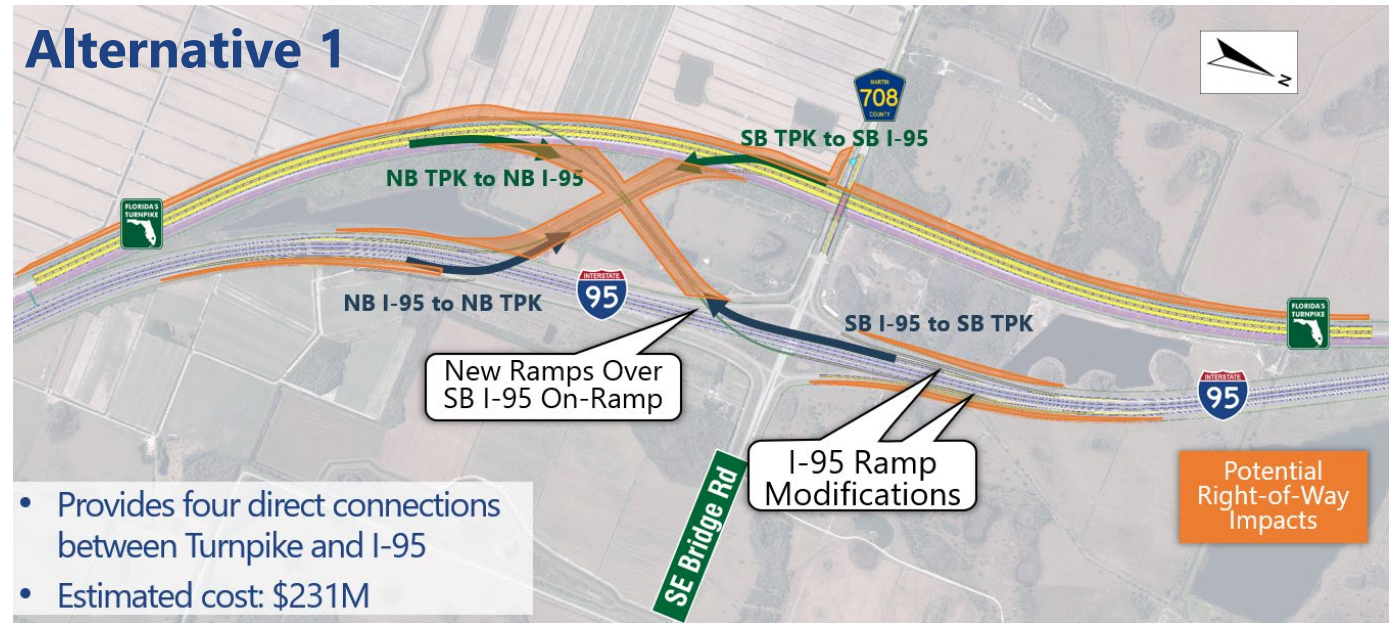
IMPROVE SYSTEM LINKAGE

-
- This map illustrates the proposed direct connection interchange between Martin Hwy and Indiantown Rd. The map shows the following details:
- Proposed Direct Connection Interchange:** A yellow callout box points to the proposed interchange location at the intersection of SE Bridge Rd and Indiantown Rd.
 - Martin Hwy:** An orange box highlights the section of Martin Hwy between SW Martin Hwy and SE Bridge Rd. The distance from SW Martin Hwy to the proposed interchange is marked as 8 miles.
 - Indiantown Rd:** An orange box highlights the section of Indiantown Rd between SE Bridge Rd and Jupiter. The distance from the proposed interchange to Jupiter is marked as 9 miles.
 - Geographic Features:** The map includes the St. Lucie River, St. Lucie Canal, and the Allapattah Wildlife Management Area.
 - Highways:** Major highways shown include I-95, A1A, and US-1.
 - Locations:** Key locations include Jensen Beach, Stuart, Port Salerno, Indiantown, and Jupiter.
 - Interchanges:** The map shows several existing interchanges, including the one at SW Martin Hwy and the one at SE Bridge Rd.

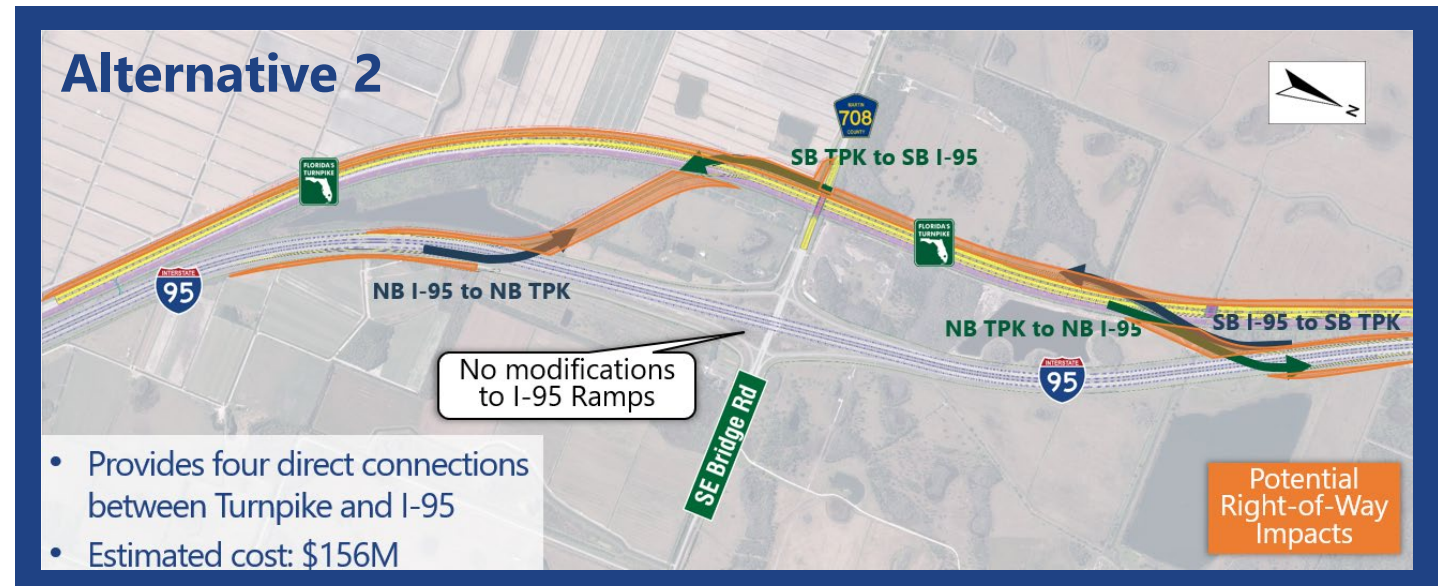
PROJECT ALTERNATIVES

- Two project alternatives presented for public input
 - July 2024 virtual and in-person public meetings
 - 22 virtual & 16 in-person participants
 - 31 comments received
- Alternative 2 selected as the preferred alternative

