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

Wednesday, October 8, 2025 @ 9:00 am

AGENDA

ITEM	ACTION
1. CALL TO ORDER	
2. PRAYER – Pastor Jim Harp	
3. PLEDGE OF ALLEGIANCE	
4. ROLL CALL	
5. APPROVE AGENDA	**APPROVE**
6. APPROVE MINUTES (Pg. 3)	
• MPO Board Meeting – September 15, 2025	**APPROVE**
7. COMMENTS FROM THE PUBLIC **(PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)**	
8. AGENDA ITEMS	
A. FINAL DRAFT 2050 LONG RANGE TRANSPORTATION PLAN (Pg. 13)	**APPROVE**
9. COMMENTS FROM FDOT	
10. COMMENTS FROM COMMITTEE MEMBERS	
11. COMMENTS FROM BOARD MEMBERS	
12. NOTES	

13. NEXT MEETING

- MPO Board Meeting – October 27, 2025 @ 9:00 AM

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, September 15, 2025 @ 9:00 am

MINUTES

1. **CALL TO ORDER –** Commissioner Sarah Heard called the meeting to order at 9:00 a.m.

2. **PRAYER –** Pastor James Brocious, 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:	**REPRESENTING:**
Commissioner Eileen Vargas	Martin County Board of County Commission
Commissioner Sarah Heard	Martin County Board of County Commission
Commissioner Blake Capps	Martin County Board of County Commission
Commissioner Edward Ciampi	Martin County Board of County Commission
Mayor Carmine Dipaolo	Village of Indiantown Council
Commissioner Christopher Collins	City of Stuart Commission
Commissioner Sean Reed	City of Stuart Commission
Commissioner Kaija Mayfield	Town of Sewall's Point Commission

ABSENT:	
Commissioner Stacey Hetherington	Martin County Board of County 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:
Pastor James Brocious, Stuart Alliance Church
James Brown, Florida's Turnpike Enterprise

Kris Kehers, FDOT
Tony Norat, FDOT
Kathleen White, FDOT
Maria Formoso, FDOT
Geysa Sosa, FDOT
Rana Keel, FDOT
Kelly Budha, FDOT
Chris Rizzolo, AECOM
Vikas Jain, TY Lin
Ronald Sanchez, HDR
Juan Calderon, Caltran Engineering Group
Luke Latham, Resident
Barbara Despinos, Resident

A quorum was present for the meeting.

5. APPROVE AGENDA

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

6. APPROVE MINUTES

MPO Board Meeting – June 16, 2025

A motion to approve the June 16, 2025, MPO Policy Board minutes was made by Mayor Dipaolo and seconded by Commissioner Ciampi. The motion passed unanimously.

7. PUBLIC COMMENTS – The public requested to speak during the Willoughby Boulevard Extension discussion.

Barbara Despinos addressed the Board, speaking as both a grieving parent and an advocate for suicide prevention. She shared that on June 8th, 2025, her 19-year-old son, Samuel Despinos, died by suicide after jumping from the Roosevelt Bridge. She emphasized that her family is not alone in this tragedy, noting that multiple individuals have died by suicide at the same location in recent years. Ms. Despinos urged the Board to consider implementing prevention measures, such as physical barriers, fencing, netting, signage with crisis information, and emergency call boxes. She cited research and real-world data demonstrating that such interventions significantly reduce suicide rates at known jumping sites. She stressed that suicidal crises are often impulsive, and delaying access to lethal means can save lives. Ms. Despinos called for a safety audit of the bridge, consultation with mental health and suicide prevention experts, and the integration of protective infrastructure and signage. She concluded by offering to share additional information with the Board and thanked members for allowing her to speak, for her son, for those already lost, and for those who may still be saved.

Commissioner Ciampi expressed his condolences to Ms. Despinos for the loss of her son and commended the thoughtful and actionable suggestions she presented. While noting that physical barriers may present engineering challenges at the Roosevelt Bridge, Commissioner Ciampi affirmed that many of Ms. Despinos's recommendations are feasible and worth exploring. He emphasized the potential for collaboration with state-level staff and expressed a willingness to assist in any effort that could prevent future tragedies.

AGENDA ITEMS

A. FY25-FY29 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Margie Tamblyn presented an overview of the TIP. She began by explaining that the first amendment each year is a roll forward report, which accounts for funding not utilized in the previous TIP cycle. These funds are carried forward into the current cycle (FY 2026-2030), totaling approximately $16.7 million. The second amendment addressed the removal of the Alice Street sidewalk project. Based on feedback from the Florida East Coast Railway (FEC), the proposed sidewalks at the crossing were deemed infeasible. Lastly, Ms. Tamblyn outlined a modification involving a non-budgeted federal lands project at Hobe Sound National Wildlife Refuge. The project includes replacing the south end boardwalk, repairing the headquarters, and improving the visitor center parking area. While no MPO funds are allocated, the modification ensures consistency across planning documents.

A motion to approve the FY25-FY29 Transportation Improvement Program (TIP) Amendments was made by Commissioner Ciampi and seconded by Commissioner Capps. The motion passed unanimously.

B. 2050 LONG RANGE TRANSPORTATION PLAN (LRTP) DRAFT COST FEASIBLE PLAN

Ricardo Vazquez introduced the draft Cost Feasible Plan agenda item. He reminded Board members that the 2050 LRTP project was initiated in April 2024 and is now approaching its final phase, with adoption scheduled for October. Mr. Vazquez noted that the Cost Feasible Plan represents the final component of the MPO's LRTP cycle. He welcomed Vikas Jain, the consultant project manager for the plan, to present the draft and provide further details.

Commissioner Capps referenced page 10 of the plan, noting that the CFP is described as financially constrained. Mr. Jain confirmed and explained that while the total cost of projects in the CFP amounts to $746 million, available funding is $701 million. The $45 million gap is attributed to several projects classified as "illustrative", meaning they are not yet fully funded but are anticipated to receive discretionary support.

Commissioner Collins inquired about the envisioned design and function of the proposed intermodal hub adjacent to the downtown Brightline station. Mr. Jain described the hub as a multimodal facility designed to accommodate various forms of transportation. This could include transportation network companies for example, rideshare services, buses, and potentially a tram system, depending on the final location and infrastructure. Mr. Jain

emphasized that the hub may also incorporate land use elements, allowing for amenities such as ticketing services, concessions, and retail options like coffee shops. While project details are still under development, the hub could serve either as a fully integrated transit and commercial center or as a streamlined, functional transportation node depending on community needs and planning outcomes.

Ms. Beltran provided a comprehensive overview of the LRTP noting that the LRTP is built on a scientific transportation model that incorporates land use, population, and employment data to identify community needs. Public involvement is a critical component of the process, with input gathered through open houses, surveys, and advisory committee engagement. This feedback is documented within the plan. Commissioner Collins asked whether the LRTP serves as the guiding framework for projects brought forward by the MPO. Ms. Beltran explained that the LRTP is a guide for the MPO's project prioritization process. Commissioner Collins noted that it would be unusual for a project to advance outside the LRTP. Ms. Beltran agreed, explaining that while the plan can be amended during its five-year cycle, Martin County due to its smaller size and more stable conditions typically sees fewer changes than larger counties. Commissioner Collins then asked whether the intermodal hub is a new addition to the LRTP or has been included in previous versions. Ms. Beltran responded that the concept has been discussed locally for years. She offered to verify its historical inclusion.

Discussion continued, and Commissioner Collins expressed concern about the proposed intermodal hub's proximity to East Stuart, a single-family residential neighborhood. He also noted that previous plans had indicated the passenger rail station would be privately funded. Ms. Beltran explained that the 2050 LRTP reflects a county-submitted grant application.

The conversation shifted to planning authority, and Ms. Beltran stated that the MPO's planning documents must be consistent with the local governments' comprehensive plans. Land use decisions made at the city and county levels guide the MPO's planning framework. If a municipality were to formally oppose a project—such as through a resolution or official correspondence—the MPO would bring the matter before its Board for discussion and potential amendment.

Mr. Jain stated that the intermodal hub is reflected in the Transit Development Plan (TDP) adopted in May 2024, reinforcing its consistency across planning documents.

Discussion ensued and Commissioner Collins posed a hypothetical scenario in which a city adopts a policy that conflicts with a proposed intermodal hub, emphasizing that the MPO would need to adapt accordingly to maintain consistency across jurisdictions. Ms. Beltran responded that if a county or municipality has concerns—whether related to an intermodal hub or another issue—it can formally adopt policy and submit correspondence to the MPO. Such actions would prompt the item to be placed on the MPO meeting agenda for discussion and consideration by the MPO Board.

A motion to approve 2050 Long Range Transportation Plan (LRTP) Draft Cost Feasible Plan was made by Commissioner Ciampi and seconded by Commissioner Mayfield. The motion passed with Commissioners Collins and Commissioner Vargas dissenting.

C. US-1 AND PALM CITY ROAD INTERSECTION IMPROVEMENTS

Ms. Beltran introduced the next agenda item regarding proposed improvements at the intersection of US-1 and Palm City Road. She explained that an MPO Feasibility Study had been conducted several years ago, which led to the City of Stuart Commission recommending the project as a priority. The MPO Board subsequently endorsed the recommendation, prompting FDOT to advance the project for further evaluation.

Geysa Sosa, FDOT Project Development Manager, confirmed that the intersection had been included on the priority list for the past two years. FDOT undertook a renewed feasibility review based on the original proposal and was present to share the results. Ms. Sosa introduced Juan Calderon, who delivered a presentation outlining FDOT's findings and proposed next steps.

Commissioner Capps emphasized the importance of early public engagement to avoid spending funds on design work that might later be rejected by the community. This echoed the City of Stuart Commission's request for a public meeting before advancing to design. Ms. Beltran explained that FDOT typically proceeds directly from feasibility to design but cautioned that skipping early public involvement could jeopardize the project if residents oppose the concept later. She recommended that the Board formally support the City's request by directing staff to draft a letter to FDOT District Four, authorizing the Chair to sign it, and requesting that FDOT coordinate with MPO staff to organize a public open house.

Commissioner Capps moved to direct staff to draft a letter to FDOT District Four requesting that a public meeting be conducted to discuss the new proposed alternative with the community, which will be signed by the MPO Chair. The motion was seconded by Vice-Chair Ciampi.

Commissioner Collins supported the motion and added context from prior public engagement efforts. He recalled highly attended and engaged meetings where residents helped narrow down alternatives to a preferred option, only to see that option later replaced. He warned that without renewed public input, the shift could be perceived as a "bait and switch," undermining trust. He expressed confidence in the current alternative but stressed the need for transparency and community buy-in. Mr. Calderon acknowledged the unusual nature of revisiting early-stage planning but emphasized that safety concerns along US-1 warranted the reconsideration. He cited internal discussions with FDOT's design and safety offices, all of which agreed that the corridor's braking and merging patterns posed significant risks. The redesign aims to calm traffic and improve safety, which remains the project's primary objective.

Commissioner Mayfield raised a question about pedestrian accommodations in the new concept. Mr. Calderon clarified that while the design is still conceptual, it would include ramps and crossings at roundabouts, connecting to existing sidewalks. He noted a problematic crossing at the triangle near US-1 and suggested relocating it to a safer midpoint.

Commissioner Heard confirmed the motion to send a letter of support for a public meeting. With no opposition, the motion passed unanimously.

D. WILLOUGHBY BOULEVARD EXTENSION PD&E STUDY PRESENTATION

Ms. Beltran introduced Chris Rizzo, consultant project manager for the Willoughby Boulevard Extension PD&E Study, who presented to the Board.

Commissioner Heard opened the discussion with an assessment of afternoon congestion along Kanner Highway, attributing it primarily to Port St. Lucie traffic attempting to access US-1. She noted that drivers are unlikely to divert east to Willoughby or west from US-1 to use Willoughby as an alternative, questioning the practical purpose of the proposed linkage. Mr. Rizzo responded by clarifying that the concept aims to capture northbound traffic traveling up Willoughby and redirect it before it merges onto US1 or Kanner. With only two river crossings in the area, any diversion from Kanner could help alleviate peak-hour congestion. He emphasized that the goal is to reduce pressure on existing corridors by offering a new north-south connection. Commissioner Heard countered that the congestion on Indian Street is more a result of east-west limitations, specifically the Indian Street Bridge than north-south traffic flow. Mr. Rizzo acknowledged the point but noted that preliminary traffic analysis (pending public release) indicates up to a 15% reduction in overall delay, suggesting the linkage could still offer meaningful relief.

Commissioner Capps highlighted two options: Corridor 1 (SE Alhambra Avenue), which primarily affects residential properties, and Corridor 2 (SE Ray's Way), which impacts commercial, retail, and industrial parcels. He asked whether the team had quantified the number of affected homes versus businesses and whether outreach had been conducted with those groups. Mr. Rizzo confirmed that right-of-way acquisition would be necessary if the project advances to construction, but the exact impact is still being analyzed. He assured the Board that extensive community outreach had already taken place, including door hangers, mailers, pop-up events, and public kickoff meetings. The team has received a range of feedback, some supportive, some opposed, and remains committed to ongoing engagement to ensure all voices are heard. Commissioner Capps raised a critical question regarding the potential need for eminent domain. He asked whether right-of-way constraints might be severe enough to require the removal of homes or businesses, and whether any such considerations had been explored. Mr. Rizzo responded that while those determinations had not yet been finalized, they would be addressed during this process.

Commissioner Collins voiced strong reservations about the proposed corridor extension, aligning with Chair Heard's earlier concerns. He acknowledged the long-standing nature of the plan but questioned whether its potential benefits justified the social and environmental costs. Specifically, he highlighted the risk of displacing a low-income Hispanic neighborhood and disrupting the single-family character of the area. He also expressed concern about the ecological impact on Poppleton Creek and the cumulative burden placed on Central Parkway residents, who have already endured overdevelopment. Commissioner Collins asked whether the board had any authority to prevent the project from moving forward, or if the discussion was limited to choosing between two alignment alternatives. Ms. Beltran responded by providing historical context: the extension has been part of the MPO's long-range transportation plans since the 2020 LRTP adopted in 1994. She clarified that the current phase the Project Development and Environment (PD&E) study is designed

to evaluate environmental, social, and physical impacts and includes a federally required “no build” alternative.

Mr. Rizzo confirmed that the “no build” option would be presented during the public hearing process, as mandated by NEPA. He emphasized that public involvement is not limited to residents but includes elected officials and agency partners. Commissioner Collins urged the team to take special care in communicating with the affected Hispanic neighborhood, ensuring they understand the implications of the project. Mr. Rizzo assured the Board that outreach has been extensive and will continue throughout the PD&E phase.

Commissioner Mayfield acknowledged both the traffic relief potential and the community impact. Speaking as a resident of the east side, she noted that the new connection could improve mobility by reducing reliance on Kanner Highway, especially for local errands and travel. However, she expressed clear reservations about Corridor 1, which would cut through a residential neighborhood. Commissioner Mayfield emphasized that such an alignment would likely transform the character of the area, disrupting the existing fabric of single-family homes. She described this outcome as unattractive and voiced support for exploring alternatives that minimize neighborhood disruption.

Commissioner Heard introduced resident Mr. Lucas Latham who addressed the MPO Board with an appeal opposing the proposed corridor extension, particularly Corridor 1. Representing residents from Seaside Townhomes and neighboring communities along Central Parkway in Stuart, he cited multiple emails submitted by HOA leaders and residents calling for a “no build” alternative. He reminded the Board of its mission to “preserve the environment and enhance quality of life,” questioning whom that promise truly serves. Mr. Latham framed the issue as one of minority rights and environmental justice, warning that Corridor 1 would displace 17 families from Seaside and disproportionately impact low-income ethnic minorities in the Alhambra neighborhood. He contrasted this with the improbability of eminent domain being applied to affluent areas like Jupiter Island or Sailfish Point, highlighting perceived inequities in the planning process. He also criticized the environmental implications of both corridor options, particularly the intrusion into the Poppleton Creek watershed and park. Mr. Latham described the area as one of the last remaining green spaces in Stuart, arguing that the proposed extension would degrade wildlife habitat, ruin scenic vistas, and introduce noise pollution. He challenged FDOT’s claim that the project would not impact the park, citing proximity to key pedestrian bridges and natural features. In closing, Latham urged the Board to question the absence of a “no build” option in FDOT’s presentation, raise concerns about truck traffic and pedestrian safety, and consider the broader consequences of the project. He invited Board members to visit Poppleton Creek Park firsthand to witness what stands to be lost.

E. CR-708/BRIDGE ROAD-HOBE SOUND BRIDGE FEASIBILITY STUDY PRESENTATION

Ms. Beltran introduced the next agenda item, which was the feasibility study for the Hope Sound Bridge replacement along County Road 708. She noted that the project has remained a high priority for the MPO over the past several years, reflecting longstanding concerns about the bridge’s operational reliability and regional connectivity. Mr. Ronald Sanchez, consultant project manager, presented to the Board.

Commissioner Heard expressed strong opposition to the high-level fixed bridge alternative, stating it should be rejected outright due to its significant land impact. She inquired whether Jupiter Island had been consulted. Mr. Sanchez responded that while direct outreach to Jupiter Island had not occurred, input from a local historian was incorporated into the feasibility study. He acknowledged the cultural and environmental significance of the "tunnel of trees" and noted that, despite his background in movable bridge engineering, the high-level fixed bridge would not be a preferred option. He recommended removing it from consideration, citing its excessive land use and lack of practicality.

Commissioner Mayfield asked for clarification on the term “scour.” Mr. Sanchez explained that scour refers to the erosion or removal of ground material by moving water. He likened it to standing on the beach, where waves gradually cause your feet to sink into the sand. This same process can affect bridge foundations. To mitigate scour, engineers design foundations deep enough to remain stable even when surrounding soil is displaced by water flow.