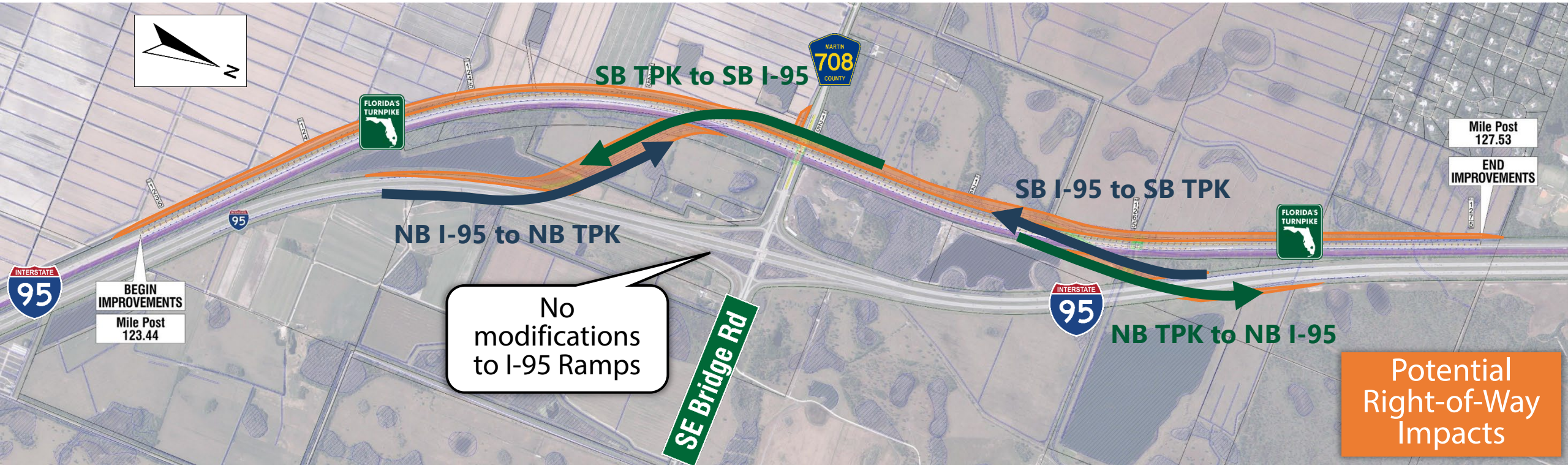
Alternative 1



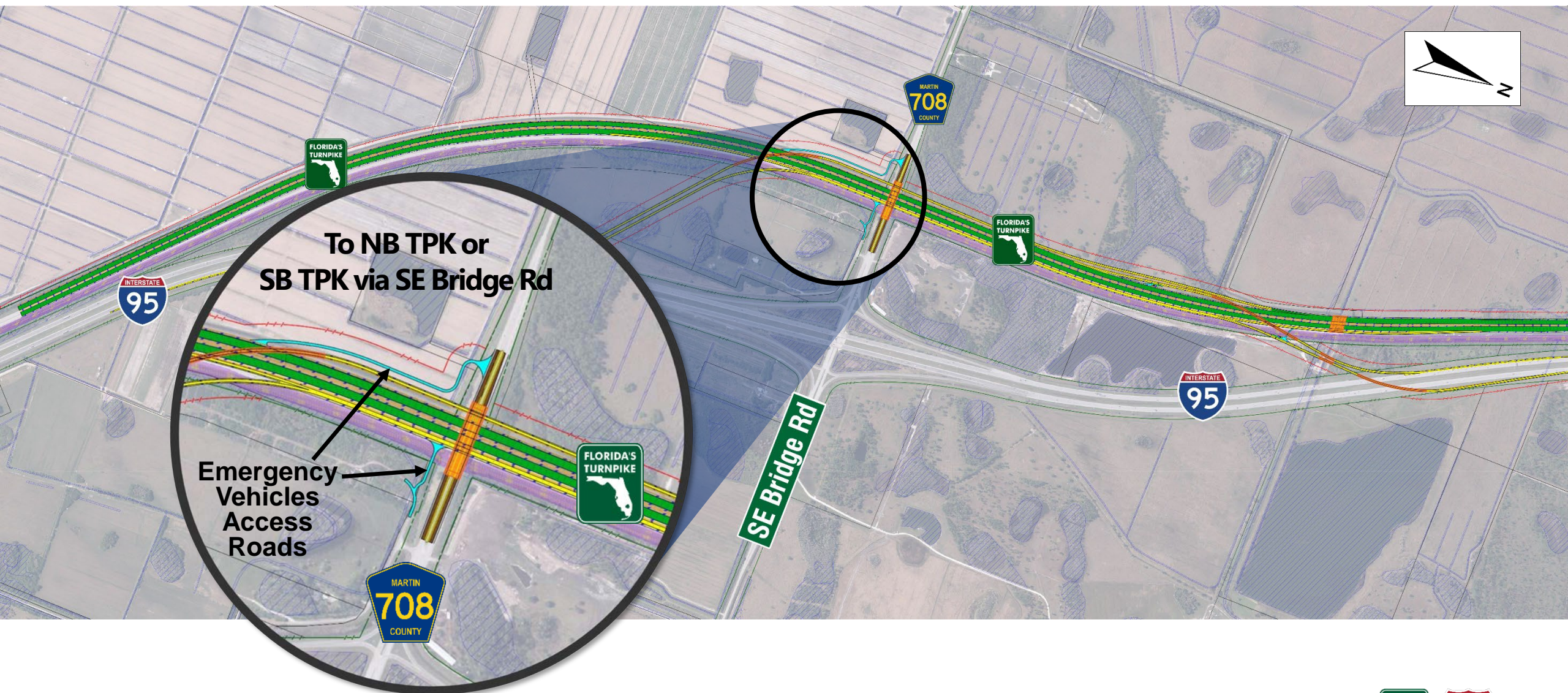
Alternative 2



PREFERRED ALTERNATIVE



EMERGENCY VEHICLES ACCESS ROADS



2050 TRAFFIC BENEFITS

2050 Traffic Conditions

New Direct Connection Interchange

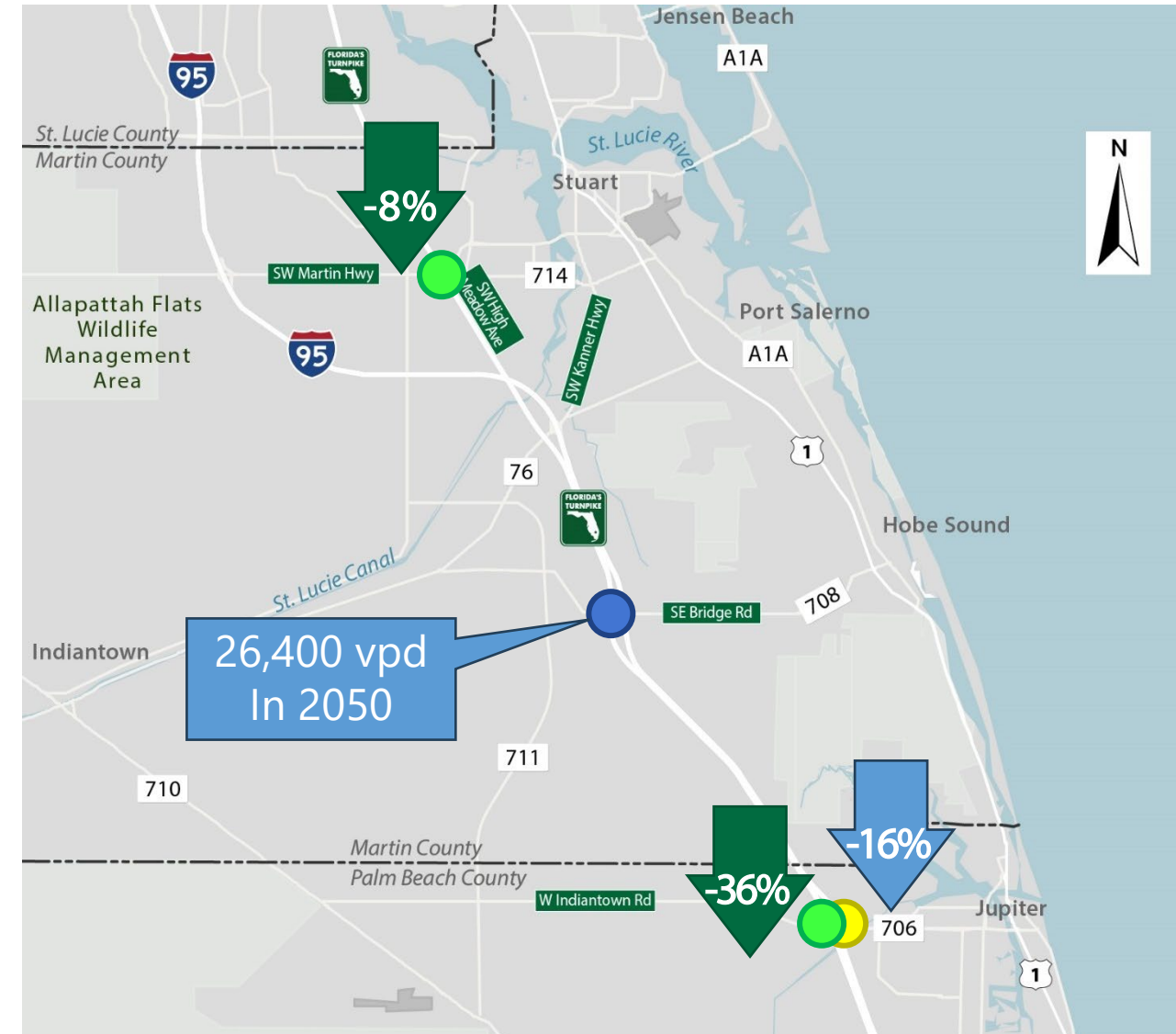
- 26,400 vehicles per day

West Indiantown Road Interchange

- Crossover traffic removed at Turnpike Interchange: 15,600 AADT
- 36% decrease at Turnpike interchange
- 16% decrease at I-95 interchange

Southwest Martin Highway Interchange

- Cross over traffic removed: 3,000 AADT
- 8% decrease at Turnpike interchange



PROJECT SCHEDULE



Note: Draft project documentation will be made available for public review 21 days prior to the public hearing.

Schedule is subject to change

Project Website:

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



Project Website

Project Manager Contact Information:

Jazlyn Heywood, P.E.

Florida's Turnpike Enterprise

P.O. Box 613069

Ocoee, FL 34761-3069

Jazlyn.Heywood@dot.state.fl.us

407.264.3298

THANK YOU!



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 16, 2025	DUE DATE: June 9, 2025	UPWP#: 5
WORDING: FINAL DRAFT FY27 – FY31 LIST OF PROJECT PRIORITIES (LOPP)		
REQUESTED BY: FDOT	PREPARED BY: Margie Tamblyn / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY27 – FY31 LOPP

BACKGROUND

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

At the MPO Policy Board on February 24, 2025, the Board approved the Draft FY27 – FY31 LOPP. Scoping Forms for the newly added Relocate/Remove Mast Arm (Priority #17), SE Pomeroy Street Resurfacing (Priority #15), and the Local Road Safety Program (Unfunded Safety Priority List) were submitted to FDOT. The final LOPP will be presented at the MPO Board meeting on June 16, 2025, for adoption.

The Unfunded Safety Priority List is the latest addition to our LOPP. This list includes signal improvements along SE Dixie Hwy where there are five FEC grade crossings. Signal improvements proposed vary by location, but will address clear storage distance for vehicles, limited or no turn lanes, signalization, and missing crosswalk connections. The intersection improvements are meant to meet current standards and best practices.

ISSUES

At the June 2025 Advisory Committee meetings, the committees (CAC, TAC, and BPAC) made motions to move Priority #5 SR-710 at CR-609/SW Allapattah Road up to Priority #3 while moving the current Priorities #3 and #4 down a rank.