Commissioner Capps noted that engineering evaluations suggest the bridge is structurally sound and asked for further detail. Mr. Sanchez explained that feasibility studies begin by identifying user concerns that justify the cost and complexity of bridge replacement. Feedback indicated operational issues specifically, the bridge failing to close properly for traffic. He focused on mechanical systems, noting that the live load shoes (which help align the bridge leaves when closed) were poorly shimmed. This misalignment caused inconsistent seating, leading to span lock failures and preventing the bridge from safely reopening to traffic. As part of recent rehabilitation, the live load shoes were reset, and span locks adjusted. Mr. Sanchez stated that improved performance is expected, and no further operational failures have been reported by the county or FDOT. He also addressed structural concerns, clarifying that while the bridge span was relocated from another site and may be older than assumed, steel components, if well-maintained and painted can exceed the typical 75-year design life. Commissioner Capps expressed reassurance that operational improvements had been made and raised a procedural question: if the Board opts for a “no build” scenario, would that require removing the project from the current priority list? Ms. Beltran responded that the decision would rest with the Board. Projects can remain on the priority list but be moved down based on changing circumstances.

Ms. Beltran recommended that the MPO Board formally request FDOT and the consultant team to present the bridge project to the Jupiter Island Commission, given the community’s likely impact. Commissioner Capps confirmed this recommendation as a motion, which Ms. Beltran affirmed. Commissioner Ciampi strongly supported the recommendation to engage Jupiter Island, emphasizing that it is the most directly impacted government entity not represented on the MPO.

A motion directing the MPO staff to draft a letter to FDOT requesting that the CR-708/Bridge Road-Hobe Sound Bridge Feasibility Study Presentation be shared with Jupiter Island was made by Commissioner Capps and seconded by Commissioner Ciampi. The motion passed unanimously.

F. SR-710 PROJECTS UPDATE

Geysa Sosa, District Four staff, provided a comprehensive update on the State Road (SR) 710 projects, highlighting recent developments in funding, scheduling, and construction. Coordination with FDOT's central office is ongoing, particularly around the Strategic Intermodal System (SIS) funding. Due to significant cost increases several items were shifted into the second five-year program. However, this reallocation created openings in the earlier timeframe, allowing a portion of SR-710 to be considered for advancement. A decision from central office is expected within the next two weeks, and staff remains hopeful for additional funding allocations. When asked by Ms. Beltran which segment of SR-710 was under consideration Ms. Sosa indicated she would need to consult the project table and would follow up with that detail. Another key item discussed was the traffic signal warrant analysis at SR-710 and Allapatah Road. Current traffic volumes are too low to justify a signal, but alternatives are being explored. One possibility is a realignment with MLK Boulevard, which could meet signal warrants due to its proximity to the railroad. The consultant team is revisiting the analysis to identify viable options, including projections for traffic volumes in fiscal year 2035, when construction is expected to be completed.

Ms. Beltran then inquired about the dedicated right turn lane at SR-710 and Tommy Clements. Kris Kehers from FDOT Operations in Fort Pierce confirmed that construction will begin next week, with completion scheduled for January 2026. He noted that the project faced delays and complications arose due to an FPL pole obstructing the site. The relocation of that pole required a permit from CSX, as the new location fell within CSX right-of-way. Despite these setbacks, the project is now ready to proceed, with a contractor secured and mobilization underway.

During the discussion of potential realignment options for Allapattah Road and Martin Luther King Boulevard, Mayor Dipaolo emphasized the urgency of engaging with local landowners. He noted that significant development plans are underway for the affected properties and that stakeholders had met the previous week to discuss a major project in the area. He stressed that any realignment proposal should be coordinated promptly to avoid conflicts with these plans. Ms. Beltran acknowledged the mayor's concern but clarified that such coordination is not yet within the MPO's purview. She explained that the first step would be for the Village of Indiantown to formally notify the county of its interest through a letter.

9. COMMENTS FROM FDOT - None

10. COMMENTS FROM ADVISORY COMMITTEE MEMBERS – None

11. COMMENTS FROM BOARD MEMBERS – None

NOTES

- Unified Planning Work Program Modification
- Martin County Bicycle and Pedestrian Facilities Map

NEXT MEETING

- Special MPO Policy Board Meeting – October 8, 2025, at 9:00am
- MPO Policy Board Meeting – October 27, 2025, at 9:00am

ADJOURNMENT: 11:01 AM

Approved by:

_____ _____

Sarah Heard, Chair **Date**
Martin County Commissioner

Prepared by:

_____ _____

Susan Ortiz, Administrative Assistant **Date**

Minutes Approved on October 8, 2025

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POLICY BOARD MEETING
AGENDA ITEM SUMMARY

MEETING DATE: October 8, 2025	**DUE DATE:** October 1, 2025	**UPWP#:** 4
WORDING: FINAL DRAFT 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)		
REQUESTED BY: FDOT	**PREPARED BY:** Ricardo Vazquez / Beth Beltran	**DOCUMENT(S) REQUIRING ACTION:** Final Draft 2050 LRTP

BACKGROUND

The LRTP, a federal and state requirement, identifies current and future transportation needs based on population projections and travel demand, with a 25-year planning horizon. It must be updated every five years to ensure a continuous, cooperative, and comprehensive transportation planning process. This Final Draft of the 2050 LRTP reflects more than a year of public meetings, Steering Committee discussions, Advisory Committee recommendations, and MPO Policy Board approvals of key components throughout the planning process.

Key components, which have been reviewed by the MPO Advisory Committees and subsequently approved by the MPO Policy Board, include:

- Public Involvement Plan (PIP) – Approved October 21, 2024
- Goals, Objectives, and Performance Measures – Approved December 16, 2024
- Needs Plan – Approved May 12, 2025
- Cost Feasible Plan – Approved September 15, 2025

The Draft 2050 LRTP has now been developed and is currently under a 30-day review period,

ISSUES

At the October 8, 2025, Special MPO Policy Board meeting, staff from T.Y. Lin will present the Final Draft 2050 LRTP.

RECOMMENDED ACTION

- Approve Final Draft 2050 LRTP
- Approve Final Draft 2050 LRTP with comments.

APPROVAL
MPO

ATTACHMENTS
- Final Draft 2050 LRTP PowerPoint Presentation
- Final Draft 2050 LRTP

MARTIN MPO
Metropolitan Planning Organization

2050 Long Range Transportation Plan

MPO Policy Board Meeting

October 8, 2025

TYLin



MARTIN MOVES 2050

AGENDA

- LRTP Development Process
- *Martin Moves 2050* Cost Feasible Plan
- Scenario Planning
- Next Steps

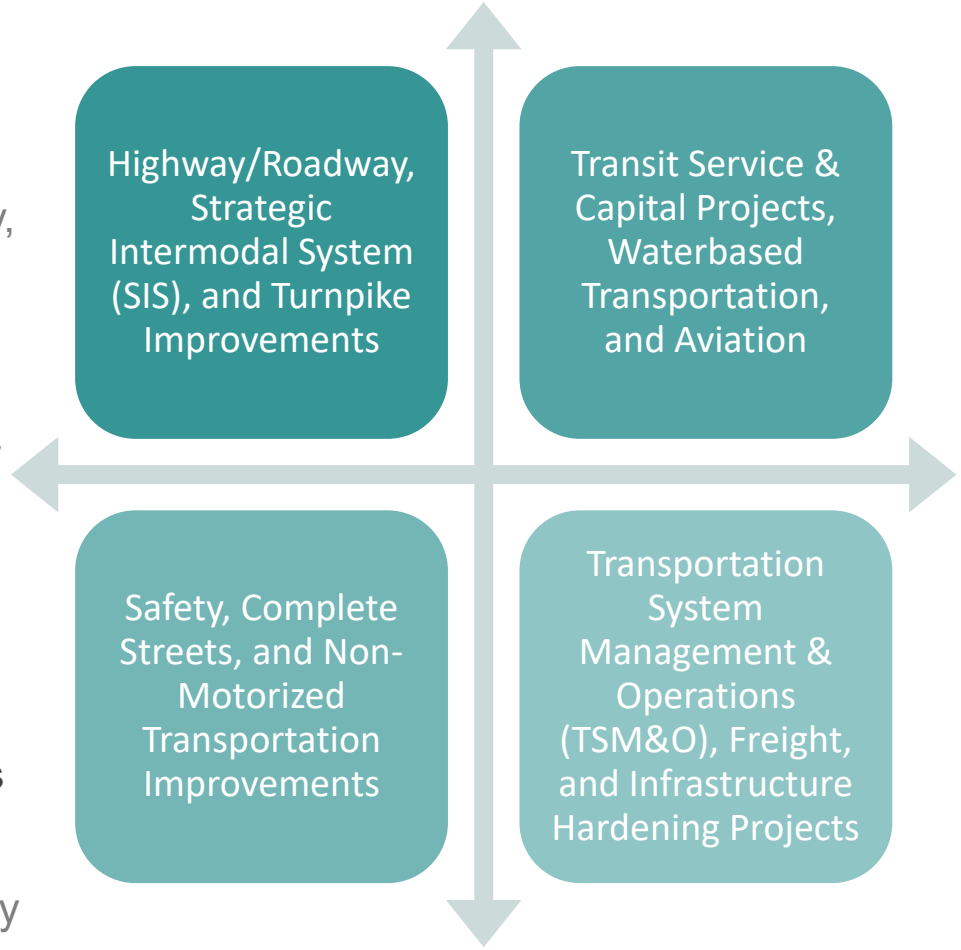
Long Range Transportation Plan (LRTP) Development Process



Martin Moves 2050 Draft Cost Feasible Plan

$746M, Year of Expenditure dollars over 20 years (2031-2050)

- SR-710 Realignment, three PD&E studies, three roadway widening projects, and two new facilities
- SIS improvements: I-95 PD&E Study, I-95 Managed Lanes, interchange modification, grade separation project
- Turnpike Projects: PD&E Study, new direct connect ramps, interchange modification, widening
- Safety improvements: Six (6) corridors, railroad crossings
- Sixteen projects comprising 14 miles of complete streets*
- Waterborne Transportation Feasibility Study



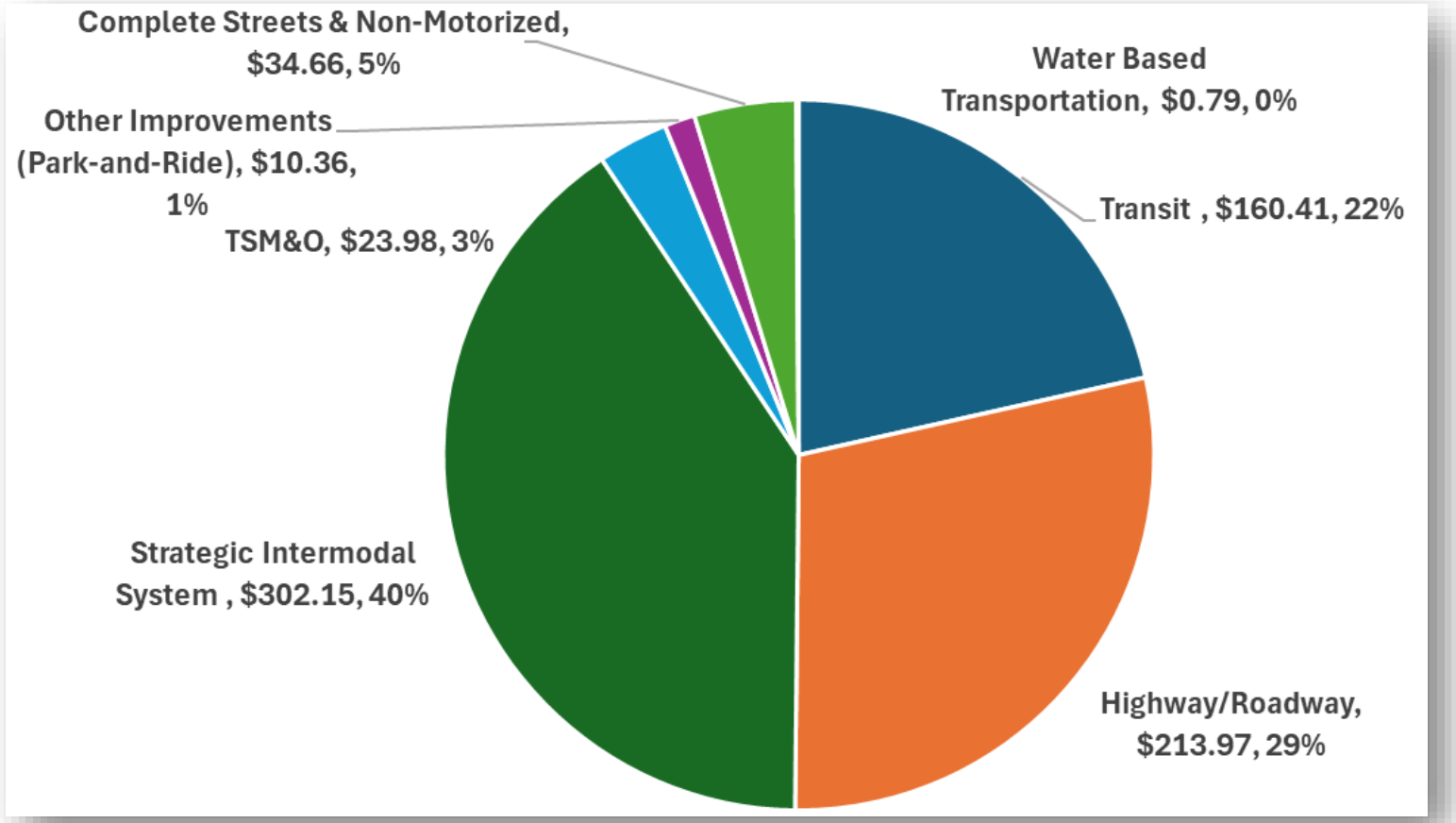
- Existing and expanded fixed route transit service, paratransit, new microtransit service + capital improvements including SOGR
- Forty-nine (49) aviation projects
- Thirteen (13) TSM&O corridors
- Other*: Three park-n-ride facilities, one railroad bridge
- Seven (7) infrastructure hardening projects
- Non-motorized*: 23 miles of sidewalks, 150 miles of bicycle corridors and 590 miles of greenways and trails

*Illustrative projects funded through discretionary districtwide programs.

Martin Moves 2050 Draft Cost Feasible Plan

Cost Feasible Plan (CFP) is a financially constrained plan.

Total cost of all projects over the next 20 years (2031-2050) in the Draft CFP is approximately **$746 million*** (Year of Expenditure)



*Illustrative projects account for $45M in anticipated discretionary funds at districtwide level through TRIP and Non-SIS Transit Discretionary program.

Scenario Planning

Purpose

- Federal *LRTP Expectations Letter*, January 2018
- State recommended “Best LRTP Practice”
- Understand the impact of transportation investment policies and technology disruptions

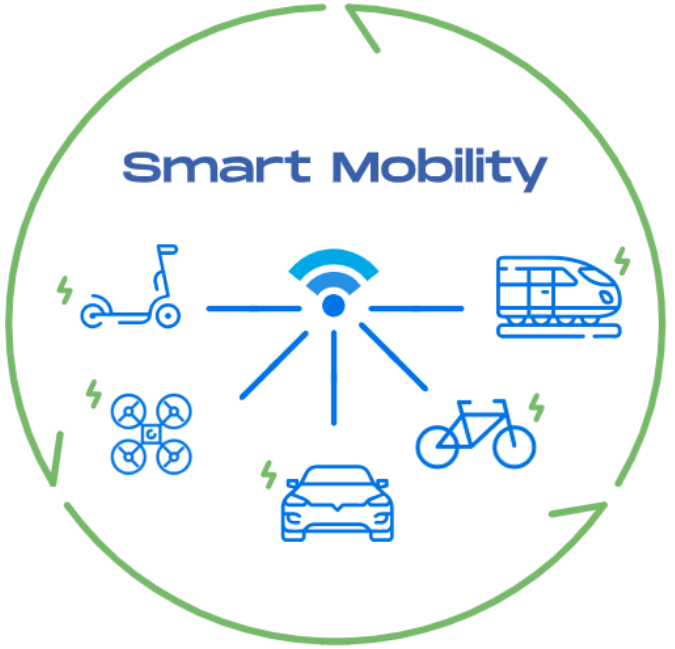


Scenario Planning

Regional Connections



Smart Mobility Futures



- Performance of the scenarios evaluated relative to the baseline 2050 Cost Feasible Plan
- Existing + Committed (E+C) Network with 2050 land use data for reference and context

Scenario Planning

Regional Connections

- Existing transit and highway network

+ 2050 Cost Feasible Plan transit and highway projects

+ Regional Transit Service
  - Tri-Rail Extension (FECR corridor)
  - SR-710/CSX Connector (CSX Railroad Corridor)
  - Turnpike Express Bus Route
  - US-1 Transit Enhancements
  - I-95 Express Bus Route

+ New Turnpike to I-95Direct Connect Ramps



Scenario Planning

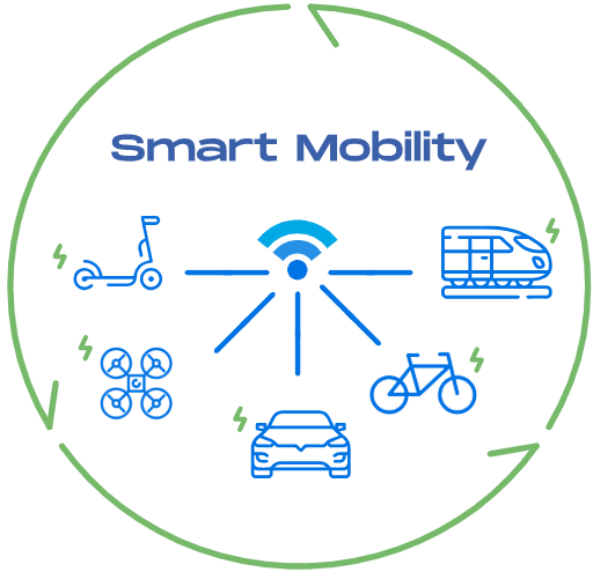
Smart Mobility Futures

- Existing transit and highway network

+ 2050 Cost Feasible Plan transit and highway projects

+ FHWA's Potential Connected Vehicle (CV)/Autonomous Vehicle (AV) scenarios
  - Slow Roll - *Minimal progress beyond current trends; AV/CV remain niche or pilot-level only*
  - Service Growth - *AVs deployed in limited, designated areas*