At the June 2025 MPO Policy Board meeting, MPO staff will present the List of Roadways, Transportation Alternatives (TA) Program, and Public Transit and Safety Project Priorities for review and recommendation for MPO Board approval.

AGENDA ITEM 8E

RECOMMENDED ACTION

- Approve the Final Draft FY27 – FY31 Lists of Project Priorities as presented.
- Approve the Final Draft FY27 – FY31 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 FY27 – FY31 Draft Tentative Work Program.

APPROVAL

MPO

ATTACHMENTS

Final Draft FY27 – FY31 List of Project Priorities

**MARTIN MPO FY27-FY31 Federal Attributable
UNFUNDED List of Project Priorities**

FY27 Rank	Facility	Segment Limits		Project Description	2045 L RTP Page	Prev. Rank	FM #	Phase Funded
		From	To					
1	SR-710	Martin/Okeechobee County Line	FPL Access Rd	Widen from 2-lanes to 4-lanes	76	1	453333-2	Design FY25, RW FY26
2	SR-710	FPL Access Rd	SE of CR-609/SW Allapattah Rd.	Widen from 2-lanes to 4-lanes	76	1	453333-1	Design FY25, RW FY26
3	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	441700-1	PD&E FY25, Design FY25
4	CR-708/SE Bridge Rd.	Bascule Bridge		Bridge Replacement	132	6		
5	SR-710	At CR-609/SW Allapattah Rd		Intersection Improvements (Signal and Turn Lanes)	128, 132	7		
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		
10	Willoughby Blvd. Extension	Monterey Rd.	US-1	New 2-lane road with bike lanes and sidewalks/shared use pathways	69	12	419669-3	Design FY26
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	441699-1	PD&E FY25, Design FY25, RW FY29
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		

FY27-FY31
Unfunded Safety Priority List

FY27 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	County Wide		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

FY27-FY31

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

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	



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: June 16, 2025	DUE DATE: June 9, 2025	UPWP#: 6
WORDING: SR-710 PROJECTS UPDATE		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / 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 2025 Policy Board meeting, FDOT staff will give an update on the widening of SR-710.

RECOMMENDED ACTION

Provide input.

APPROVAL

MPO

Notes

- Development Review Interactive Map Update
- State Certification Packet
- 2050 LRTP Cost Feasible Plan Open House – City of Stuart
Commission Chambers – August 26, 2025, 4:30 PM to 6:30 PM.