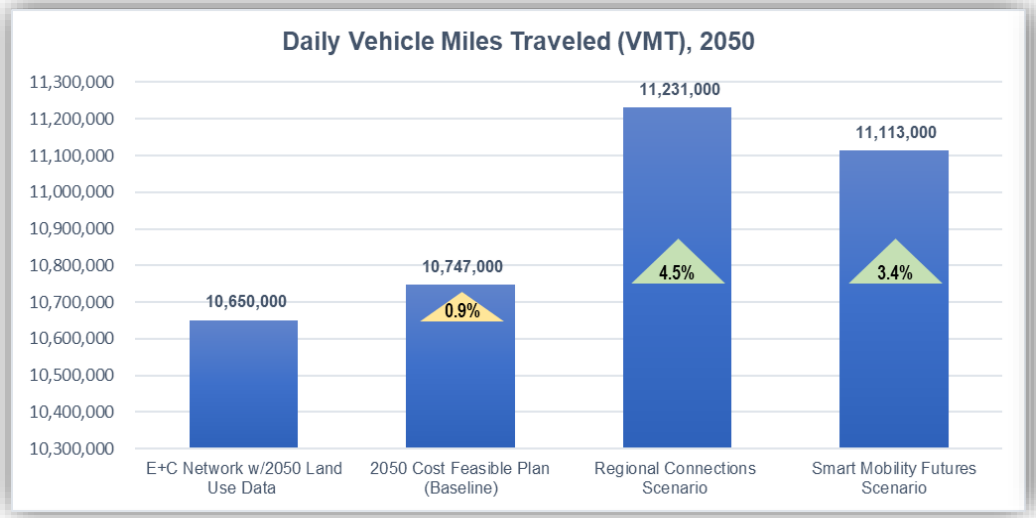
+ Qualitative Assessment
  - Micromobility
  - Microtransit
  - Mobility as a Service (MaaS)

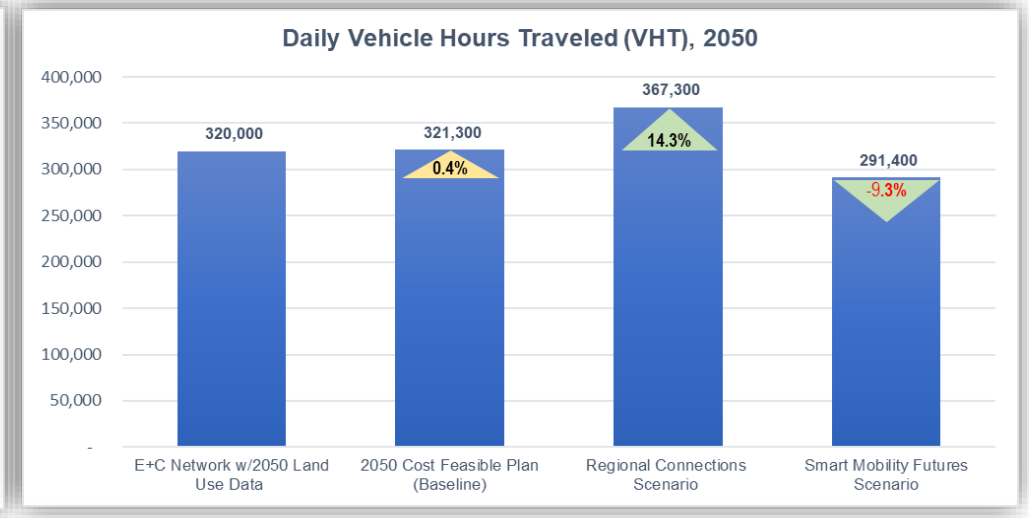


Scenario Planning: Performance Measures

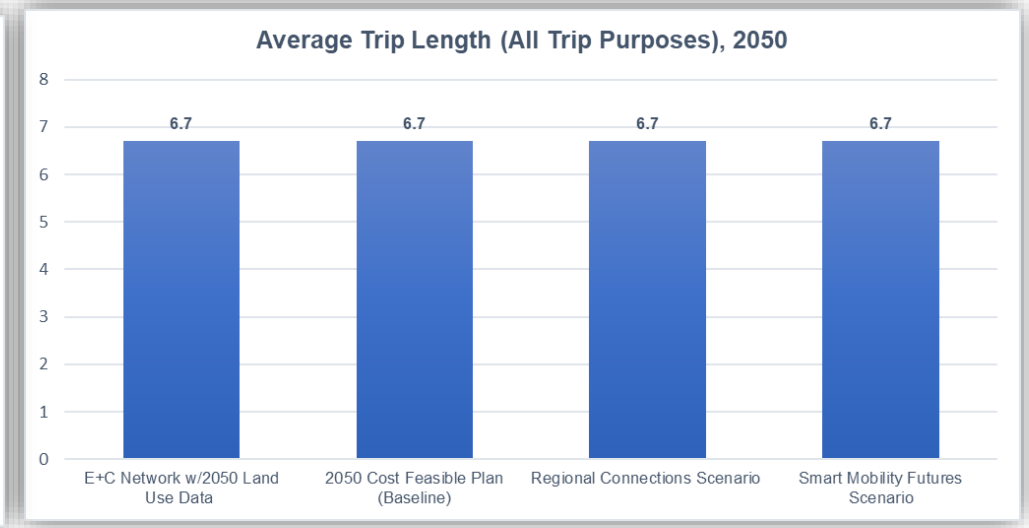
Performance Measures	Source
Vehicle Miles Traveled (VMT)	Treasure Coast Regional Planning Model (TCRPM 6.0)
Vehicle Hours Traveled (VHT)	
Congested Speed	
Transit Ridership	
Trip Length	
Energy Cost	Off-model

Scenario Planning: Comparative Evaluation

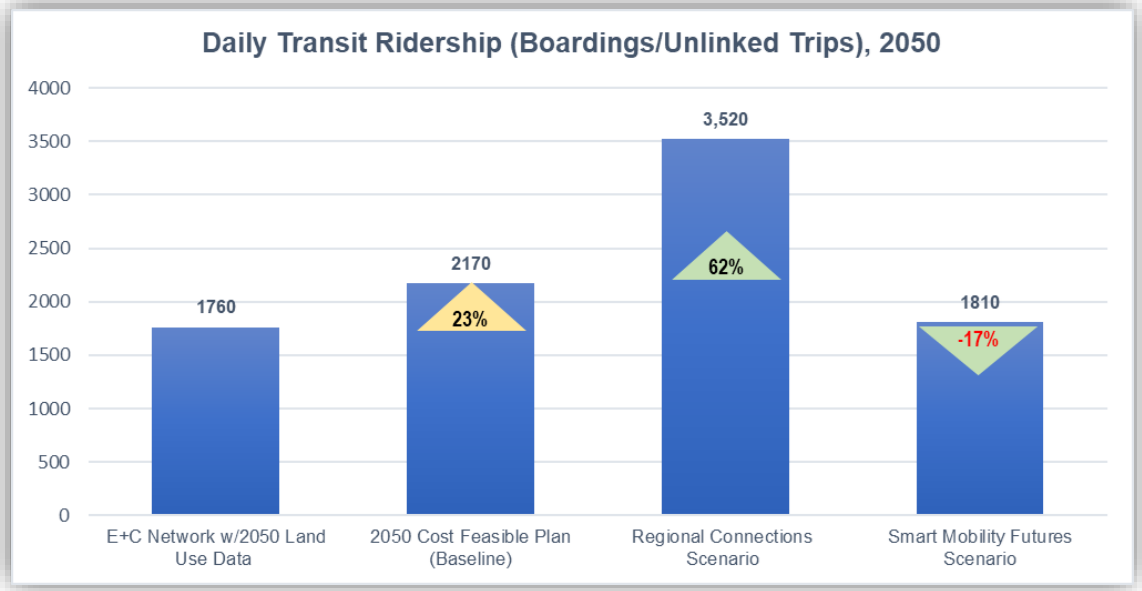


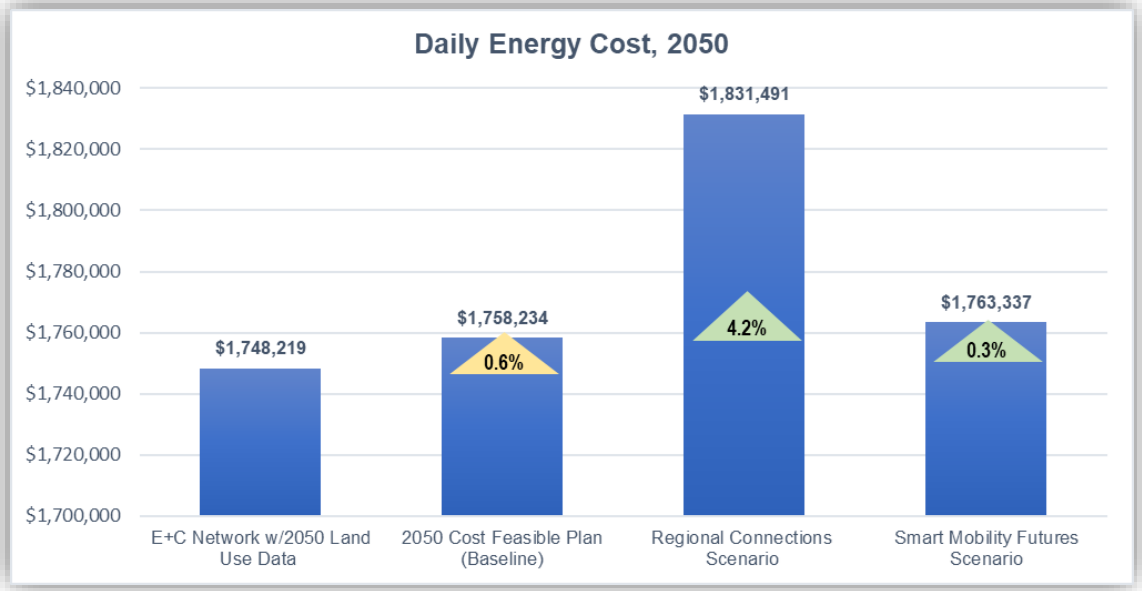




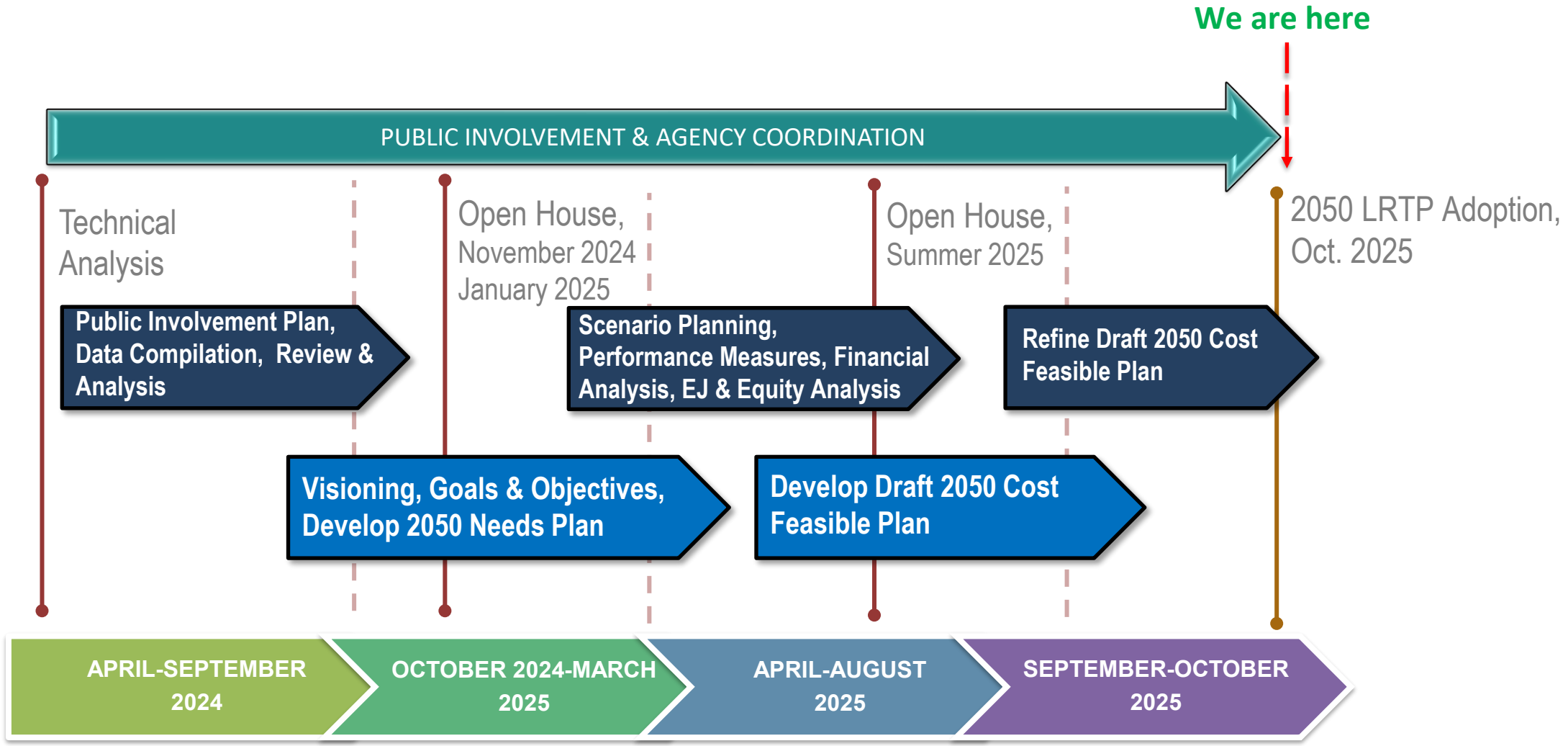


Scenario Planning: Comparative Evaluation





Next Steps


We are here
PUBLIC INVOLVEMENT & AGENCY COORDINATION
Technical Analysis
Open House, November 2024 January 2025
Open House, Summer 2025
2050 LRTP Adoption, Oct. 2025
Public Involvement Plan, Data Compilation, Review & Analysis
Scenario Planning, Performance Measures, Financial Analysis, EJ & Equity Analysis
Refine Draft 2050 Cost Feasible Plan
Visioning, Goals & Objectives, Develop 2050 Needs Plan
Develop Draft 2050 Cost Feasible Plan
APRIL-SEPTEMBER 2024
OCTOBER 2024-MARCH 2025
APRIL-AUGUST 2025
SEPTEMBER-OCTOBER 2025

Thank You

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MARTIN MPO
Metropolitan Planning Organization

Draft Report

MARTIN MOVES

2050 Long Range Transportation Plan (LRTP)

MARTIN MOVES 2050

Draft Report
OCTOBER 2025

2050 Long Range Transportation Plan

MARTIN MOVES 2050

October 2025

Prepared by:

TYLin

Martin MPO Board

The voting members of the MPO Policy Board are elected officials who represent the Martin Metropolitan Planning Area (MPA).
Below is the membership at the time of plan adoption.



Sarah Heard, Chair
Martin County Commissioner



Edward Ciampi, Vice Chair
Martin County Commissioner



Stacy Hetherington
Martin County Commissioner



J. Blake Capps
Martin County Commissioner



Eileen Vargas
Martin County Commissioner



Kaija Mayfield
Town of Sewall's Point Commissioner



Christopher Collins
City of Stuart Commissioner



Sean Reed
City of Stuart Commissioner



Carmine Dipaolo
Indiantown Council Member



Steve Braun, P.E.
FDOT District Four Secretary



Beth Beltran
MPO Administrator

Table of Contents

1.0 INTRODUCTION 1
1.1. Background 1
1.2. Purpose of LRTP 1
1.3. Federal and State Requirements 2
1.4. Report Organization 3
2. PUBLIC INVOLVEMENT 5
2.1. Public Involvement Plan 5
2.2. Public Involvement and Outreach Activities 5
2.2.1. Project Identity 6
2.2.2. Social Media 6
2.2.3. Project Webpage 6
2.2.4. Stakeholder Interviews and Focus Groups 6
2.2.5. Informational Booths 7
2.2.6. Project Video 7
2.2.7. Project Steering Committee (PSC) 8
2.2.8. Martin MPO Governing Board and Advisory Committee Meetings 8
2.2.9. Municipal, Community Redevelopment Agency (CRA), Community Meetings 9
2.2.10. Survey 10
2.2.11. Open Houses 10
2.2.12. Targeted Outreach 11
2.2.13. Media Relations 11
2.2.14. Informational Materials 11
3. GOALS, OBJECTIVES, POLICIES AND PERFORMANCE MEASURES 12
3.1. Vision Statement 12
3.2. Goals and Objectives 12
3.3. Policies 14
3.4. Evaluation Criteria and Performance Measures 15
4. PLANNING CONTEXT 31
4.1. Existing Transportation Network 31
4.1.1. Highways 33

4.1.2. Transit 33
4.1.3. Freight 33
4.1.4. Waterways 34
4.2. Existing Travel Patterns 34
4.2.1. Places of Work for Martin County Working Residents 35
4.2.2. Place of Residence for Martin County Workers 35
4.2.3. Martin County Employment by Industry Sector 36
4.2.4. Means of Transportation to Work 37
4.2.5. Travel Time to Work 38
4.3. Existing and Future Land Use 39
5. NEEDS ASSESSMENT 42
5.1. Data Driven Analysis 42
5.1.1. Treasure Coast Regional Planning Model (TCRPM), Version 6.0 43
5.2. Congested Network Analysis 47
5.3. Relevant Plans and Studies 50
5.4. Agency and Stakeholder Coordination 50
5.5. Public Involvement 51
5.6. 2050 Needs Plan 51
5.6.1. Roadway/Highway 52
5.6.2. Transit 55
5.6.3. Strategic Intermodal System (SIS) 57
5.6.4. Transportation System Management & Operations (TSM&O) 61
5.6.5. "Other" Improvements 63
5.6.6. Freight 65
5.6.7. Safety 67
5.6.8. Complete Streets 69
5.6.9. Non-Motorized Improvements 71
5.6.10. Infrastructure Hardening 74
5.6.11. Waterborne Transportation 76
5.6.12. Aviation 78
6. FINANCIAL RESOURCES 80

6.1. State and Federal Requirements and Guidelines 80
6.1.1. Year of Expenditure Revenues and Project Phases 80
6.1.2. Full Time Span of LRTP (1st Five Years) 81
6.1.3. Stability of Revenue Sources 81
6.2. 2050 Revenue Forecast 82
6.2.1. Methodology and Assumptions 82
6.2.2. State Revenues 82
6.2.3. Local Revenues 83
6.2.3.1. Federal Revenues 83
6.3. Limitations of Analysis 83
6.4. Metropolitan Planning Organization (MPO) Level Revenue Estimates, Martin MPO 84
6.5. Districtwide Level Revenue Estimates, FDOT District Four 86
6.6. Statewide Level Revenue Estimates, FDOT 90
6.7. Local and Federal Revenue Estimates 92
6.7.1. Revenue Forecast Summary Table 97
7. COST FEASIBILE PLAN 100
7.1. Project Prioritization 103
7.1.1. Highway/Roadway (Non-SIS) Project Cost 103
7.1.2. Transit Capital and Operations & Maintenance Cost 104
7.1.3. Strategic Intermodal System (SIS) Project Cost 104
7.1.4. Transportation System Management & Operations (TSM&O) Project Cost 104
7.1.5. "Other" Projects Cost 104
7.1.6. Freight Project Cost 104
7.1.7. Safety Project Cost 105
7.1.8. Complete Street Project Cost 105
7.1.9. Non-Motorized Projects Cost 105
7.1.10. Infrastructure Hardening Project Cost 105
7.1.11. Waterborne Transportation 105
7.1.12. Aviation Project Cost 105
7.2. *Martin Moves 2050 LRTP* Cost Feasible Plan 106
7.2.1. Project Prioritization 106

7.2.2. Highway/Roadway Projects 107
7.2.3. Transit Projects 109
7.2.4. Strategic Intermodal System (SIS) Projects 109
7.2.5. TSM&O Projects 109
7.2.6. "Other" Projects 110
7.2.7. Freight Projects 110
7.2.8. Safety Improvements 110
7.2.9. Complete Streets and Non-Motorized Improvements 111
7.2.10. Infrastructure Hardening Projects 111
7.2.11. Waterborne Transportation Projects 112
7.2.12. Aviation Projects 112
7.3. 2050 Cost Feasible Plan 112
7.3.1. Roadway/Highway 114
7.3.2. Transit 119
7.3.3. Strategic Intermodal System (SIS) 126
7.3.4. Transportation System Management & Operations (TSM&O) 132
7.3.5. "Other" Improvements 135
7.3.6. Freight 138
7.3.7. Safety 143
7.3.8. Complete Streets and Non-Motorized Improvements 146
7.3.9. Infrastructure Hardening 158
7.3.10. Waterborne Transportation 161
7.3.11. Aviation 164
7.4. Agency Coordination and Public Involvement 168
7.4.1. Agency Coordination 168
7.4.2. Public Information Meeting 168
7.4.3. Martin MPO Advisory Committees and Policy Board Meetings 168
7.5. Environmental Mitigation and ETDM 168
7.5.1. Efficient Transportation Decision Making (ETDM) 171
7.5.2. Martin County Comprehensive Growth Management Plan 2025 171
7.5.3. Florida Coast Management Program Guide, 2024 172

7.5.4. Allapattah Flats Management Area Ten-Year General Management Plan 2014-2024 172
7.5.5. Loxahatchee River National Wild and Scenic River Management Plan, 2024 172
7.5.6. Land Management Plan Amendment Savannas Preserve State Park, 2017 172
7.5.7. Martin and St. Lucie Regional Waterways Plan, 2014..... 173
7.5.8. Martin Grade Scenic Corridor Management Plan, 2014 173
7.5.9. Atlantic Ridge Preserve State Park Unit Management Plan 2005 173
7.5.10. The Central and Southern Florida Project Comprehensive Review Study, 2000 174
7.5.11. Comprehensive Everglades Restoration Plan, 2000 174
7.6. System Performance Report 174

List of Figures

Figure 1.3-1 Martin Moves 2050 LRTP Development Process. 2
Figure 2.2.1-1 Martin Moves 2050 Logo 6
Figure 2.2.5-1 Martin MPO Informational Booths 7
Figure 3.1-1 Martin Moves 2050 Vision Statement 12
Figure 4.1-1 Transit Network, Martin County 32
Figure 4.2.1-1 Workplace Counties for Martin County Working Residents 35
Figure 4.2.2-1 Residence Counties for Martin County Workers 36
Figure 4.2.2-1 Martin County Employment by Industry Sector 37
Figure 4.2.3-1 Martin County Workers Means of Transportation to Work 38
Figure 4.2.4-1 Martin County Workers Travel Time to Work 39
Figure 4.3-1 2010 Existing Land Use, Martin County Comprehensive Growth Management Plan 40
Figure 4.3-2 Future Land Use, Martin County 41
Figure 5-1 Martin Moves 2050 Needs Assessment Components. 42
Figure 5.1.1-1 Volume to Capacity Ratio, Year 2050 Land Use with E+C Network 44
Figure 5.2-1 Congested Roadway Network, CMP Update 48
Figure 5.6.1-1 Roadway/Highway Improvements 54
Figure 5.6.2-1 Transit Improvements 56
Figure 5.6.3-1 Strategic Intermodal Systems (SIS) Improvement 59
Figure 5.6.3-2 Turnpike Improvements 60
Figure 5.6.4-1 Transportation System Management & Operations (TSM&O) Improvements 62
Figure 5.6.5-1 “Other” Improvements 64
Figure 5.6.6-1 Freight Improvements 66
Figure 5.6.7-1 Safety Improvements 68
Figure 5.6.8-1 Complete Streets Projects 70
Figure 5.6.9-1 Non-Motorized Improvements 72
Figure 5.6.9-2 Non-Motorized Improvements (Inset) 73
Figure 5.6.10-1 Infrastructure Hardening Improvements 75
Figure 5.6.11-1 Waterborne Transportation 77
Figure 5.6.12-1 Aviation Projects 79
Figure 7-1. 2050 Needs Plan Project Cost Breakdown by Mode (YOE, in millions) 103
Figure 7.3-1. 2050 Cost Feasible Plan Project Cost Breakdown by Mode (YOE, in millions) 114
Figure 7.3.1-1 Roadway/Highway Improvements 117
Figure 7.3.2-1 Transit Improvements 121
Figure 7.3.3-1 Strategic Intermodal System (SIS) Improvements 128
Figure 7.3.3-2 Turnpike Projects 129
Figure 7.3.4-1. Transportation System Management & Operations (TSM&O) Improvements 133
Figure 7.3.5-1 “Other” Improvements 136
Figure 7.3.6-1 Fright Improvements 139
Figure 7.3.7-1 Safety Improvements 144

Figure 7.3.8-1. Complete Streets Projects 148
Figure 7.3.8-2 Non-Motorized Improvements 151
Figure 7.3.8-3 Non-Motorized Improvements (Inset) 152
Figure 7.3.9-1. Infrastructure Hardening Improvements, Illustrative Projects 159
Figure 7.3.10-1. Waterborne Transportation 162
Figure 7.3.11-1. Aviation Projects 165
Figure 7.5-1 Environmental Lands Map 170

List of Tables

Table 2.2.8-1 Table of Martin MPO Governing Board and Advisory Committee Meetings Schedule and Intended Outcomes. 9
Table 2.2.11-1 Table of Open House Meetings Schedule. 10
Table 3.4-1 Martin Moves 2050 Goals, Objectives and Performance Measures 16
Table 3.4-2 Martin Moves 2050 LRTP Goals vs. National and State Goals 26
Table 5.1.1-1 Table of Roadway Segments 45
Table 5.2-1 Table of Congested Roadway Network, CMP Update. 49
Table 6.4-1 Martin MPO - MPO Level Revenue Estimates 85
Table 6.5-1 Districtwide Revenue Estimate for Transportation Alternatives - Set-Aside 87
Table 6.5-2 Districtwide Revenue Estimate for Non-SIS Transit Discretionary 87
Table 6.5-3 Districtwide Revenue Estimate for Transportation Regional Incentive Program (TRIP) 88
Table 6.5-4 Districtwide Revenue Estimate for Highway Safety Improvement Program (HSIP) 88
Table 6.5-5 Districtwide Estimate for Resurfacing, Bridge, and O&M 89
Table 6.6-1 Transit - Florida New Starts Program Estimate 91
Table 6.6-2 Statewide Capacity Program Estimate for Non-SIS/Non-Highway Modes 91
Table 6.7-1 Local and Federal Funds, 2050 Revenue Forecast (in Base Year 2025 Dollars) 93
Table 6.7-2 Growth Rate Assumptions for Local and Federal (FTA) Revenue Estimates 93
Table 6.7-3 Local and Federal Funds, 2050 Revenue Forecast (Base Year, 2025 Dollars) 95
Table 6.7-4 Local and Federal Funds, 2050 Revenue Forecast, in (YOE) Dollars 95
Table 6.7-5 Project Funding Eligibility vis-à-vis Local and Federal Revenue Sources 96
Table 6.7.1-1 2050 Revenue Forecast Summary (in Year of Expenditure (YOE) dollars) 98
Table 7-1 Martin Moves 2050 LRTP Needs Plan Cost Summary 101
Table 7.2.2-1 Roadway/Highway Projects Prioritization 108
Table 7.3-1 Martin Moves 2050 LRTP Cost Feasible Plan Summary 113
Table 7.3.1-1 Roadway/Highway Improvements 118
Table 7.3.2-1 Transit Improvements 122
Table 7.3.3-1 Strategic Intermodal System (SIS) Improvements 130
Table 7.3.4-1 Transportation System Management & Operations (TSM&O) Improvements 134
Table 7.3.5-1 “Other” Improvements 137
Table 7.3.6-1 Freight Improvements 140

Table 7.3.7-1 Safety Improvements 145
Table 7.3.8-1 Complete Streets, Illustrative Projects 149
Table 7.3.8-2 Non-Motorized Improvements 153
Table 7.3.9-1 Infrastructure Hardening Improvements, Illustrative Projects 160
Table 7.3.10-1 Waterborne Transportation 163
Table 7.3.11-1 Aviation Projects 166

List of Appendices

Appendix A *Public Involvement Plan (PIP)*

Appendix B *Public Involvement Summary*

Appendix C 2050 Needs Plan Projects Cost by Mode

Appendix D FDOT *2050 Revenue Forecast Handbook*

Appendix E *Florida FY21 FHWA/FTA Fiscal Constraints White Paper,* June 2021

Appendix F Highway/Roadway Projects Prioritization

Appendix G *System Performance Report*

Appendix H *LRTP Checklist*

Appendix I Public Comments (30-Day Public Review Period)

Appendix J Approval of *Martin Moves 2050 LRTP*

Appendix K FHWA *LRTP Expectations Letter*, 2012 and 2018

List of Acronyms

AASHTO – American Association of State Highway and Transportation Officials

ABM – Activity Based Model

ACS – American Community Survey

ADA – Americans with Disabilities Act

BPAC – Bicycle and Pedestrian Advisory Committee

CAC – Citizens Advisory Committee

CERP – Comprehensive Everglades Restoration Plan

CFP – Cost Feasible Plan

CMP – Congestion Management Process

CRA – Community Redevelopment Act

CSX – CSX Transportation

CTPP – Census Transportation Planning Product

DEP – Department of Environmental Protection

DOR - Department of Revenue

ETDM – Efficient Transportation Decision Making

FAST Act – Fixing America's Surface Transportation Act

FDEP – Florida Department of Environmental Protection

FDOT – Florida Department of Transportation

FEC – Florida East Coast Railway

FHWA – Federal Highway Administration

FMTP – Florida's Freight Mobility and Trade Plan

FTA – Federal Transit Administration

FTAC – Freight Transportation Advisory Committee

FTE – Florida Turnpike Enterprise

FTP – Florida Transportation Plan

FY – Fiscal Year

GOPPMs – Goals, Objectives, Policies, and Performance Measures

HSIP – Highway Safety Improvement Program

ICW, AIW – Intracoastal Waterway / Atlantic Intracoastal Waterway

IIJA – Infrastructure Investment and Jobs Act

LCB-TD – Local Coordinating Board for the Transportation Disadvantaged

LEHD – Longitudinal Employer-Household Dynamics

LODES – Origin-Destination Employment Statistics

LOPP – List of Priority Projects

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 (public access TV channel)

MOT – Means of Transportation

MPO – Metropolitan Planning Organization

MPOAC – Metropolitan Planning Organization Advisory Council

PIP – Public Involvement Program

PM – Performance Measures

PNR – Park and Ride

PPP – Public Participation Plan

PSC – Project Steering Committee

PTI – Planning Time Index

SFWMD – South Florida Water Management District

SHS – State Highway System

SHSP – Strategic Highway Safety Plan

SIS – Strategic Intermodal System

SUN – Shared Use Nonmotorized Trail Program

TAC – Technical Advisory Committee

TCRPM – Treasure Coast Regional Planning Model

TDP – Transit Development Plan

TIP – Transportation Improvement Plan

TM – Travel Model

TNC – Transportation Network Company

TPM – Transportation Performance Management

TSM&O – Transportation Systems and Operations Management

TTI – Travel Time Index

UPWP – Unified Planning Work Program

VMT – Vehicle Miles Traveled

YOE – Year of Expenditure

1.0 INTRODUCTION

1.1. Background

The Martin Metropolitan Planning Organization (MPO) was established in 1993 and is governed by an nine (9) voting member Policy Board that serves the Metropolitan Planning Area with a US Census Bureau 2023 estimated population of 160,464[1]. The MPO Policy Board is comprised of elected officials representing unincorporated Martin County (5), the City of Stuart (2), the Town of Sewall's Point (1), and the Village of Indiantown (1). The MPO Board is supported by several advisory committees that include technical staff as well as citizen representatives that review information and make recommendations to the Board. The MPO has signed interlocal agreements with all member governments, which enable it to operate and partner with other local entities.

The Martin MPO is the organization responsible for the planning and programming of federal and state transportation funds in Martin County. The MPO is the primary forum where local governments and citizens voice concerns, identify priorities, and plan for improvements to all modes of transportation – roadway, public transportation, and bicycle and pedestrian facilities.

The Martin MPO is responsible for executing the following activities using a continuing, cooperative, and comprehensive transportation (3-C) planning process to ensure federal transportation funds are available to support local transportation projects and priorities.

- Long Range Transportation Plan (LRTP): The LRTP must be developed and maintained by an MPO, addressing no less than a 20-year planning horizon.
- Transportation Improvement Program (TIP): The TIP is a four-year program (with a fifth year included for illustrative purposes) that must be updated and approved by an MPO.
- Unified Planning Work Program (UPWP): The UPWP must be developed and adopted by and MPO to identify the budget and planning activities that will be occurring in the metropolitan planning area.
- Public Participation Plan (PPP): A PPP describes how the public and stakeholder communities will be involved in the MPO's transportation planning process.

1.2. Purpose of LRTP

An MPO is designated organization for urbanized areas with populations exceeding 50,000 to meet federal requirements necessary to obtain and expend federal transportation funding. The MPO is required to have a 3-C planning process in place that results in plans consistent with a comprehensive planned development of the urbanized area it represents.

[1] https://data.census.gov/table/ACSDP5Y2023.DP05?q=Martin+County,+Florida

The LRTP is created to establish a vision for all modes of transportation throughout the urbanized area. The plan is updated every five years and helps guide the projects in the 5-year TIP. In Martin County, Martin MPO's 2050 LRTP, or *Martin Moves 2050 LRTP*, includes long- and short-range strategies and actions intended to facilitate an integrated multimodal transportation system for the safe an efficient movement of all people and goods in the future of the county. Once the LRTP is adopted by the Martin MPO Policy Board, the document will be used to update the List of Priority Projects (LOPP) for programming projects within the TIP. Additionally, the LRTP will serve as a living document that may be amended as necessary.

1.3. Federal and State Requirements

The development process for *Martin Moves 2050 LRTP* includes robust planning process, demonstrated in **Figure 1.3-1**. This effort involves significant and consistent public engagement and agency coordination, gathering input from the Martin MPO Advisory Committees, Policy Board and Project Steering Committee.

Figure 1.3-1 Martin Moves 2050 LRTP Development Process.



Alt Text: Flowchart showing six steps in the Martin Moves 2050 LRTP development process, including public involvement and agency coordination throughout. Two public open houses occur during the "Goals, Objectives, & Performance Measures" and "Draft 2050 Cost Feasible Plan" stages.