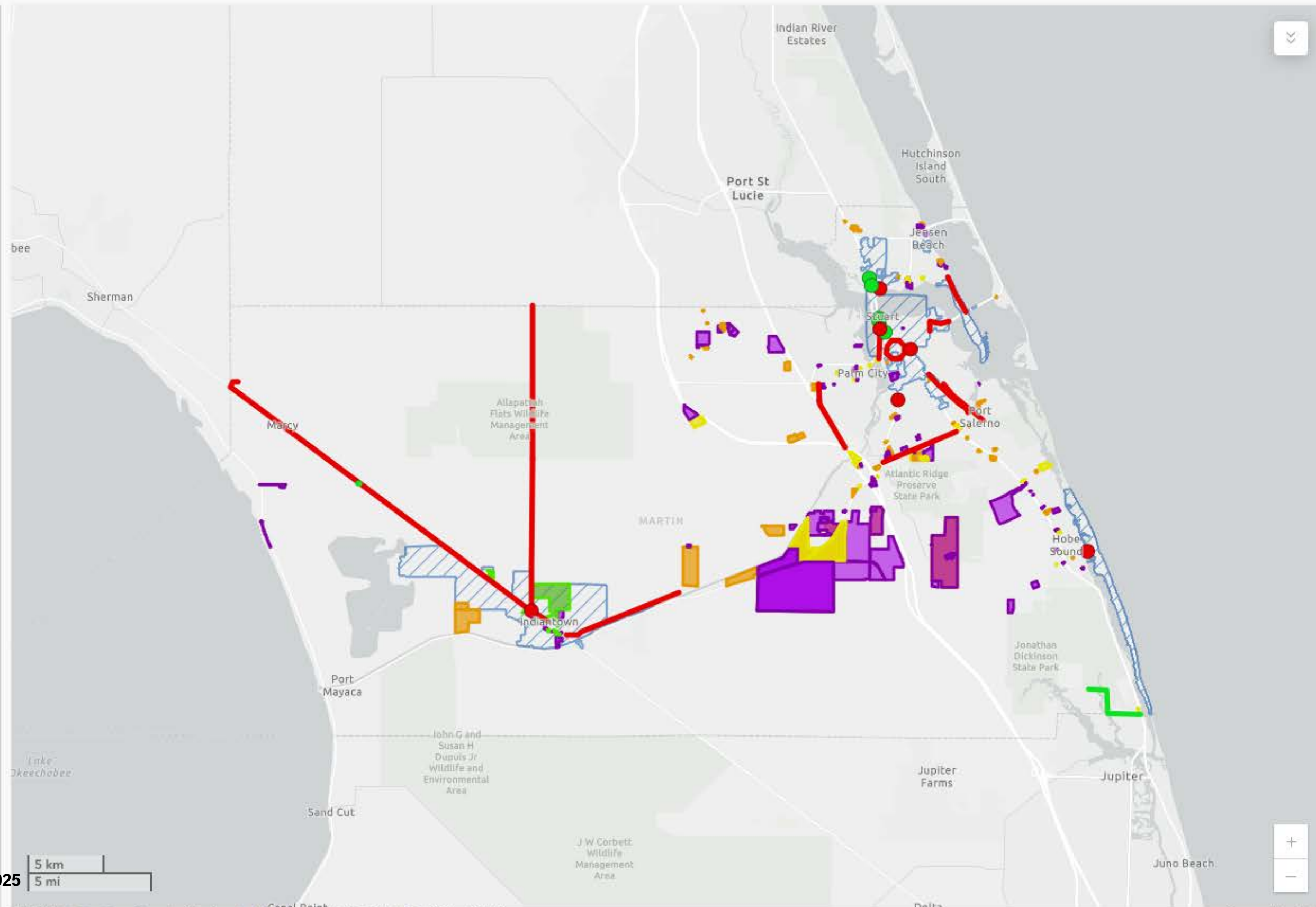
Approved Status Filter:

Agency Filter:

Urban Service District

FHWA Adjusted Urban Boundary 2010

Funded for Construction



	1909 Poma Major Final Site Plan Approved for Construction
	2830 Holdings, LLC Approved
	9465 SE LLC In Review
	95 Riverside PUD Pulte I-95 Rev In Construction
	Animal Grassfed Processing Fac In Review
	Banyan Bay Ph 3 PUD In Construction
	Baron Landing Multifamily In Review
	Baron Landings In Review
	Bee Safe Storage In Review
	Berry Avenue Medical Office In Review
	Bridge Road Car Club In Review
	Caliber Car Wash Hobe Sound Approved for Construction
	Calle on Camden In Review
	Camp Valor PUD In Review
	Chancey Bay Ranch PUD In Review
	Chancey Bay Ranch PUD In Review
	Conchy Joe's In Construction
	Cottages at Coconut Cay In Construction
	Cove Royale PUD 3rd Amendm Master/Phasing and Revised Ph



Martin MPO

Calendar Year of Review Period: January 1, 2024, through December 31, 2024.

Click to enter the date the review is finalized.

Part 1 is to be completed by the Metropolitan Planning Organization

Contents

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Business Enterprises 13

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FDOT Joint Certification

Purpose

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

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

FDOT Joint Certification

Certification Process

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

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

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

Part 1

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

Part 1 Section 1: MPO Overview

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

Please Check: Yes ☒ No ☐

1. Treasure Coast Transportation Council Interlocal Agreement Executed: April 10, 2006. Renews automatically every five years.
2. Staff Services Agreement Executed October 16, 2007. No expiration date.
3. Interlocal Agreement for Creation of the Martin MPO Executed: April 7, 2015. No expiration date. Interlocal Agreement Amendment to include the Village of Indiantown as a voting member on the Martin MPO Board executed February 7, 2019. A Second Amendment to the Interlocal Agreement for Creation of the Martin County MPO was adopted on September 19, 2024, which added a fifth Martin County Commissioner as a voting member.
4. Intergovernmental Coordination and Review Agreement (ICAR) Executed: October 25, 2016. No expiration date. This document is reviewed every five years.
5. MPO Agreement for FHWA Planning (PL) Funds Executed: June 18, 2024, Expires: June 30, 2026.

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

Please Check: Yes ☒ No ☐

- The Treasure Coast Transportation Council (TCTC) approved the Regional Long Range Transportation Plan (RLRTP) on November 29, 2023.
- The Martin MPO continues to work with FDOT District One and Four on the CR-714 re-alignment project that crosses Martin and Okeechobee County lines.
- MPO staff has worked regionally with the St. Lucie TPO, Indian River MPO, and FDOT District Four staff to develop the Treasure Coast Regional Planning Model Version 6 (TCRPM6).

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

Please Check: Yes ☒ No ☐

The Unified Planning Work Program (UPWP) FY25 – FY26 lists the Planning Factors on pages 12 and 13. These Planning Factors are reflected in the Tasks of the UPWP as shown in the Matrix on page 13.

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

Please Check: Yes ☒ No ☐

Continuing, cooperative, and comprehensive process also referred to as the 3C's are referenced in the 2045 LRTP on page 1 and reflected in Chapter 3 "Goals, Objectives, and Performance Measures" (pages 11-13). In addition, the 3C's are referenced on page 8 of the UPWP and under section 2.2 MPO Agreements on page 23. Further the Transportation Improvement Program (TIP) contains the Federal and MPO Certification (page iii) which references the 3C process.

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

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

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

Please Check: Yes ☒ No ☐

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

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

Please Check: Yes ☒ No ☐

FDOT Joint Certification

As required by federal law, the Public Participation Plan approved on February 21, 2022, was made available for public review and comment on January 6, 2022, for a 45 day review period prior to the adoption by the MPO Board. The PPP was made available at the Martin County Administrative Center, all library branches, and the Martin MPO website.

Part 1 Section 2: Finances and Invoicing

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

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

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

The MPO submits quarterly invoices to the District.

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

Please Check: Yes ☐ No ☒

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

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

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

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

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

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

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

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

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

8. **Indirect Cost Rates:**

- a. If the MPO uses an indirect cost rate, do they use a federally approved indirect cost rate, state approved indirect cost rate, or the de minimis rate? The de minimis rate recently changed from 10% to 15% of modified total direct costs, which may be used indefinitely

by the MPO ([2 C.F.R. 200.414\(f\)](#)). Either de minimis rate is allowable (10% or 15%).

Please check one of the indirect cost rate options below:

MPO has a Federally Approved Indirect Cost Rate ☐

MPO has a State Approved Indirect Cost Rate ☐

MPO uses the De Minimis Rate (either the 10% or 15% indirect cost rate) ☐

N/A (The MPO does not use an Indirect Cost Rate) ☒

In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.