Developing *Martin Moves 2050 LRTP* is consistent with both federal and state requirements/guidance included in the following documents:

- Infrastructure Investment and Jobs Act (IIJA), November 2021
- Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs, January 10, 2018 (or FHWA 2045 LRTP Expectations Letter, January 2018)

- Florida FY2021 FHWA/FTA Fiscal Constraint White Paper, June 28, 2021
- 2050 Revenue Forecast Handbook, Florida Department of Transportation, June 2023

1.4.Report Organization

The LRTP is organized as detailed below:

Chapter 1: Introduction – provides an overview of the role of the Martin MPO as well as the purpose and federal/state requirements of the long range transportation plan. This chapter also describes the *Martin Moves 2050 LRTP's* organization and identifies the technical memoranda prepared as a part of the planning process that documents the technical analysis and public participation.

Chapter 2: Public Involvement – provides an overview of the Public Involvement Plan (PIP) developed for *Martin Moves 2050 LRTP*, the public engagement and outreach activities conducted during the planning process, and targeted efforts to ensure participation from groups typically less involved in the planning processes.

Chapter 3: Goals, Objectives, and Performance Measures – details the vision statement as well as goals, objectives, and performance measures established to accomplish the community's transportation vision. The chapter likewise lists the project evaluation criteria and corresponding performance measures.

Chapter 4: Planning Context – provides an overview of relevant transportation conditions, trends, land use, and other items that were critical background and planning context to developing *Martin Moves 2050 LRTP*.

Chapter 5: Needs Assessment – details the different components of the needs assessment and identifies projects necessary over the next 25 years to meet established transportation goals.

Chapter 6: Financial Resources – includes the background and context involved in developing revenue estimate as well as provides an overview of associated assumptions and methodology to develop future estimates of funding from local, state, and federal funding sources over the next 25 years.

Chapter 7: Cost Feasible Plan – details the project prioritization and identifies projects by different modes/topics that have are reasonably expected to be funded by local, state, or federal resources in the next 25 years. Likewise, this chapter details key cost feasible plan components such as the environmental mitigation and ETDM and performance report.

The nine technical memoranda listed below provide detailed information on the various public engagement and analyses involved in the LRTP's development.

- Technical Memorandum #1 – Public Involvement Plan
- Technical Memorandum #2 – Data Compilation, Review, and Summary
- Technical Memorandum #3 – Goals, Objectives, Policies, and Performance Measures
- Technical Memorandum #4 – Travel Demand Forecasting
- Technical Memorandum #5 – Congestion Management Process (CMP) Update
- Technical Memorandum #6 – Additional Needs
- Technical Memorandum #7 – Needs Assessment
- Technical Memorandum #8 – Financial Resources
- Technical Memorandum #9 – Cost Feasible Plan

2. PUBLIC INVOLVEMENT

Chapter 2 details public involvement associated with *Martin Moves 2050 LRTP*. This includes an overview of the Public Involvement Plan (PIP) developed as part of the 2050 LRTP. The PIP includes the public engagement and outreach activities conducted during the planning process and outlines specific efforts to involve environmental justice groups and the transportation disadvantaged in the future visioning for the region.

2.1. Public Involvement Plan

The Public Involvement Plan (PIP) serves as a critical tool to facilitate the dissemination of information, gather input from the public, and engage with local governments, agencies, and residents regarding the LRTP. *Martin Moves 2050* aims to identify transportation needs and ensure Martin County can accommodate future growth, provide safe and efficient mobility for all users, and develop a strategic investment plan to enhance all modes of transportation, including roadways, public transportation, shared rides, and bicycle and pedestrian facilities. The LRTP PIP is pivotal to the success of the project, ensuring public participation in each phase of the planning process. It identifies community stakeholders, including those in underserved and low-income communities, transportation-disadvantaged individuals, environmental groups, the business community, tourism officials, and other interested parties. The plan also establishes public involvement goals, outlines public outreach strategies, and identifies metrics to track and measure the effectiveness of various outreach activities. The PIP emphasizes the importance of meaningful public involvement, particularly in the early planning stages.

The PIP was developed and maintained by the Martin MPO to fulfill the requirements of state and federal laws by providing a resource for public involvement and input in the multimodal transportation planning process. It was tailored to the outreach and documentation needs of the 2050 LRTP. Its primary objective is to ensure that the plan accurately reflects the values and needs of the communities it serves. The LRTP PIP used information included in the MPO's overall PPP to ensure consistency. Likewise, all public involvement activities were documented to aid in the development of Martin County's future multimodal transportation network blueprint. **Appendix A** includes the LRTP Public Involvement Plan (PIP), which was approved by the Martin MPO board in October 2024.

2.2. Public Involvement and Outreach Activities

The Martin MPO's Public Participation Plan (PPP) sets forth the standards for public engagement in transportation planning and decision-making processes. It delineates procedures for involving relevant agencies, governments, stakeholders, and the public and identifies transportation enhancements endorsed by the communities they are meant to benefit.

Expanding upon the foundation laid by Martin MPO's PPP, the 2050 LRTP plan outlines a comprehensive approach to community involvement, including:

- Providing timely information to the public
- Ensuring timely public notice of meetings and workshops.
- Ensuring full public access to key decisions
- Supporting early and ongoing involvement of the public in developing transportation and plans and improving programs.

2.2.1. Project Identity

A brand was developed and implemented early in the process to distinguish the 2050 LRTP from past LRTPs and other initiatives. The logo and slogan for this plan is *Martin Moves 2050* and were used on all project materials including the final LRTP.

Figure 2.2.1-1 Martin Moves 2050 Logo



2.2.2.Social Media

Information about the LRTP was shared on Martin MPO's established social media accounts to share information and resources, promote the opportunity for feedback, and provide key project updates.

2.2.3.Project Webpage

A project specific ADA-accessible webpage was developed to distribute information regarding the LRTP and to help receive public feedback. The website highlighted plan features including the project schedule, public meetings, the project video, and the latest information and updates. It utilizes the project identity and branding and is tailored to be easy to navigate for all users. Google Analytics was used to monitor the number of visits and time spent on the site. Stakeholders were encouraged to submit comments and input through the webpage.

2.2.4. Stakeholder Interviews and Focus Groups

Stakeholder interviews and focus groups were held by Martin MPO staff with input and support from the project team. The key stakeholders involved in these one-on-one or small group sessions provided insights to help identify strategic investments in transportation improvements, and included chambers of commerce, local municipalities,

and other stakeholders. These discussions included topics such as freight, travel, tourism, mobility, accessibility needs of the aging population, and enhancing transportation resilience to extreme weather events.

2.2.5.Informational Booths

The Martin MPO team took the opportunity to host a booth at local events to gather a wide variety of feedback and engage with individuals who may not normally participate or attend scheduled MPO activities.

The Martin MPO team hosted a booth at two public events, including the Jammin' Jensen festival at Jensen Beach on February 20, 2025, and at the Citizens Academy and Resource Education Series (CARES) Open House on February 27, 2025.

Figure 2.2.5-1 Martin MPO Informational Booths.



2.2.6.Project Video

The project team produced a concise, impactful video to inform the public about *Martin Moves 2050*. This video provided an overview of *Martin Moves 2050* and encouraged involvement and feedback. Likewise, it explained the importance of providing feedback in the transportation planning process and highlighted opportunities for residents to get involved. The video was featured on the project webpage and distributed via other Martin MPO channels.

2.2.7. Project Steering Committee (PSC)

At the beginning of the planning process for the LRTP, a Project Steering Committee (PSC) was established with staff from the Martin MPO and partner agencies. PSC members included representatives from the following agencies:

- Martin MPO
- Martin County Public Works
- City of Stuart
- Martin County Growth Management Department
- FDOT District Four

The PSC convened at key milestones throughout the LRTP development process, as listed below: September 18, 2024 - Project Kickoff and Public Involvement Plan (PIP); December 9, 2024 - Goals, Objectives, Policies & Performance Measures; May 2, 2025 - Multimodal Needs Assessment and 2050 Needs Plan; August 25, 2025 - 2050 Revenue Forecast and Cost Feasible Plan. The project team ensured that the PSC received all necessary information and materials to provide meaningful input and recommendations. Meetings with the PSC involved discussions on LRTP goals, objectives, and performance measures, presentation of study information and technical analysis results, feedback collection, financial analysis results, and guidance seeking for multimodal improvements. All technical components and public input gathered by the project team were shared with the PSC before being presented to the MPO Advisory Committees and MPO Governing Board.

2.2.8. Martin MPO Governing Board and Advisory Committee Meetings

As shown in **Table 2.2.8-1**, the project team made presentations at major milestones and at regularly scheduled Martin MPO meetings to update groups on the progress of the plan and gather necessary feedback.

Table 2.2.8-1 Table of Martin MPO Governing Board and Advisory Committee Meetings Schedule and Intended Outcomes.

Project Phase	Type Of Meeting	Timeframe	Intended Outcome(S)
Public Involvement Plan (PIP)	TAC, CAC	Oct. 7, 2024	Public involvement plan and Visioning open house announcement
	BPAC	Oct. 7, 2024	
	Governing Board	Oct. 21, 2024	
	FTAC	Nov. 8, 2024	
Goals, Objectives, Policies and Performance Measures (GOPPMs)	TAC, CAC	Dec. 2, 2024	GOPPMs
	BPAC	Dec. 2, 2024	
	Governing Board	Dec. 16, 2024	
2050 Need Plan	LCB-TD	Mar. 3, 2025	Outreach Activities 2050 Needs Assessment and Plan
	PSC	May 2, 2025	
	TAC	May 5, 2025	
	CAC, BPAC	May 7, 2025	
	Governing Board	May 12, 2025	
	FTAC	June 5, 2025	
Draft 2050 Cost Feasible Plan (CFP)	TAC, CAC	Sept. 3, 2025	Project prioritization Project costs Draft 2050 CFP
	BPAC	Sept. 8, 2025	
	Governing Board	Sept. 15, 2025	
Final 2050 Cost Feasible Plan (CFP)	TAC, CAC, BPAC	Oct. 1, 2025	Recommended short- and long-term improvements Financial analysis Funding plan
	Governing Board	Oct. 8, 2025	

2.2.9. Municipal, Community Redevelopment Agency (CRA), Community Meetings

The Martin MPO engages in active participation with the Martin/Stuart Chamber of Commerce, providing updates on Martin MPO plans, programs, and funding issues. Historically, the Martin MPO Administrator attends the monthly transportation committee meetings of the Stuart/Martin Chamber of Commerce. Additionally, Chamber of Commerce directors and staff are included on the Martin MPO mailing list and receive information regarding open houses, meetings, and surveys.

2.2.10. Survey

The Martin MPO routinely uses surveys to collect feedback from the public regarding plans, programs, and to assess the effectiveness of outreach methods. A survey was conducted to support *Martin Moves 2050* with several questions related to transportation issues and solutions. Surveys were administered via multiple channels of communication, including open houses, the project webpage, business cards, and public events such as Martin CARES, Jammin Jensen, and other bicycle/pedestrian safety campaigns. Surveys were also conducted in Spanish to ensure participation from non-English speaking residents.

2.2.11. Open Houses

The project team organized four visioning public open houses at various ADA-compliant venues across Martin County. These meetings were held at different locations to encourage a broader audience and gather input from throughout the County. The team collaborated with local groups to enhance outreach efforts, publicizing events on the project webpage, MPO social media channels, and other avenues. The team presented the LRTP, the planning process, and the 2050 Cost Feasible Plan, as well as encouraged participation, discussion, and feedback.

Table 2.2.11-1 Table of Open House Meetings Schedule.

Meeting	Location	Date
Open House Visioning Session #1	City of Stuart Commission Chambers 121 SW Flager Avenue Stuart, FL 34994	November 19, 2024 4:30 PM – 6:30 PM
Open House Visioning Session #2	Peter & Julie Cummings Library, Donahue Community Room 2551 SW Matheson Avenue Palm City, FL, 34990	January 16, 2025 4:30 PM – 6:30 PM
Open House Visioning Session #3	Elisabeth Lahti Library 15200 E. Thelma Waters Avenue Indiantown, FL 34956	February 18, 2025 4:30 PM – 6:30 PM
Open House Visioning Session #4	Hobe Sound Civic Center 8980 SE Olympus Street Hobe Sound, FL, 33455	February 24, 2025 4:30 PM – 6:30 PM
Open House Draft Cost Feasible Plan #5	City of Stuart Commission Chambers 121 SW Flager Avenue Stuart, FL 34994	August 26, 2025 4:30 PM – 6:30 PM

2.2.12. Targeted Outreach

The Martin MPO conducted and/or participated in the following targeted outreach events to share information regarding Martin Moves 2050 and gather input from various interest groups: Jensen Beach Chamber of Commerce, Dec 12, 2024; FDOT/LRTP Survey at Stuart Walmart, Dec 10, 2025; 2050 LRTP Tabling Event, Martin County Administrative Center, Feb 11, 2024; Martin CARES, Jan 16, 2025 & Feb 27, 2026; Jammin Jensen, Feb 20, 2025

2.2.13. Media Relations

The project team disseminated press releases and information about public open houses to established media contacts. This included sharing key messages, talking points, and proactive communication about *Martin Moves 2050* to promote the project and share opportunities to participate with a broader audience. The Martin MPO also leveraged Martin County's public access television channel to broadcast project information, gather input, and promote open house events.

2.2.14. Informational Materials

Throughout the project, informational materials were distributed to aid in the sharing of information about *Martin Moves 2050.* These materials, which included flyers and business cards were available both in printed format and on the project webpage for convenient access. Copies of the materials were also provided to key stakeholders, local agencies, and community groups.

3. GOALS, OBJECTIVES, POLICIES AND PERFORMANCE MEASURES

The contents of Chapter 3 include a vision statement, goals and objectives, as well as policies and performance measures that will be used to help the County meet its transportation goals. Additionally, it lists project evaluation criteria, corresponding performance measures and summary notes for scoring. This chapter will also address the MPO's goals, objectives and performance measures in relation to the Florida Transportation Plan (FTP) Next 50 Years, and national goals identified initially in Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) Act and continued through Infrastructure Investment and Jobs Act (IIJA), November 2021.

As detailed in **Chapter 2: PUBLIC INVOLVEMENT**, a robust public participation process was used to develop and refine the vision statement, goals, objectives, and performance measures for *Martin Moves 2050*. The Martin MPO solicited input and feedback from the public, Project Steering Committee (PSC), the MPO Advisory Committees and Policy Board as well as the Florida Department of Transportation (FDOT), District Four. Input from stakeholders and the community was used to refine the vision statement, goals, objectives and performance measures.

3.1.Vision Statement

The Martin MPO developed the following vision statement for the community's input and consideration to create a multimodal transportation system in the County. The statement was refined based on feedback received through public involvement and outreach activities, stakeholder interviews, agency coordination and technical analyses.

Figure 3.1-1 Martin Moves 2050 Vision Statement

"Establish a framework to create and maintain a safe, connected and resilient multimodal transportation system that provides mobility and accessibility options for Martin County's residents and visitors in a sustainable, healthy and equitable manner."

Alt Text: Rectangular shape containing the Martin Moves 2050 LRTP Vision Statement.

3.2. Goals and Objectives

The goals and objectives provide a transparent and comprehensive framework at the outset of the *Martin Moves 2050* process to guide transportation investments. The following six goals and 31 objectives focus on outcomes that help accomplish the community's vision for a safe and balanced multimodal transportation network in the County in a sustainable, healthy, and equitable manner.

Goal #1: Infrastructure Maintenance and Congestion Management

An efficient multimodal transportation system that supports economic growth and enhances the quality of life.

Objectives:

(2 Physical)

- Prioritize improvements that maintain existing roadways and bridges.
- Prioritize improvements that support major freight corridors.

(6 Operational)

- Support transportation improvements that enhance the quality of life.
- Prioritize improvements that maintain or improve acceptable travel performance.
- Prioritize improvements that reduce traffic congestion.
- Support the implementation of strategies to reduce vehicle miles of travel per person.
- Support the implementation of strategies to improve access to employment and recreational centers.
- Support the implementation of strategies to encourage the use of public transit.

(2 Financial)

- Prioritize funding of congestion management and Transportation System Management and Operations (TSM&O) projects and programs.
- Prioritize funding of multimodal transportation projects in existing travel corridors using context sensitive solutions.

Goal #2: Safety

A safe multimodal transportation system that meets the needs of all users.

Objectives:

- Prioritize improvements that support hurricane evacuation corridors and shelters.
- Prioritize improvements and programs that reduce the potential for crashes with fatal and incapacitating injuries for all modes and users.
- Support the implementation of strategies that reduce the potential for crashes involving public transit vehicles and facilities.
- Support the implementation of strategies that enhance the safety of motorists, cyclists, and pedestrians.

Goal #3: Environmental Sustainability

Preserve natural environment, improve resiliency against extreme weather events and promote healthy communities.

Objectives:

- Minimize adverse impacts to the natural environment.
- Prioritize improvements that harden the infrastructure and/or improve resiliency against extreme weather events and Sea Level Rise (SLR).
- Prioritize improvements that provide non-motorized access to employment and recreational centers.
- Support the implementation of strategies that reduce on-road mobile source emissions.
- Support the implementation of strategies that increase sidewalk coverage along roadways classified as suburban and urban.
- Support the implementation of strategies that increase bicycle facility coverage throughout the planning area.
- Support the implementation of strategies that increase the miles of shared used paths to support the trail network.

Goal #4: Equity

Advance racial equity and support for underserved and disadvantaged communities.

Objectives:

- Minimize adverse impacts to the minority and/or low income populations.
- Support the implementation of strategies to improve access to employment and recreational centers for underserved communities and areas having concentrations of transportation disadvantaged and/or elderly populations.

Goal #5: Innovation

A transportation system with an ability to harness changes in the future.

Objectives:

- Identify and support projects that provide synergy or flexibility in accommodating emerging modes and transportation technologies.