- b. If the MPO has an existing federal or state approved indirect cost rate, did the MPO submit a Cost Allocation Plan?

N/A

- c. If the MPO does not use an indirect cost rate, does it charge all eligible costs as direct costs?

Please Check: Yes ☒ No ☐

Part 1 Section 3: Title VI and ADA

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

Please Check: Yes ☒ No ☐

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

The Martin MPO's Title VI and Other Nondiscrimination Policy and Plan are available for public view on the Martin MPO website.

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

Please Check: Yes ☒ No ☐

Yes, all Board of County Commission, Martin County, Florida contracts and bids for the Martin MPO provide the Federal Third Party Contract Provisions that provides the Nondiscrimination Agreement with the State that includes the Debarment and Suspension Certification, Lobbying Certification for Grants, Loan and Cooperative Agreements, Disadvantaged Business Enterprise Utilization, Title VI/Nondiscrimination Assurance, and Statement and Assurances. Appendix A and E are included as Exhibit F in the MPO consultant agreements. Appendix B, C, and D, do not pertain to the Martin MPO planning processes.

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

Please Check: Yes ☒ No ☐

Martin MPO works with host agency Martin County which has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discrimination when found. Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, religion, age, disability, family or income status in any of Martin County's programs, services or activities may file a complaint with the Martin County Title VI Coordinator: A complaint must be filed within one hundred eighty (180) days after the date of the alleged discrimination, unless the time for filing is extended by the FTA, FHWA or other federal or state authorities. Upon receipt of a signed complaint, the Title VI Coordinator will, within five (5) working days, provide the complainant or his/her representative with a written acknowledgement of the complaint. The Title VI Coordinator will take reasonable steps to resolve the matter and respond to the complaint within thirty (30) days.

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

Please Check: Yes ☒ No ☐

- 2023 Safe Streets Summit: Leveraging Big Data to Plan Safe, Equitable Streets - February 3, 2023
- 2023 Equity in Roadway Safety Workshop: Strategies for Meaningful Public Involvement in Roadway Safety Planning - September 20, 2023
- 2023 AMPO Annual Conference: Equity Indexes and Regional Priorities - September 27, 2023
- November 29, 2023 - Office Hours at FDOT - ADA in Design, construction, and Maintenance GoToWebinar
- On July 30, 2024, staff participated in a webinar called "Bridge Conditions & Economic Inequity Meet with Infrastructure Opportunity"
- Staff participated in the August 8, 2024, Live Web Event: Improving Equity in Transportation Operations Toolbox
- On August 13, 2024, staff attended a webinar titled "Viewing Resilience Planning Through an Equity Lens"
- Staff participated in a webinar titled "Progress & Pitfalls: A Real Talk on Equity in Roadway Safety" on August 20, 2024
- On September 5, 2024, staff participated in a webinar called "When Driving Isn't an Option: Designing for Equitable Mobility"

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

Please Check: Yes ☒ No ☐

The Martin MPO Policy Board approved of the 2023 Community Characteristics Report (CCR) update on December 11, 2023. The report uses the 2020 Decennial Census data for socioeconomic information and uses American Community Survey (ACS) 2020 5-Year Estimates for topics/subjects where there is no information from the Decennial Census. The report includes minority, age, poverty, mobility, and Limited English Proficiency data, as well as additional demographic information that is vital in identifying diverse groups and incorporating their needs into the transportation decision-making process.

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

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

Please Check: Yes ☒ No ☐

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

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

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

Please Check: Yes ☒ No ☐

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

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

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

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

Please Check: Yes ☒ No ☐

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

of Management and Budget (OMB) and the Purchasing Department. The OMB provides regular compliance reviews of all grant awards and projects to determine that they are in compliance with applicable laws, requirements of the grant agreement, and applicable professional standards. The OMB also provides information to and communicates with, personnel working in separate grant program departments to ensure that all personnel understand the requirements of their grants. The County has well documented policies and procedures in place. The MPO and the Office of Management and Budget maintain a file with all grant invoices and backup documentation that is readily available upon request by FDOT.

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

Please Check: Yes ☒ No ☐

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

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

Please Check: Yes ☒ No ☐

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

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

Please Check: Yes ☒ No ☐

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

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

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

Please Check: Yes ☒ No ☐

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

7. Is the MPO tracking all commitments and payments for DBE compliance?

Please Check: Yes ☒ No ☐

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

8. The MPO must be prepared to use the Grant Application Process (GAP) for DBE compliance with the EOC System. Has the MPO staff been trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete.

Please Check: Yes ☒ No ☐

Staff attended the GAP MPO Document Workflow Training on February 8, 2024 and the GAP Training: Transitioning DBE Compliance to GAP on June 11 and June 21, 2024.

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

Please Check: Yes ☒ No ☐

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

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

Please Check: Yes ☒ No ☐ N/A ☐

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

Please Check: Yes ☒ No ☐ N/A ☐

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

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

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

Please Check: Yes ☒ **No** ☐ **N/A** ☐

14. Do the MPO's contracts specify the race neutral or 'aspirational' goal of 10.54%?

Please Check: Yes ☒ **No** ☐ **N/A** ☐

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

Please Check: Yes ☒ **No** ☐ **N/A** ☐

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

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

Please Check: Yes ☒ **No** ☐ **N/A** ☐

Part 1 Section 5: Noteworthy Practices & Achievements

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

Transit Development Plan

The Martin County Transit Development Plan (TDP) Major Update for Fiscal Years 2025 to 2034 was funded and prepared by the Martin Metropolitan Planning Organization (MPO) in close coordination with Martin County Public Transit (Marty) management and staff. The TDP provides a strategic blueprint for public transportation in Martin County for the next ten years and conforms to the requirements of Rule Chapter 14-73, Florida Administrative Code (FAC) which allows jurisdictions to be eligible for the Florida Public Transportation Block Grants. During the TDP development, MPO staff has extensive public outreach efforts, which included six Open House events, two stakeholder working group meetings, and a total of 732 survey responses.

2024 Outstanding Coordination Board of the Year

The Florida Commission for the Transportation Disadvantaged recently recognized the Martin County Local Coordinating Board (LCB) as the 2024 Outstanding Coordinating Board of the Year, for demonstrating dedication and support of the local Transportation Disadvantaged (TD) Program. Efforts that were considered for the award were the leadership of the LCB, oversight of costs, evaluation of the Community Transportation Coordinator (CTC), advocating for, and ultimately acquiring additional local match funding, as well as member attendance and participation at LCB meetings.

US-1 Congestion Management Study

On December 16, 2024, the MPO Policy Board approved the US-1 Congestion Management Study. The northern segment of US-1 from SW Joan Jefferson Way to the Martin/St. Lucie County Line was the focus of this study. The corridor is a major arterial in Martin County, serving downtown Stuart, and Jensen Beach, and providing connections to commercial and residential areas. Given the segment's proximity to commercial, residential, and downtown uses, it is critical to provide multiple transportation options and improve connectivity to achieve efficient traffic flow. As part of the study, multiple businesses along US-1 were interviewed regarding their experience with the traffic and congestion on the corridor, and which improvements they would like to see in the future. This study identified elements that contribute to congestion and made recommendations that support the implementation of multimodal strategies to relieve traffic along the US-1 corridor.

Development Review Interactive Map

In cooperation with Martin County and its municipalities, the Martin MPO developed a Martin County Development Review Interactive Map to track County and municipal

developments on a single map. This map provides continuously updated data that will enable the Martin MPO to coordinate and prioritize future planning and transportation projects based on future developments. The interactive map has been a success, with the Martin County Property Appraisers Office adding the map to their website as a tool for their constituents. The map has been praised by the MPO Advisory Committee members and the MPO Policy Board as a useful tool for the community and local government staff.

Social Media

The Martin MPO has been working to build their following and increase their presence on social media, which includes the Facebook Page and Instagram. The Martin MPO shares safety messages and advertises the various public involvement the agency hosts such as public workshops, open houses, and meetings. In the time frame covering the January 1, 2024, to December 31, 2024, the MPO's Facebook and Instagram accounts have seen increases in views, reach, content interaction, link clicks, and visits. The Martin MPO Facebook page reach has increased by 192% over the 2024 calendar year. The Martin MPO Instagram page has seen a reach increase of 120% over the 2024 calendar year. The agency attended a Social Media Strategies Summit on December 11-12.

Walk to School Day

Staff members met with staff from J.D. Parker Elementary on October 2, 2024, to promote safe walking. The MPO gave out backpacks filled with comic books, stickers, arm bands, trading cards, blinking lights and other items (provided by the University of Florida's Pedestrian and Bicycling Safety Resource Center) that all reinforced the message of how to walk to school safely. The MPO has made it a priority that people of all ages especially young children learn about the dangers of crossing driveways and intersections along roadways, and how to do it in the safest way possible.

Safety Campaign/LRTP Outreach

On December 10, 2024, the MPO staff in collaboration with FDOT staff, hosted an outreach event at the Stuart Walmart, located at 4001 SE Federal Hwy, Stuart, FL 34997. The purpose of this event was to promote safety along this corridor by talking with the public and handing out educational and safety materials, and to survey individuals for our Long Range Transportation Plan. At the event, over 50 LRTP surveys were conducted.

FHWA Adjusted Urban Area Boundary and Functional Classification Map

MPO staff successfully worked with FDOT staff and their consultant to develop the updated FHWA Adjusted Urban Area Boundary and Functional Classification Map. FDOT provided updates regarding this project at several MPO Advisory Committee and Policy Board meetings. At the September 16, 2024, the MPO Policy Board

approved the final 2020 Federal Functional Classification and Urban Area Boundaries Map.

PROJECTS UNDERWAY

2050 Long Range Transportation Plan (LRTP)

The Martin MPO is currently developing the 2050 LRTP, which is due in October 2025. The 2050 LRTP technical memorandums 1, 2, and 3 have been completed and approved by the MPO Policy Board. An LRTP Visioning Session was held on November 19, 2024, to gain input from the public regarding their preferred improvements to the transportation network. A second Visioning Session is scheduled for January 16, 2025 in Palm City, and two additional visioning sessions will be conducted, one in Indiantown, and one in Hobe Sound.

Treasure Coast Regional Planning Model Version 6 (TCRPM6)

Staff members from the Martin MPO, Indian River MPO, and St. Lucie TPO are currently working with FDOT and their consultant in developing the TCRPM6. Several Project Advisory Committee Meetings have been held, with a training that occurred on October 25, 2024. Martin MPO staff continues to work on refining the data for the model, so that it can be utilized for the 2050 Long Range Transportation Plan.

REGIONAL COORDINATION

CR-714 Realignment Project

The Martin MPO has worked diligently on the CR-714 Realignment Project. Martin MPO staff coordinated a meeting on August 25, 2023, between the Heartland Regional TPO, FDOT Districts Four and One, as well as Martin County and Okeechobee County staff to discuss this realignment project. All parties agreed on the importance of moving this project forward. District Four is managing the project. As of today, this realignment project has been funded for construction in FDOT FY26-FY30 Draft Tentative Work Program.

SR-710/SW Warfield Boulevard Widening

The MPO, in partnership with staff from FDOT District Four and District One, have worked on moving the SR-710 widening project forward for construction. The widening of SR-710 is the MPO's #1 priority due to safety concerns regarding serious injury and fatal crashes on the corridor. The Martin MPO Policy Board created a standing agenda item for the project to receive updates from FDOT at every meeting until it is fully funded for construction. Segments funded for construction in the FY26-FY30 Draft Tentative Work Program include the Martin/Okeechobee County line to SE 126th Boulevard, and SW Van Buren Avenue to SW Allapattah Road. The MPO appreciates FDOT's efforts in moving this project forward.

Part 1 Section 6: MPO Comments

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

Staff also finds the FDOT partnering/coordination meetings to be extremely beneficial. Also, FDOT District IV PLEMO has participated in the work program process which has resulted in FDOT having a better understanding of local priority needs and getting priorities recognized.



Martin MPO

Calendar Year of Review Period: January 1, 2024, through December 31, 2024.

Click to enter the date the review is finalized.

Part 2 is to be completed by the FDOT District

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Purpose

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

The Certification Package and statement must be submitted to the Central Office, Office of Policy Planning (OPP), by June 1.

Certification Process

Please read and answer each question within this document.

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

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

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

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

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

Risk Assessment Process

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

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

- (1) The subrecipient's prior experience with the same or similar subawards;*
 - (2) The results of previous audits, including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;*
 - (3) Whether the subrecipient has new personnel or new or substantially changed systems; and*
 - (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*
- (c) Consider imposing specific subaward conditions upon a subrecipient if appropriate, as described in §200.208.*
- (d) Monitor the subrecipient's activities as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward, and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:*

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- (1) *Reviewing financial and performance reports required by the pass-through entity.*
- (2) *Following up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies about the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and written confirmation from the subrecipient, highlighting the status of actions planned or taken to address Single Audit findings related to the particular subaward.*
- (3) *Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by [§200.521](#).*
- (4) *The pass-through entity is responsible for resolving audit findings specifically related to the subaward and not responsible for resolving crosscutting findings. If a subrecipient has a current Single Audit report posted in the Federal Audit Clearinghouse and has not otherwise been excluded from receipt of Federal funding (e.g., has been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant audit agency or cognizant oversight agency to perform audit follow-up and make management decisions related to cross-cutting findings in accordance with section [§200.513\(a\)\(3\)\(vii\)](#). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.*
- (e) *Depending upon the pass-through entity's assessment of the risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be helpful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:*
 - (1) *Providing subrecipients with training and technical assistance on program-related matters; and*

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

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

If an MPO receives a Management Decision due to the Single Audit, it may be assigned a high-risk level.

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

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

Table 1. Risk Assessment Scoring

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

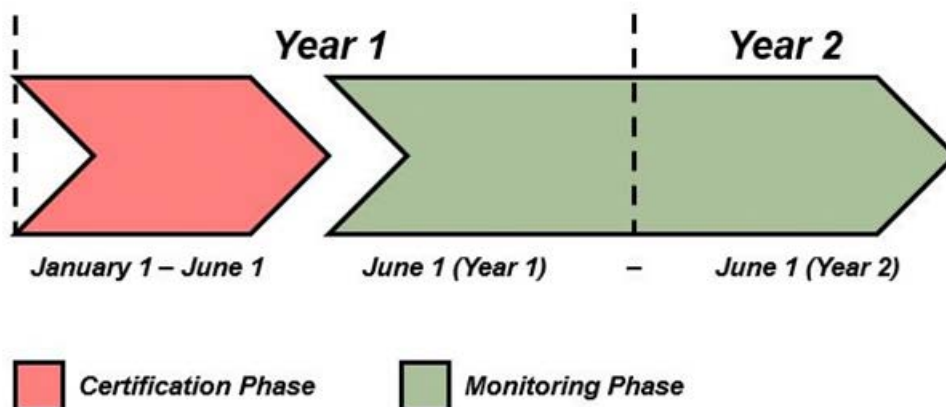
The Risk Assessment part of this joint certification has two main components, the Certification phase and the Monitoring phase, and involves regular reviewing, checking, and surveillance.