Goal #6: Project Streamlining and Delivery

A transportation system that reflects the community's needs and desires.

Objectives:

- Advance projects that the community supports.
- Prioritize projects that can be accelerated through project development process.
- Support projects that are strategically important for Martin County.

3.3.Policies

The Martin MPO Governing Board sets the policy for guiding transportation investments with input from multiple advisory committees consisting of subject matter experts, state

officials, and residents of Martin County. The Martin MPO's core products, such as the LRTP, Transportation Improvement Program, Unified Planning Work Program, Public Participation Plan, and Title VI and other Nondiscrimination Policy and Plan serve as formal policy guidance documents.

The MPO's policies and procedures are consistent with federal and state transportation law requirements. More specifically, the MPO supports FDOT's targets as they relate to implementation of Transportation Performance Management (TPM), and it has incorporated the ten federal planning factors (economic vitality, safety, security, accessibility, environment, connectivity, efficient management, preservation, resilience, and travel and tourism) into its planning processes. Further, as discussed in **Section 3.4**, the 2050 LRTP's goals and objectives are consistent with national and state goals, and incorporate FHWA, FTA, and FDOT Planning Emphasis Areas (PEAs), December 2021, such as Emerging Mobility, Resiliency, Equity, and Safety.

3.4. Evaluation Criteria and Performance Measures

The Infrastructure Investment and Jobs Act (IIJA), November 2021, continued the provisions of Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act for state Department of Transportations (DOTs) and MPOs to implement Transportation Performance Management (TPM), a strategic approach to making investment and policy decisions to achieve performance goals. In consideration of the six primary transportation goals described in **Section 3.2**, twenty-seven (27) objectives were developed. As illustrated in **Table 3.4-1**, this led to the development of thirty-one (31) evaluation criteria and fifty-seven (57) performance measures to assess transportation projects and system performance. This process will also assist with the Congestion Management Process (CMP) Update and scenario planning exercise. Out of fifty-seven (57) performance measures, seventeen (17) performance measures are required to evaluate progress made toward the seven national goal areas, which is consistent with federal transportation law requirements while the remaining 40 performance measures incorporate factors and criteria that are important to the local community.

Table 3.4-1 Martin Moves 2050 Goals, Objectives and Performance Measures

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
Goal #1 Infrastructure Maintenance and Congestion Management	An efficient multimodal transportation system that supports economic growth and enhances the quality of life.	Prioritize improvements that maintain existing roadways and bridges.	Pavement condition	Percent of Interstate pavements in good condition. *(Higher is better)*	FDOT	System Performance Report	X
				Percent of Interstate pavements in poor condition. *(Lower is better)*	FDOT	System Performance Report	X
				Percent of non-Interstate NHS pavements in good condition. *(Higher is better)*	FDOT	System Performance Report	X
				Percent of non-Interstate NHS pavements in poor condition. *(Lower is better)*	FDOT	System Performance Report	X
			NHS bridge condition	Percent of NHS bridges (by deck area) in good condition (Higher is better)	FDOT	System Performance Report	X
				Percent of NHS bridges (by deck area) in poor condition. *(Lower is better)*	FDOT	System Performance Report	X
		Prioritize improvements that maintain or improve acceptable travel performance.	Level of service	Vehicle miles of travel operating at or better than adopted level of service standard. *(Higher is better)*	Martin County LOS Report, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
		Support the implementation of strategies to improve access to employment and recreational centers.	Job access	Percent of jobs within 30-minute auto travel time for average household. *(Higher is better)*	TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Percent of jobs within 30-minute in-vehicle travel time (transit) for average household. *(Higher is better)*	TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Percent of jobs within a quarter mile of transit stops. *(Higher is better)*	Marty, SE data, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Percent of population within a quarter mile of transit stops. *(Higher is better)*	Marty, SE data, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
			Access to recreational amenities.	Number of recreational facilities served by public transportation. *(Higher is better)*	Marty, Martin County	Rate Projects	

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
		Support the implementation of strategies to encourage the use of public transit.	Transit supply, demand, and cost	Changes in frequency or headway. *(Lower is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
Goal #1 Infrastructure Maintenance and Congestion Management	An efficient multimodal transportation system that supports economic growth and enhances the quality of life.	Support the implementation of strategies to encourage the use of public transit. Prioritize improvements that reduce traffic congestion.	Transit supply, demand, and cost	Changes in geographic coverage. *(Higher is better)*	Bus routes, GIS	Rate Projects; Evaluate Scenarios; CMP Update	
				Change in revenue hours of service relative to base year. *(Higher is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
				Change in revenue miles of service. *(Higher is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
			System reliability	Ridership *(Higher is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
				Riders per revenue hour. *(Higher is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Total annualized capital cost and O&M cost per rider. *(Lower is better)*	Marty, TCRPM 6.0	Rate Projects; Evaluate Scenarios	
				Investment in pedestrian and bicycle facilities around transit stops. *(Higher is better)*	Martin County, Municipalities	Rate Projects	
				Mean distance between major mechanical failures by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). *(Higher is better)*	Marty	System Performance Report	X
			Transit asset management (revenue vehicles and non-revenue/service automobile, trucks, and other rubber tire vehicles	Age - percent of vehicles within a particular asset class (bus and cutaway bus that have met or exceeded their Useful Like Benchmark (ULB). *(Lower is better)*	Marty	System Performance Report	X

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
			Transit asset management (revenue vehicles and non-revenue/service automobile, trucks, and other rubber tire vehicles Delay	Age - percent of vehicles within a particular asset class that have met or exceeded their Useful Like Benchmark (ULB). *(Lower is better)*	Marty	System Performance Report	X
				Vehicle hours of delay per capita compared to base year conditions. *(Lower is better)*	TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
		Prioritize improvements that reduce traffic congestion.	Travel time reliability	Travel time reliability index on congested corridors on non-NHS facilities. *(Lower is better)*	Regional Integrated Transportation Information System (RITIS)	Rate Projects, CMP Update	
		Prioritize improvements that reduce traffic congestion. Prioritize improvements that support major freight corridors.	Travel time reliability Vehicle miles traveled	Percent of person-miles traveled on the Interstate that are reliable. *(Higher is better)*	Available from FDOT	Rate Projects; System Performance Report; CMP Update	X
Goal #1 Infrastructure Maintenance and Congestion Management	An efficient multimodal transportation system that supports economic growth and enhances the quality of life.	Prioritize improvements that reduce traffic congestion. Prioritize improvements that support major freight corridors. Support the implementation of strategies to reduce vehicle miles of travel per person.	Travel time reliability Vehicle miles traveled Travel demand management	Percent of person-miles traveled on the non-Interstate NHS that are reliable. *(Higher is better)*	Available from FDOT	Rate Projects; System Performance Report; CMP Update	X
				Truck Travel Time Reliability (TTTR) index (Interstate). *(Lower is better)*	Available from FDOT	Rate Projects; System Performance Report; CMP Update	X
				Vehicle miles of travel per capita. *(Lower is better)*	TCRPM 6.0	Rate Projects; Evaluate Scenarios; CMP Update	
		Support the implementation of strategies to reduce vehicle miles of travel per person.		High occupant vehicle (HOV) person trips. *(Higher is better)*	TCRPM 5.0	Rate Projects; Evaluate Scenarios; CMP Update	

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
		Prioritize funding of congestion management and Transportation System Management and Operations (TSM&O) projects and programs.					
		Support the implementation of strategies to reduce vehicle miles of travel per person.	Funding	Dollars of funding to plan, design, and implement congestion management projects and programs. *(Higher is better)*	Revenue Forecast, FDOT and Martin MPO	Rate Projects, CMP Update	
		Prioritize funding of congestion management and Transportation System Management and Operations (TSM&O) projects and programs. Prioritize funding of multimodal transportation projects in existing travel corridors using context sensitive solutions.	Funding Quality of life	Percent of major roadways with appropriate bicycle, pedestrian, and transit facilities. *(Higher is better)*	GIS, Martin MPO and FDOT	Rate Projects; Evaluate Scenarios; CMP Update	
		Support transportation improvements that enhance the quality of life.	Funding Quality of life Quality of life Hurricane Evacuation	Transportation projects that are located in Community Redevelopment Areas (CRAs). *(Higher is better)*	Martin County, Cities, Village of Indiantown	Rate Projects	
		Support transportation improvements that enhance the quality of life. Prioritize improvements that support hurricane evacuation corridors and shelters.		Transportation projects that provide access to medical facilities. (*Higher is better*)	Martin County, Cities, Village of Indiantown	Rate Projects	
		Support transportation improvements that	Quality of life Hurricane Evacuation	Centerline miles of roadway on evacuation routes operating at or belter than the adopted level of service. *(Higher is better)*	Martin County LOS Report,	Rate Projects	

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
		enhance the quality of life. Prioritize improvements that support hurricane evacuation corridors and shelters. Prioritize improvements and programs that reduce the potential for crashes with fatal and incapacitating injuries for all modes and users.	Fatal and serious injury crashes		GIS,TCRPM 6.0		
				Number of fatalities *(Lower is better)*	Crash Analysis Reporting System, Signal Four Analytics, Crash Modification Factors (CMFs) to evaluate project safety	Rate Projects; Evaluate Scenarios; System Performance Report; CMP Update	X
Goal #2 **Safety**	A safe multimodal transportation system that meets the needs of all the users.	Prioritize improvements and programs that reduce the potential for crashes with fatal and incapacitating injuries for all modes and users. Support the implementation of strategies that reduce the potential for crashes involving public transit vehicles and facilities.	Fatal and serious injury crashes Bicycle and pedestrian crashes	Rate of fatalities per 100 million vehicle miles traveled (VMT). *(Lower is better)*	Crash Analysis Reporting System, Signal Four Analytics, Crash Modification Factors (CMFs) to evaluate project safety Marty	Rate Projects; Evaluate Scenarios; System Performance Report; CMP Update System Performance Report	X
		Prioritize improvements and programs that reduce the potential for crashes with fatal and incapacitating injuries for all modes and users. Support the implementation of strategies that reduce the potential for crashes involving public transit vehicles and facilities.	Fatal and serious injury crashes Bicycle and pedestrian crashes Safety risk	Number of serious injuries. *(Lower is better)*	Crash Analysis Reporting System, Signal Four Analytics, Crash Modification Factors (CMFs) to evaluate project safety	Rate Projects; Evaluate Scenarios; System Performance Report; CMP Update System Performance Report	X
				Rate of serious injuries per 100 million vehicle miles traveled (VMT). *(Lower is better)*			X
				Number of non-motorized fatalities and serious injuries. *(Lower is better)*			X
				Total number of reportable fatalities and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). *(Lower is better)*			X

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
		Support the implementation of strategies that enhance the safety of motorists, cyclists, and pedestrians.			Marty Marty	System Performance Report	
		Support the implementation of strategies that enhance the safety of motorists, cyclists, and pedestrians. Minimize adverse impacts to the natural environment.	Safety risk Environmentally sensitive lands	Total number of reportable injuries and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)			X
		Support the implementation of strategies that enhance the safety of motorists, cyclists, and pedestrians. Minimize adverse impacts to the natural environment. Support the implementation of strategies that reduce on-road mobile source emissions.	Safety risk Environmentally sensitive lands Air pollution and greenhouse gas emissions	Total number of reportable safety events and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)	Marty	System Performance Report	X
				Acres of impacted environmentally sensitive lands, such as, wetlands or significant wildlife habitat or conservation lands. *(Lower is better)*	GIS, Florida Geographic Data Library (FGDL) and Martin County	Rate Projects	
				Change in pollutants (tonnage) including carbon dioxide/greenhouse gas. *(Lower is better)*	TCRPM 5.0, FTA	Rate Projects; Evaluate Scenarios	
Goal #3 Environmental Sustainability	Preserve natural environment, improve resiliency against extreme weather events and promote healthy communities.	Support the implementation of strategies that increase sidewalk coverage along roadways classified as suburban and urban.	Pedestrian facilities	Miles of pedestrian facilities on the major roadway system in areas with high population density. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios; CMP Update	
		Support the implementation of strategies that increase bicycle facility coverage	Bicycle infrastructure	Miles of bicycle facilities on the major roadway system. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios; CMP Update	

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
		throughout the planning area.					
		Prioritize improvements that harden the infrastructure and/or improve resiliency against extreme weather events and Sea Level Rise (SLR).	Extreme weather resiliency	Transportation improvement projects located in areas prone to inundation due to storm surge, king tides and other extreme weather events including SLR. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios	
		Support the implementation of strategies that increase the miles of shared used paths to support the trail network.	Shared use path	Miles of shared use facility. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios; CMP Update	
		Prioritize improvements that provide non-motorized access to employment and recreational centers.	Bicycle and pedestrian facilities	Percent of major roadways with bicycle and pedestrian facilities that provide access to employment centers and recreational facilities. *(Higher is better)*	Martin County	Rate Projects; Evaluate Scenarios; CMP Update	
		Minimize adverse impacts to the minority and/or low-income populations.	Environmental justice	Investment in transportation improvement projects in environmental justice areas compared to the rest of the county. *(Higher is better)*	Martin MPO, FDOT	Rate Projects; Evaluate Scenarios	
		Support the implementation of strategies improve access to employment and recreational centers for underserved communities and areas having concentrations of transportation disadvantaged and/or elderly population.	Racial equity and underserved communities	Investment in non-motorized and public transportation projects in disadvantaged areas identified by the Justice40 initiative. *(Higher is better)*	US Census, Martin MPO	Rate Projects; Evaluate Scenarios; CMP Update	
Goal #4 Equity	Advance racial equity and support for underserved and disadvantaged communities.	Support the implementation of strategies improve access to employment and recreational centers	Disadvantaged population group	Emerging mobility projects located in areas with higher concentration of people in 65+ years age cohort.	US Census, Martin MPO	Rate Projects; Evaluate Scenarios; CMP Update	

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
		for underserved communities and areas having concentrations of transportation disadvantaged and/or elderly population. Identify and support projects that provide synergy or flexibility in accommodating emerging modes and transportation technologies.					
		Support the implementation of strategies improve access to employment and recreational centers for underserved communities and areas having concentrations of transportation disadvantaged and/or elderly population. Identify and support projects that provide synergy or flexibility in accommodating emerging modes and transportation technologies. Advance projects that the community supports.	Emerging modes (ACES, Micromobility, Microtransit, MaaS, MoD)	Funding for projects that have ITS components to advance ACES and other emerging modes. *(Higher is better)*	Martin MPO, FDOT	Rate Projects; Evaluate Scenarios; CMP Update	
			Community support	Level of support for improvements in the community. *(Higher is better)*	Martin MPO, FDOT	Rate Projects	
Goal #5 Innovation	A transportation system with an ability to harness changes in the future.	Prioritize projects that can be accelerated through project development process.	Community support High impact transportation projects	Right of way availability and/or cost. *(Lower is better)*	Martin County, FDOT	Rate Projects	
Goal #6	A transportation system that reflects the	Support projects that are strategically important for Martin County.	Community support	Funding allocation for strategic transportation improvement projects. *(Higher is better)*	Martin MPO	Rate Projects; Evaluate Scenarios	

Goal	Goal Statement	Objectives	Evaluation Criteria	Performance Measure	Data Source (s)	Potential Application(s)*	Meets FHWA PM Rules & FTA Transit Rules
Project Streamlining and Delivery	community's needs and desires.		High impact transportation projects				

Notes:

§ Performance measures for evaluating alternative planning scenarios and preparing a System Performance Report will be applied at system level or countywide.
§ To rate and prioritize transportation improvements, candidate projects will be evaluated using project level performance measures based on future year data/metrics.
§ Data from previous years or recent past will be used to develop performance measures for CMP Update and System Performance Report.
§ All of the performance measures may not need to be operationalized for project prioritization.
§ Appropriate performances measures will be applied across various modes.
§ Some of the performance measures will be qualitative while others quantitative.
§ Performance Measures (PMs) included in the System Performance Report to be tracked per federal transportation law requirements.

As demonstrated in **Table 3.4-2**, *Martin Moves 2050* goals, objectives and performance measures are consistent with the FTP Next 50 Years goals as well as IIJA's national goals. *Martin Moves 2050 LRTP* goals and objectives are also consistent with the comprehensive plans of Martin County and its municipalities.

Table 3.4-2 Martin Moves 2050 LRTP Goals vs. National and State Goals

***Martin Moves 2050 LRTP* Goals/Objectives**	**Infrastructure Investment and Jobs Act (IIJA) National Goals**							**2060 Florida Transportation Plan State Goals**							**Performance Measure**
	Safety	**Infrastructure Condition**	**Congestion Reduction**	**System Reliability**	**Freight Movement and Economic Vitality**	**Environmental Sustainability**	**Reduced Project Delivery Delays**	**Safety and Security**	**Agile, Resilient, and Quality Infrastructure**	**Efficient and Reliable Mobility for People and Freight**	**More Transportation Choices for People and Freight**	**Economic Competitiveness**	**Quality Places to Live, Learn, Work, and Play**	**Environment & Energy**	
Goal #1. Infrastructure Maintenance and Congestion Management : An efficient multimodal transportation system that supports economic growth and enhances the quality of life.															
Prioritize improvements that maintain existing roadways and bridges.	X	X						X	X						Percent of Interstate pavements in good condition. *(Higher is better)*
															Percent of Interstate pavements in poor condition. *(Lower is better)*
															Percent of non-Interstate NHS pavements in good condition. *(Higher is better)*
															Percent of non-Interstate NHS pavements in poor condition. *(Lower is better)*
															Percent of NHS bridges (by deck area) in good condition. *(Higher is better)*
															Percent of NHS bridges (by deck area) in poor condition. *(Lower is better)*
Prioritize improvements that maintain or improve acceptable travel performance.				X	X					X		X			Vehicle miles of travel operating at or better than adopted level of service standard. *(Higher is better)*
Support the implementation of strategies to improve access to employment and recreational centers.					X							X	X		Percent of jobs within 30-minute auto travel time for average household. *(Higher is better)*
															Percent of jobs within 30-minute in-vehicle travel time (transit) for average household. *(Higher is better)*
			X		X							X			Percent of jobs within a quarter mile of transit stops. *(Higher is better)*
															Percent of population within a quarter mile of transit stops. *(Higher is better)*
						X					X		X		Number of recreational facilities served by public transportation. *(Higher is better)*

Martin Moves 2050 LRTP Goals/Objectives	Infrastructure Investment and Jobs Act (IIJA) National Goals							2060 Florida Transportation Plan State Goals							Performance Measure
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Safety and Security	Agile, Resilient, and Quality Infrastructure	Efficient and Reliable Mobility for People and Freight	More Transportation Choices for People and Freight	Economic Competitiveness	Quality Places to Live, Learn, Work, and Play	Environment & Energy	
Support the implementation of strategies to encourage the use of public transit.			X		X					X	X	X			Changes in frequency or headway. *(Lower is better)*
															Changes in geographic coverage. *(Higher is better)*
															Change in revenue hours of service. (Higher is better)
															Change in revenue hours of service relative to base year. *(Higher is better)*
															Riders per revenue hour. *(Higher is better)*
															Total annualized capital cost and O&M cost per rider. *(Lower is better)*
															Investment in pedestrian and bicycle facilities around transit stops. *(Higher is better)*
				X						X					Mean distance between major mechanical failures by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). *(Higher is better)*
		X		X					X	X					Age - percent of vehicles within a particular asset class (bus and cutaway bus that have met or exceeded their Useful Like Benchmark (ULB). *(Lower is better)*
															Age - percent of vehicles within a particular asset class that have met or exceeded their Useful Like Benchmark (ULB). *(Lower is better)*
Goal #1. Infrastructure Maintenance and Congestion Management: An efficient multimodal transportation system that supports economic growth and enhances the quality of life.															
Prioritize improvements that reduce traffic congestion.			X	X	X					X		X			Vehicle hours of delay per capita compared to base year conditions. *(Lower is better)*
															Travel time reliability index on congested corridors on non-NHS facilities. *(Lower is better)*
															Percent of person-miles traveled on the Interstate that are reliable. *(Higher is better)*

Martin Moves 2050 LRTP Goals/Objectives	Infrastructure Investment and Jobs Act (IIJA) National Goals							2060 Florida Transportation Plan State Goals							Performance Measure
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Safety and Security	Agile, Resilient, and Quality Infrastructure	Efficient and Reliable Mobility for People and Freight	More Transportation Choices for People and Freight	Economic Competitiveness	Quality Places to Live, Learn, Work, and Play	Environment & Energy	
															Percent of person-miles traveled on the non-Interstate NHS that are reliable. *(Higher is better)*
Prioritize improvements that support major freight corridors.					X						X	X			Truck Travel Time Reliability (TTTR) index (Interstate). *(Lower is better)*
Implement strategies to reduce vehicle miles of travel per person.			X	X		X				X				X	Vehicle miles of travel per capita. *(Lower is better)*
															High occupant vehicle (HOV) person trips. *(Higher is better)*
Prioritize funding of congestion management and Transportation System Management and Operations (TSM&O) projects and programs.			X							X				X	Dollars of funding to plan, design, and implement congestion management projects and programs. *(Higher is better)*
Prioritize funding of multimodal transportation projects in existing travel corridors using context sensitive solutions.		X							X						Percent of major roadways with appropriate bicycle, pedestrian, and transit facilities. *(Higher is better)*
Support transportation improvements that enhance the quality of life.					X	X						X	X		Transportation projects that are located in Indiantown or other community redevelopment areas. *(Higher is better)*
															Transportation projects that provide access to medical facilities. *(Higher is better)*
Goal #2. Safety: A safe multimodal transportation system that meets the needs of all the users.															
Prioritize improvements that support hurricane evacuation corridors and shelters.	X			X				X	X		X				Centerline miles of roadway on evacuation routes operating at or belter than the adopted level of service. *(Higher is better)*
Prioritize improvements and programs that reduce the potential for crashes with fatal and incapacitating injuries for all modes and users.	X							X			X				Number of fatalities *(Lower is better)*
															Rate of fatalities per 100 million vehicle miles traveled (VMT). *(Lower is better)*
															Number of serious injuries. *(Lower is better)*
															Rate of serious injuries per 100 million vehicle miles traveled (VMT). *(Lower is better)*

Martin Moves 2050 LRTP Goals/Objectives	Infrastructure Investment and Jobs Act (IIJA) National Goals							2060 Florida Transportation Plan State Goals							Performance Measure
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Safety and Security	Agile, Resilient, and Quality Infrastructure	Efficient and Reliable Mobility for People and Freight	More Transportation Choices for People and Freight	Economic Competitiveness	Quality Places to Live, Learn, Work, and Play	Environment & Energy	
Support the implementation of strategies that reduce the potential for crashes involving public transit vehicles and facilities.	X							X			X				Number of non-motorized fatalities and serious injuries. *(Lower is better)*
Support the implementation of strategies that enhance the safety of motorists, cyclists, and pedestrians.	X							X			X				Total number of reportable fatalities and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)
															Total number of reportable injuries and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)
															Total number of reportable safety events and rate per total vehicle revenue miles by mode (Fixed Route Bus, Commuter Bus, ADA Paratransit). (Lower is better)
Goal #3. Environmental Sustainability: Preserve natural environment, improve resiliency against extreme weather events and promote healthy communities.															
Minimize adverse impacts to the natural environment.						X	X						X	X	Acres of impacted environmentally sensitive lands, such as, wetlands or significant wildlife habitat or conservation lands. *(Lower is better)*
Support the implementation of strategies that reduce on-road mobile source emissions.						X							X	X	Change in pollutants (tonnage) including carbon dioxide/greenhouse gas. *(Lower is better)*
Support the implementation of strategies that increase sidewalk coverage along roadways classified as suburban and urban.	X					X		X			X		X	X	Miles of pedestrian facilities on the major roadway system in areas with high population density. *(Higher is better)*
Support the implementation of strategies that increase bicycle facility coverage throughout the planning area.	X					X		X			X		X	X	Miles of bicycle facilities on the major roadway system. *(Higher is better)*
Prioritize improvements that harden the infrastructure and/or improve resiliency against extreme weather events and Sea Level Rise (SLR).	X	X		X	X	X		X	X	X		X	X	X	Transportation improvement projects located in areas prone to inundation due to storm surge, king tides and other extreme weather events including SLR. *(Higher is better)*

Martin Moves 2050 LRTP Goals/Objectives	Infrastructure Investment and Jobs Act (IIJA) National Goals							2060 Florida Transportation Plan State Goals							Performance Measure
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Safety and Security	Agile, Resilient, and Quality Infrastructure	Efficient and Reliable Mobility for People and Freight	More Transportation Choices for People and Freight	Economic Competitiveness	Quality Places to Live, Learn, Work, and Play	Environment & Energy	
Support the implementation of strategies that increase the miles of shared used paths to support the trail network.	X					X		X			X		X	X	Miles of shared use facility. *(Higher is better)*
Prioritize improvements that provide non-motorized access to employment and recreational centers.						X							X	X	Percent of major roadways with bicycle and pedestrian facilities that provide access to employment centers and recreational facilities. *(Higher is better)*
Goal #4. Equity: Advance racial equity and support for underserved and disadvantaged communities.															
Minimize adverse impacts to the minority and/or low-income populations.					X	X						X	X		Investment in transportation improvement projects in environmental justice areas compared to the rest of the county. *(Higher is better)*
Support the implementation of strategies improve access to employment and recreational centers for underserved communities and areas having concentrations of transportation disadvantaged and/or elderly population.			X			X							X		Investment in non-motorized and public transportation projects in disadvantaged areas identified by the Justice40 initiative. *(Higher is better)*
			X		X					X			X		Emerging mobility projects located in areas with higher concentration of people in 65+ years age cohort. *(Higher is better)*
Goal #5. Innovation: A transportation system with an ability to harness changes in the future.															
Identify and support projects that provide synergy or flexibility in accommodating emerging modes and transportation technologies.				X	X	X			X		X	X	X	X	Funding for projects that have ITS components to advance ACES and other emerging modes. *(Higher is better)*
Goal #6. Project Streamlining and Delivery: A transportation system that reflects the community's needs and desires.															
Advance projects that the community supports.					X		X				X		X		Level of support for improvements in the community. *(Higher is better)*
Prioritize projects that can be accelerated through project development process.							X					X	X	X	Right of way availability and/or cost. *(Lower is better)*
Support project that are strategically important for Martin County.					X	X	X		X		X		X		Funding allocation for strategic transportation improvement projects. *(Higher is better)*

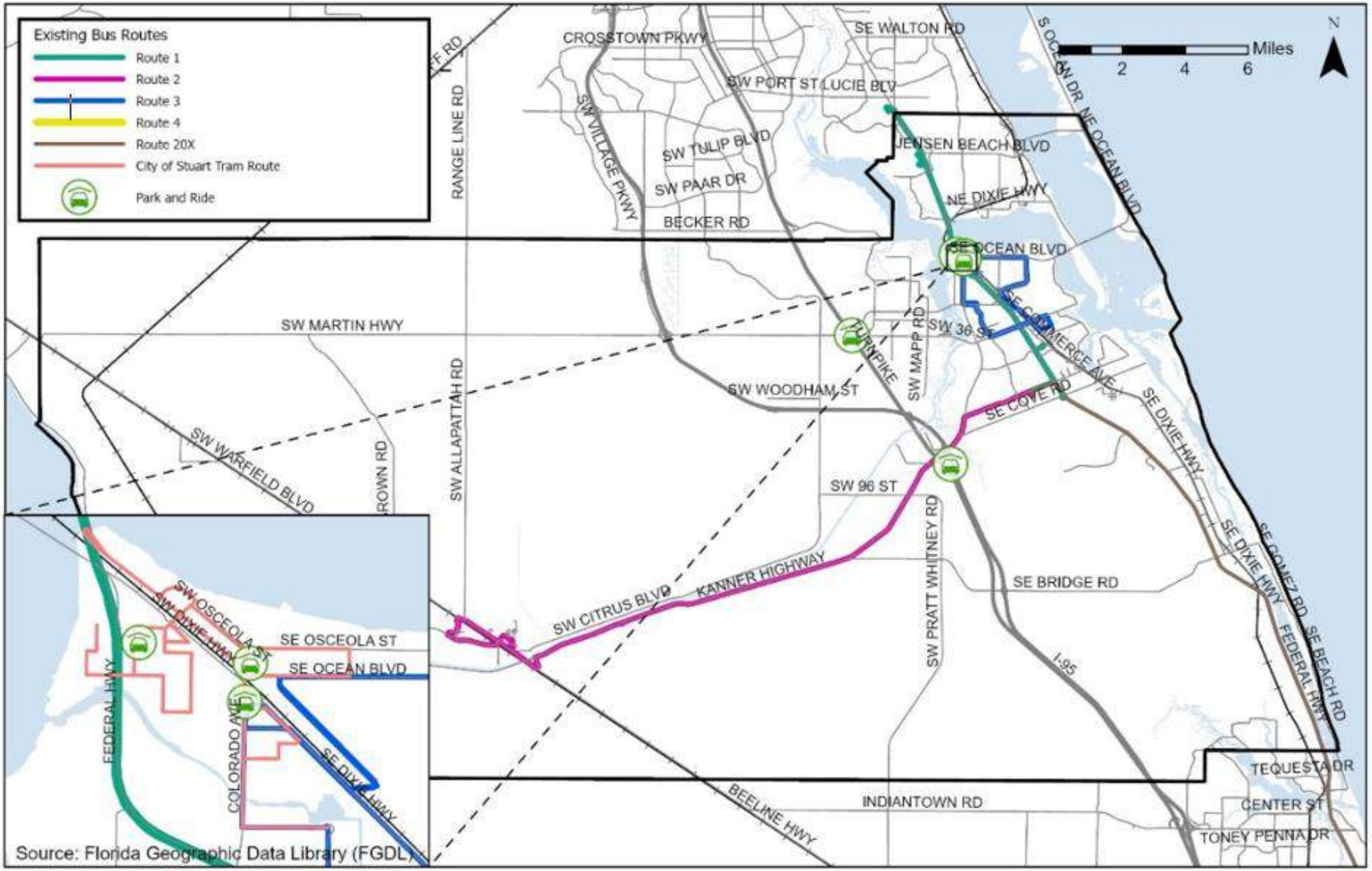
4. PLANNING CONTEXT

Chapter 4 provides a review of relevant transportation conditions, land use, and other items that informed the development of the Martin Moves 2050 LRTP. Reviewing this information was critical to the development of the development of Martin Moves 2050 LRTP, by providing background, planning context, and ensuring the continuity of local and regional transportation improvement projects identified by the Martin MPO and its partner agencies.

4.1. Existing Transportation Network

Martin County is located in South Florida and is bordered on the north by St. Lucie County, on the south by Palm Beach County, on the west by Okeechobee County, and on the east by the Atlantic Ocean. Very little of the county is incorporated as there are only five municipalities. Among these incorporated municipalities is the largest city, City of Stuart, which has over 18,000 residents and is in the northeastern quadrant of the county. The other municipalities include Town of Sewall's Point, Town of Ocean Breeze, Village of Indiantown, and Town of Jupiter Island. The most populated place within the county is unincorporated Palm City, with a population of over 25,000 according to 2022 American Community Survey (ACS) estimates.

Figure 4.1-1 presents a physical representation of the county and the existing transit network.



MARTIN MPO Metropolitan Planning Organization

TYLin

Transit Network

Martin County

MARTIN MOVES 2045

Figure 4.1-1

4.1.1.Highways

Regionally significant transportation corridors in Martin County including designated Strategic Intermodal System (SIS) facilities are I-95, Florida's Turnpike, State Road 710 and US 98. Other roadway facilities that carry local traffic include major and minor arterials such as, State Road 76/Kanner Highway, US 1/Federal Highway, County Road A1A/Dixie Highway, State Road 714 /Martin Highway, Martin Downs Boulevard, County Road 76A/Citrus Boulevard/SW Newfield Parkway, County Road 711/Pratt Whitney Road, County Road 708/Bridge Road, County Road 722/Salerno Road, Cove Road, and Willoughby Boulevard.

4.1.2.Transit

Martin County Public Transit (MCPT) system, Marty, operates five routes. These routes include the following four fixed-routes and one express route for commuters:

- Route 1, an intercounty route serving US 1 from the Port St. Lucie Walmart to Cove Road and providing connections to the Treasure Coast Connector in St. Lucie County. Service operates on weekdays (Monday- Friday) from 6:00 am to 8:00 pm at 35-minutes headways.
- Route 2, a deviated fixed route with a line haul segment between Stuart and Indiantown and becomes a fixed route loop in Indiantown. Service operates on weekdays (Monday- Friday) from 6:00 am to 7:35 pm. Headways within Indiantown are 35-minutes and 160-minutes from Indiantown to Robert Morgade Library.
- Route 3, primarily serving Stuart. Service operates on weekdays (Monday- Friday) from 6:00 am to 8:00 pm at 40-minutes headway.
- Route 4, serving South Stuart and Hobe Sound. Service operates on weekdays (Monday- Friday) from 7:00 am to 5:55 pm at 60-minutes headway.
- Route 20x, an express route providing service from Stuart to Palm Beach County and providing connections to Palm Tran at Palm Beach Gardens Mall and the Veterans Administration Medical Center (VAMC) in Palm Beach County. Service operates on weekdays (Monday- Friday) from 6:30 am to 7:25 pm. Headway varies from 35- to 95-minutes.

ADA service is offered within a ¾-mile buffer of Marty's fixed-routes for individuals with disabilities. Other transit agencies with connecting opportunities to Marty routes include Palm Beach County's Palm Tran routes and St. Lucie's ART routes as well as City of Stuart's downtown Tram route, which operates as a wave down service and stops at key locations within the downtown area.

4.1.3.Freight

In Martin County, I-95 is included in the Primary Highway Network System (PHNS), which is a critical component of the freight transportation network. In addition, the County's designated SIS facilities that include Florida's Turnpike, State Road 710 and US 98 as

well as Atlantic Intracoastal Waterway (AIW) are part of the regionally significant freight network. While Martin County has not designated any local roadways as truck routes, all the major and minor arterials are included in the regionally significant freight network. Witham Field, located approximately one mile southeast of Stuart, does not have commercial or air cargo services but plays a significant role in the general aviation needs of the region. Key freight railroads that traverse Martin County include Florida East Coast Railway (FEC) and CSX Transportation (CSX).

4.1.4.Waterways

Martin County has an extensive network of waterways. The Intracoastal Waterway (ICW), also known as the AIW, spans roughly 44 miles through Martin and St. Lucie counties and provides connections to both the St. Lucie Inlets and Fort Pierce. The St. Lucie River, including its north and south forks, provides connections to the ICW, water access inland, and a connection to Lake Okeechobee via the St. Lucie Canal (C-44). Additionally, Martin County has a series of smaller creeks, canals, and tributaries, that provide additional waterway connections for residents, business owners, visitors, and marine life. Waterways in Martin County are primarily used for recreational purposes by the marine industry and limited cargo service comprised of barge traffic to specific industrial hubs (power plants).