1. Certification phase: the first step is to complete this Risk Assessment during the joint certification review, which runs from January 1 to June 1 (*The red arrow in **Figure 1***). During these 5 months, a Risk Assessment assesses the previous calendar year (January 1 through December 31).
2. Monitoring phase: After the joint certification review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for 12 months

starting on June 1 (*The green arrow, Year 1 in **Figure 1***) and ending on June 1 of the following year (*The green arrow, Year 2 in **Figure 1***).

This process takes 17 months in total. On January 1 of each year, the new Certification phase begins, which overlaps with the previous year's Monitoring phase. **Figure 1** shows the timeline of the Risk Assessment phases.

Figure 1. Risk Assessment: Certification and Monitoring Phases



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Part 2

The District MPO Liaison must complete part 2 of the Joint Certification.

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

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

Table 2. MPO Invoice Submittal Summary

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
FHWA-G2929-6	10/01/2023 – 12/31/2023	01/29/2024	No, 29 days
FHWA-G2929-7	01/01/2024 – 03/31/2024	05/07/2024	No, 37 days
FHWA-G2929-8	04/01/2024 – 06/30/2024	08/07/2024	No, 38 days
FHWA-G2Y11-1	07/01/2024 – 09/30/2024	11/01/2024	No, 32 days
MPO Invoice Submittal Total			
Total Number of Invoices that were Submitted on Time			4
Total Number of Invoices Submitted			4

MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed during the certification period in **Table 3** and attach the checklists to this risk assessment. Provide the total number of questions marked with a red asterisk (*) marked “Yes” on each MPO Invoice Review Checklist. “Yes” indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting unallowable, unreasonable, or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.
- Not using a federally approved indirect cost rate.
- Not providing an overhead cost rate when claiming overhead costs.

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

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

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Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of “Yes” Responses on * Questions
FHWA-G2929-6	7
FHWA-G2929-7	7
FHWA-G2929-8	7
FHWA-G2Y11-1	7
Total Number of “Yes” Responses on * Questions	28/28

**Note: There are 7 * questions per MPO Invoice Review Checklist for MPOs that do not have Indirect Costs. There are 12 * questions per MPO Invoice Review Checklist for MPOs with Indirect Costs.*

MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Provide the total number of questions marked with a red asterisk (*) marked “Yes” on each MPO Supporting Documentation Review Checklist. This indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting an invoice with charges not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Not using a federally approved indirect rate
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.

Submitting travel charges that do not comply with the MPO’s travel policy.

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Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist		Number of “Yes” Responses on * Questions
FHWA-G2929-7		23/23
MPO Supporting Documentation Review Checklist Total		
Total Number of “Yes” Responses on * Questions		23

**Note: There are 23 * questions per MPO Supporting Documentation Review Checklist for MPOs that do not have Indirect Costs. There are 25 * questions per MPO Supporting Documentation Review Checklist for MPOs with Indirect Costs.*

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

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

Please Check: Yes ☒ No ☐ N/A ☐

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Risk Assessment Score

Please use the [Risk Assessment Scoring Sheet](#) to calculate the MPO's risk score. Use **Table 5** as a guide for selecting the MPO's risk level. As previously mentioned, the Risk Assessment Scoring Sheet is available in the [Liaison Resources Library](#). This spreadsheet must be used to calculate the Risk Assessment Score, which determines the MPO's level of risk. A screenshot of this spreadsheet is provided in **Figure 2**. The values input into the spreadsheet must match those in this Risk Assessment.

Table 5. Risk Assessment Scoring

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

Risk Assessment Score: 100

Level of Risk: Low

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Figure 2: Image of the Risk Assessment Scoring Sheet

**Florida Department of Transportation Metropolitan Planning Program
Annual Joint Certification
Risk Assessment Calculation Sheet**



The Risk Assessment evaluates the requirements described in 2 CFR §200.331 (b)-(e). As the recipient of Federal-aid funds for the State, FDOT is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations. This worksheet accompanies the Risk Assessment and calculates the MPO's risk score. The risk score determines the minimum frequency by which the MPO's supporting documentation for their invoices is reviewed by the District MPO Liaisons for the upcoming year. **Use the directions below to complete this worksheet and calculate the MPO's risk score. Enter information into GREEN cells only. Print and attach this worksheet to the Risk Assessment.**

Table 1. Risk Assessment Score							
Question Category	Question	Example Response	Directions	Number Correct	Subtotal	Weight Percentage	Total Score
MPO Invoice Submittal	Was invoice submitted within 90 days from the end of the invoice period?	All invoices were submitted within 90 days from the end of the invoice period.	Number Correct Column: Enter the number of invoices that were submitted on time. Subtotal Column: Enter the total number of invoices that were submitted.	4	4	30%	30%
MPO Invoice Review Checklist	How many materially significant findings questions are correct?	There were 21 opportunities for materially significant findings. 18 of the materially significant finding questions were answered correctly.	Number Correct Column: Enter the number of correct materially significant questions. Subtotal Column: Enter the total number of materially significant questions.	28	28	30%	30%
MPO Supporting Documentation Review Checklist	How many materially significant findings questions are correct?	There were 75 opportunities for materially significant findings. 72 of the materially significant finding questions were answered correctly.	Number Correct Column: Enter the number of correct materially significant questions. Subtotal Column: Enter the total number of materially significant questions.	23	23	35%	35%
Technical Memorandum 19-04: Incurred Cost and Invoicing Practices	Were incurred costs billed appropriately at the end of the contract period?	The MPO billed incurred costs appropriately at the end of the invoice period.	Number Correct Column: Enter a 1 if incurred costs were billed appropriately at the end of the contract period, or if this question is not applicable. Enter a 0 if incurred costs were not billed appropriately at the end of the contract period.	1	1	5%	5%
Risk Assessment Score							100%

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

Did the MPO adopt a new LRTP in the year this certification addresses?

Please Check: Yes ☐ No ☒

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

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

N/A

Part 2 Section 3: Transportation Improvement Program (TIP)

Did the MPO update their TIP for the year this certification is addressed?

Please Check: Yes ☒ No ☐

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

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

Draft TIP Transportation Improvement Plan (TIP) – 5/6/2024 Adopted TIP Version #1 Transportation Improvement Plan (TIP) – 6/19/2024 FDOT TIP Review Checklist – 1/27/2025

Part 2 Section 4: Unified Planning Work Program (UPWP)

Did the MPO adopt a new UPWP in the year this certification addresses?

Please Check: Yes ☒ No ☐

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

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

Draft UPWP Unified Planning Work Program (UPWP) – 3/13/2024 Unified Planning Work Program(UPWP) Checklist – 4/9/2024 Adopted UPWP Version #1 Unified Planning Work Program (UPWP) – 5/14/2024 Martin MPO UPWP Approval Letter FY2025/26 – 5/15/2024 MPO Agreement G2Y11 - Martin MPO – 7/8/2024

Part 2 Section 5: Clean Air Act

The requirements of [Sections 174 \(Planning Procedures\)](#) and [176 \(c\) and \(d\) \(Limitations on Certain Federal Assistance\)](#) of the Clean Air Act as codified in [42 USC 7504](#) and [42 USC 7506](#) can be found [here](#).

The Clean Air Act requirements affecting transportation only apply to areas designated for nonattainment and maintenance of the National Ambient Air Quality Standards (NAAQS). Florida is currently in attainment for all NAAQS. No certification questions are required at this time. If the Environmental Protection Agency issues a revised NAAQS, this section may need revision.

Title(s) of Attachment(s)

N/A

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Part 2 Section 6: Technical Memorandum 19-03REV:
Documentation of FHWA PL and Non-PL Funding

Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

Please Check: Yes ☒ No ☐ N/A ☐

Part 2 Section 7: MPO Procurement and Contract Review

To evaluate existing DBE reporting requirements, choose one professional services procurement package and contract between the MPO and a third party to answer the following questions. If the answer is no, the MPO is not penalized. FDOT uses this information to determine technical support and training for the MPOs. Any new procurements after July 1, 2024, must be compliant with the existing DBE reporting requirements.

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

Please Check: Yes ☒ No ☐ N/A ☐

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

Please Check: Yes ☒ No ☐ N/A ☐

3. Does the contract only permit using the approved FDOT race-neutral program?

Please Check: Yes ☒ No ☐ N/A ☐

4. Does the contract specify the race-neutral or 'aspirational' goal of 10.54%?

Please Check: Yes ☐ No ☒ N/A ☐

5. Is the contract free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

Please Check: Yes ☐ No ☒ N/A ☐

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6. Does the contract contain required civil rights clauses, including:
 - a. Nondiscrimination in a contracting statement ([49 CFR 26.13](#))
 - b. Title VI nondiscrimination clauses Appendices A and E ([DBE Nondiscrimination Assurance](#) & [49 CFR 21](#))
 - c. FDOT DBE specifications

Please Check: Yes ☒ No ☐ N/A ☐

Part 2 Section 8: District Questions

The District may ask up to five questions at their discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question(s) and the response(s) in the blanks below. This section is optional and may cover any area the District would like more information on.

1. Can you describe how your MPO is incorporating FTP goals such as "Connected, efficient, and reliable mobility for people and freight" into your planning documents like the LRTP and TIP? What specific challenges and opportunities have arisen from these efforts, and how could FDOT support further integration?

The Martin MPO is incorporating the goals of the Florida Transportation Plan (FTP), such as "Connected, efficient, and reliable mobility for people and freight" into the LRTP by identifying these goals as part of the plan development process. For example, Tech Memo #3 (Goals Objectives, Policies & Performance Measures) of the MPO 2050 LRTP identifies the State FTP goals, and how those goals relate to the 2050 LRTP goals. These goals in the LRTP help drive project needs and priorities, which are then programed in the TIP. The MPO also identifies freight related projects in the LRTP, which would assist with the goals of the FTP. FDOT can continue to support integration by reviewing the submitted LRTPs and TIPs and providing comments. Continued participation by the District Four Freight Coordinator on the Martin MPO's Freight Transportation Advisory Committee (FTAC) would also be helpful.

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2. How has your MPO collaborated with FDOT and other stakeholders over the past year to address the FTP goals of maintaining infrastructure and expanding transportation choices? Could you share examples of successful initiatives or areas where further collaboration could enhance outcomes?

The Martin MPO has completed several studies and plans, such as the Martin County Transit Development Plan and the US-1 Congestion Management Study, which each had a Project Advisory Committee. The MPO includes staff from FDOT, and other local government agencies to participate on these committees to involve them in the development of the MPO's studies/plans. In addition, as requested by the FTAC, District Four amended the scopes of the US98 and Kanner Highway resurfacing projects to include 12-foot shoulders (seven foot paved) on both sides of the roadways.

3. What best practices has your MPO developed that align with the FTP's vision elements, particularly regarding safety and minimizing environmental impacts? How could these practices be shared or adapted across other regions to benefit the broader transportation network?

The Martin MPO has a strong partnership with FDOT regarding safety. MPO staff and FDOT Safety Office staff held a Safety Outreach Event on December 10, 2024, to promote safe driving along the US-1 corridor. The MPO's #1 and #3 priorities, the widening of SR-710 and the realignment of CR-714 at SR-710 respectively, have moved forward in the Work Program thanks to the communication and coordination between the MPO and FDOT. Both projects are needed due to the safety concerns regarding serious injury and fatal crashes. The FDOT Safety Office has also invited the Martin MPO to participate in Road Safety Audits to determine short-term safety improvements and recommend additional studies for areas of concerns.

4. Question

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5. Question

Part 2 Section 9: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or problem to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the MPO must correct the problem.

Status of Recommendations and Corrective Actions from Prior Certifications

For the Joint Certification in CY 23, FDOT District 4 recommended Martin MPO make the Title VI and Other Nondiscrimination Policy and Plan easily accessible on the MPO's website. The MPO accommodated the recommendation by adding a link to the Title VI and Other Nondiscrimination Policy and Plan on their homepage under the Core Products section. FDOT District 4 encouraged the MPO to provide feedback on how we can improve our coordination. The MPO and D4 hold a monthly coordination meeting to share updates, requests, and ideas. The MPO has been great at keeping the District informed of their needs through our coordination meetings, as well as follow ups during MPO committee meetings. District 4 also acknowledged the MPO's continued partnership in pursuing priority projects and developing consistent and cohesive projects that provide mobility and safety to all Floridians traveling between our counties. The MPO has done excellent work in identifying priority projects and keeping the District informed of the needs associated with moving them forward.

Recommendations for this Certification

FDOT D4 recommends Martin MPO include LRTP page numbers on TIP project pages to assist in planning consistency.

FDOT Joint Certification
Part 2 – FDOT District

Corrective Actions for this Certification

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Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification-related documents here or through the [GAP System](#). Please also sign and attach the [MPO Joint Certification Statement](#).

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

Click or tap here to enter text.

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

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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 February 6, 2025.

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.

DocuSigned by:

Steven Braun

86FB79A8E1EF4EE

Name: Steven C. Braun, P.E.

Title: District Secretary (or designee)

Sarah Heard

Name: Sarah Heard

Title: MPO Chair (or designee)

05/09/2025 | 4:06 PM EDT

Date

4/21/25

Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES

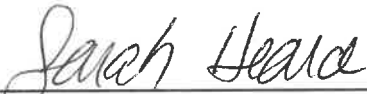
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DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

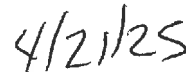
It is the policy of the Martin MPO that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Martin MPO, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Martin MPO, in a non-discriminatory environment.

The Martin MPO shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code



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



Date

FLORIDA DEPARTMENT OF TRANSPORTATION
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DEBARMENT and SUSPENSION CERTIFICATION

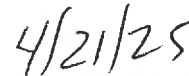
As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Martin MPO hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Martin MPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.



Name: Sarah heard

Title: MPO Chair (or designee)



Date

FLORIDA DEPARTMENT OF TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)
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LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

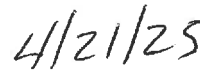
In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Martin MPO that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Martin MPO, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Martin MPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.



Name: Sarah Heard

Title: MPO Chair (or designee)



Date

FLORIDA DEPARTMENT OF TRANSPORTATION
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TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Martin MPO assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Martin MPO further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.



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



Date

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APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. Cancellation, termination or suspension of the contract, in whole or in part.

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- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)