4.2. Existing Travel Patterns

This section describes the travel characteristics of Martin County. The focus is on work trips made by workers that live in Martin County as work trips make up more than 15% of the total daily traffic and are the single most important contributing factor to traffic congestion during peak hours. The analysis is based on the most current available five-year American Community Survey (ACS)/Census Transportation Planning Product (CTPP) data, which is the 2012-2016 dataset[2]. CTPP is a data program sponsored by AASHTO with funding contributions from all state DOTs and some MPOs. The CTPP uses ACS samples for data tabulation and the dataset includes the following three parts:

- Part 1: Residence-based tabulations summarizing worker and household characteristics
- Part 2: Workplace-based tabulations summarizing worker characteristics
- Part 3: Worker flows between home and work, including travel mode

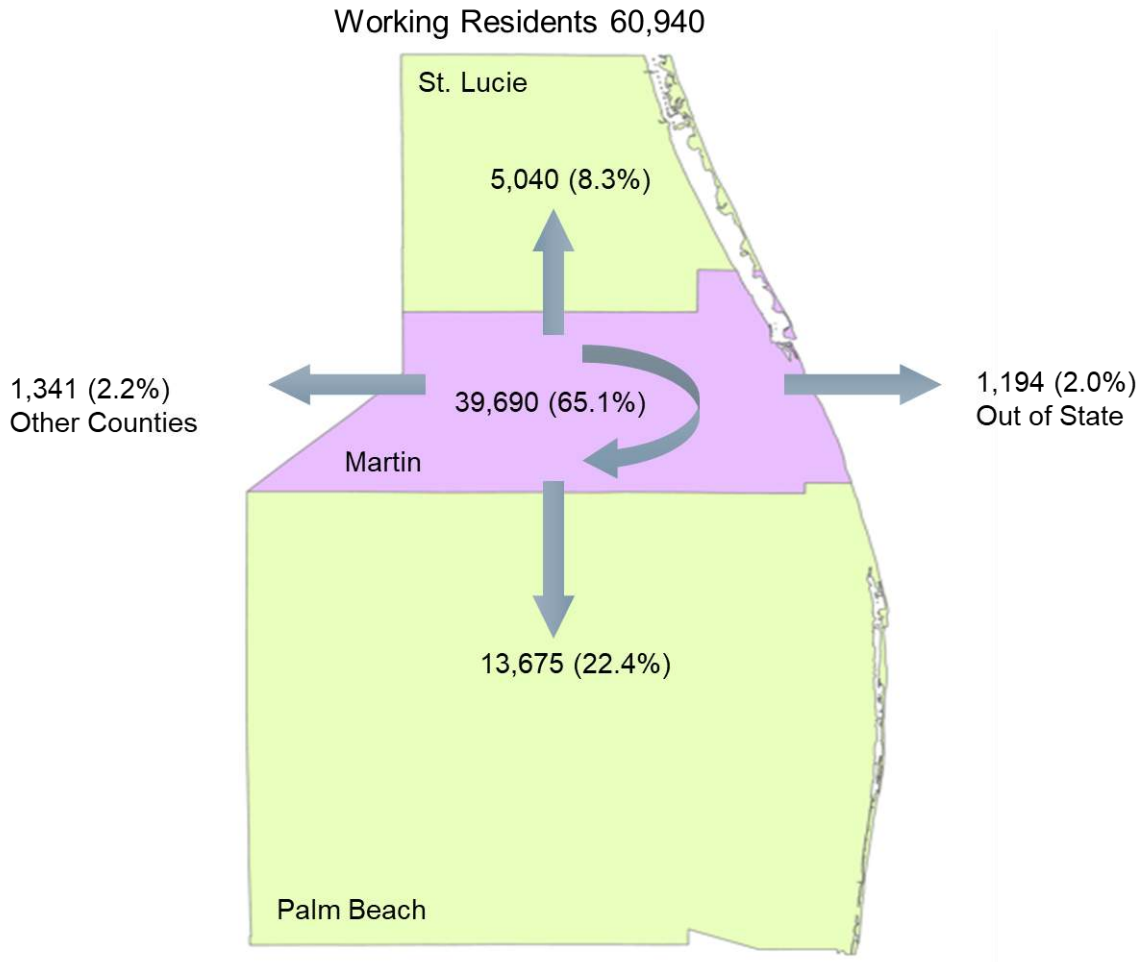
The ACS/CTPP dataset provides the most current and most comprehensive information on socio-economic and commute characteristics at various geographic levels.

[2] The CTPP data has been recently renamed to AASHTO Census Transportation Solutions (ACTS). According to AASHTO, a more recent ACTS dataset from 2017 to 2021 will be released in late 2024. For this report, the terms CTPP and ACTS will be used interchangeably, and the report will be updated when the new dataset is released.

4.2.1.Places of Work for Martin County Working Residents

Figure 4.2.1-1 illustrates the counties and places where residents of Martin County worked. Between 2012 and 2016, there were a total of 60,940 workers residing in Martin County. Close to two-thirds (65.1%) of the resident workers (39,690) in Martin County were employed within the County. Palm Beach County was the most popular workplace outside Martin County, employing 13,675, or 22.4% of the County's workforce. This was followed by the neighboring St. Lucie County where 5,040, or 8.3% of the Martin County resident workers traveled to work. There were 1,341 workers (2.2%) who traveled to work in other counties in Florida, while a small percentage of people (2.0%, or 1,194) worked outside the State.

Figure 4.2.1-1 Workplace Counties for Martin County Working Residents

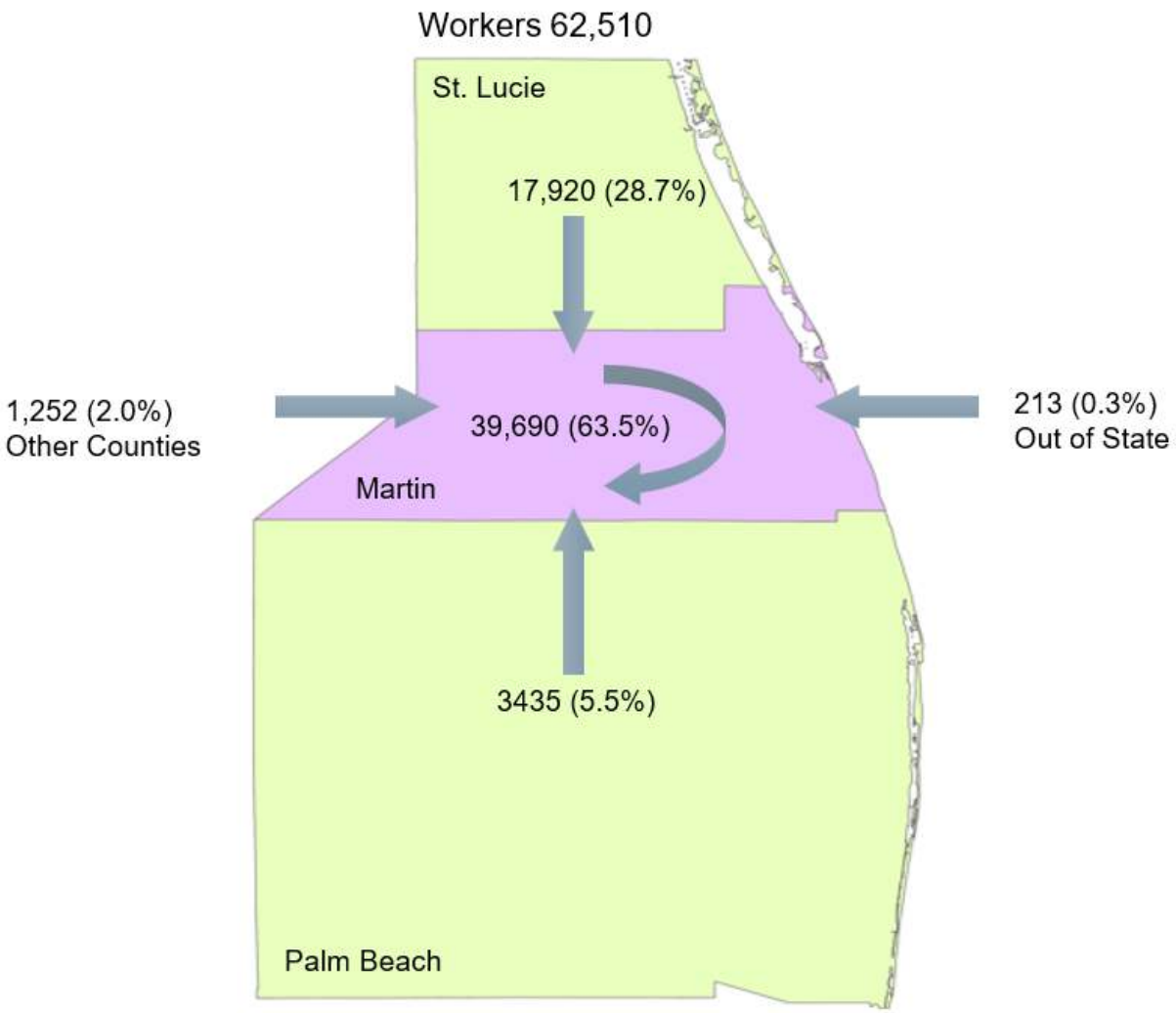


4.2.2.Place of Residence for Martin County Workers

Figure 4.2.2-1 shows where workers in Martin County resided. Between 2012 and 2016, a total of 62,510 workers were employed in Martin County. Compared to the 60,940 workers residing in Martin County, Martin County provided more employment opportunities than the County's workforce and had an employment surplus of 1,570 jobs.

Approximately 28.7%, or 17,920 workers in Martin County lived in St. Lucie County. A smaller percentage, 5.5%, or 3,435 workers in Martin County traveled to Martin County from Palm Beach County. Two percent (2%) or 1,252 people were residents of Florida counties. Over two hundred people traveled to Martin County to work from out-of-state.

Figure 4.2.2-1 Residence Counties for Martin County Workers

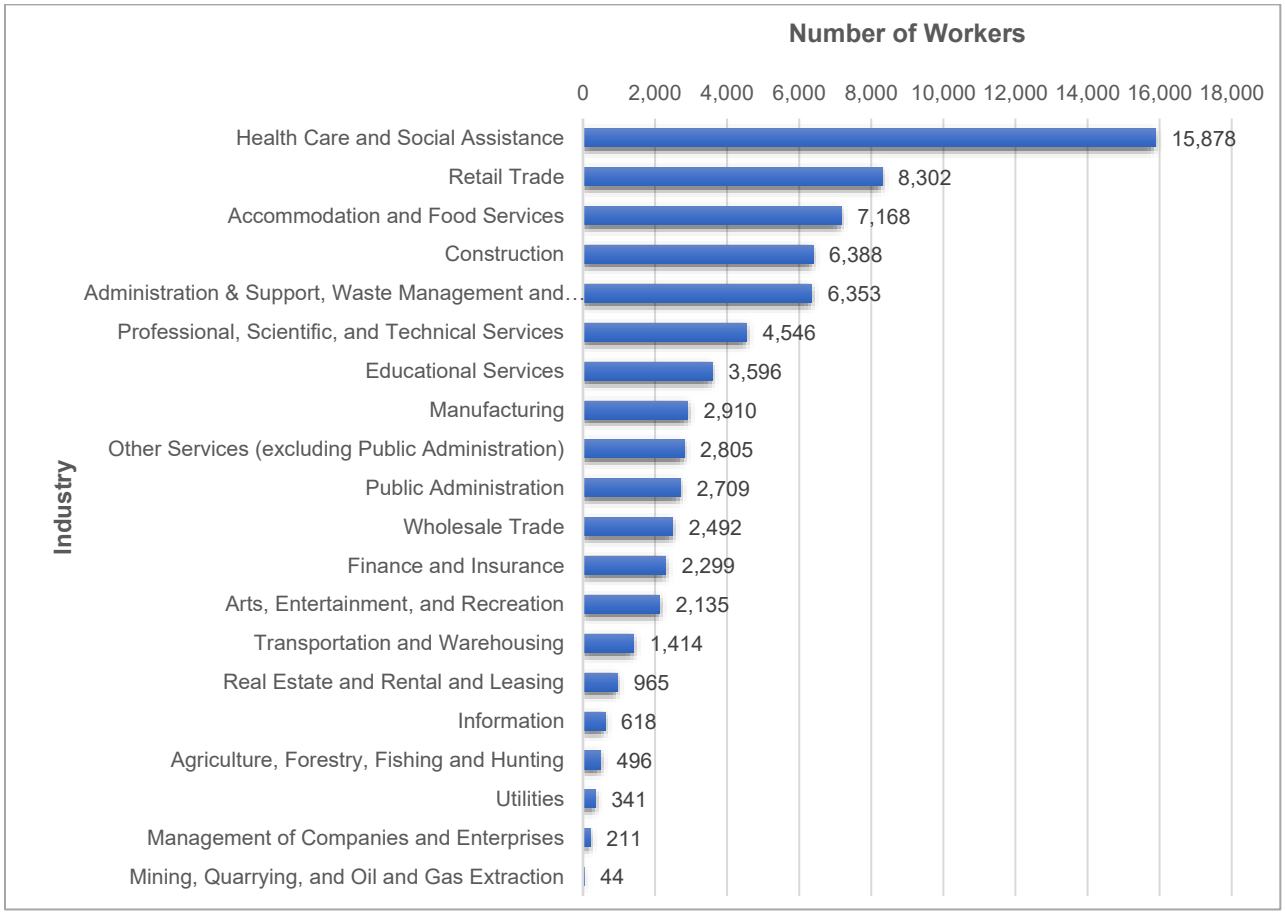


4.2.3.Martin County Employment by Industry Sector

Figure 4.2.3-1 shows 2021 employment rates in different industry sectors in Martin County in descending order. This data was obtained from the most recent U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES), Version 8. The LEHD program is used to enhance the nation's statistical infrastructure by exploring the interactions between workers and firms.

By linking employer and household data, the LEHD program has built a comprehensive database of longitudinally linked jobs data. According to LODES, Version 8, “Health Care, and Social Assistance” was the largest industry sector, employing nearly 16,000 people. More than 8,000 people worked in “Retail Trade” sector, and over 7,000 people worked in “Accommodation and Food Services”. Close to 6,500 people were employed in “Construction” sector, and a similar number of people worked in “Administration & Support, Waste Management and Remediation”. The “Professional, Scientific, and Technical Services” industry employed more than 4,500 people during the same time period, making it the sixth largest industry in the County.

Figure 4.2.3-1 Martin County Employment by Industry Sector

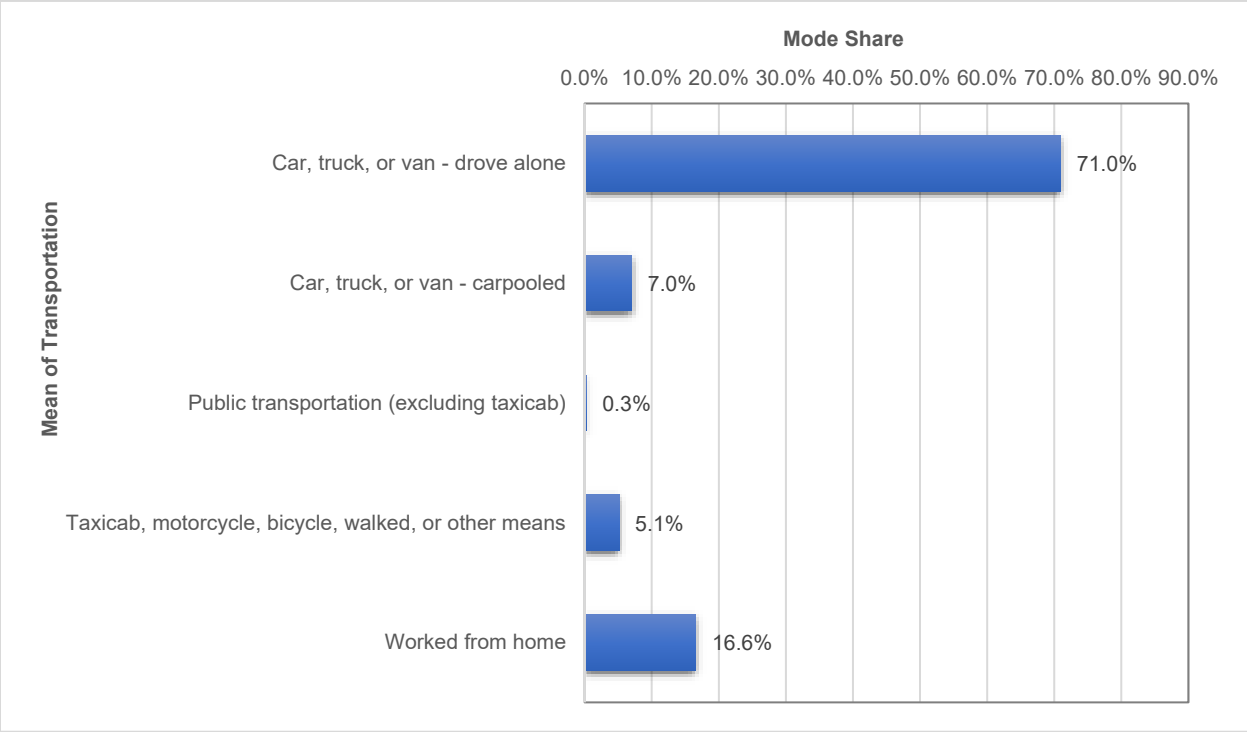


4.2.4.Means of Transportation to Work

Figure 4.2.4-1 depicts the Means of Transportation (MOT) to work distribution for workers that lived in Martin County in 2022. The data was obtained from ACS One-Year Supplemental Estimates. “Drove Alone” was still the predominant mode of travel to work with 71.0%. Approximately 7.0% of workers commuted to work by carpool. Public Transportation made up about 0.3% of the mode shares, which was the lowest one

among different means of transportation to work. About 5.1% of workers used “Taxicab, motorcycle, bicycle, walked, or other method” to work. Like other places in the country that were impacted by the travel restrictions during the Pandemic, Martin County also saw a significant increase in the Work-from-Home share. More than 16% of the employees worked from home in 2022.

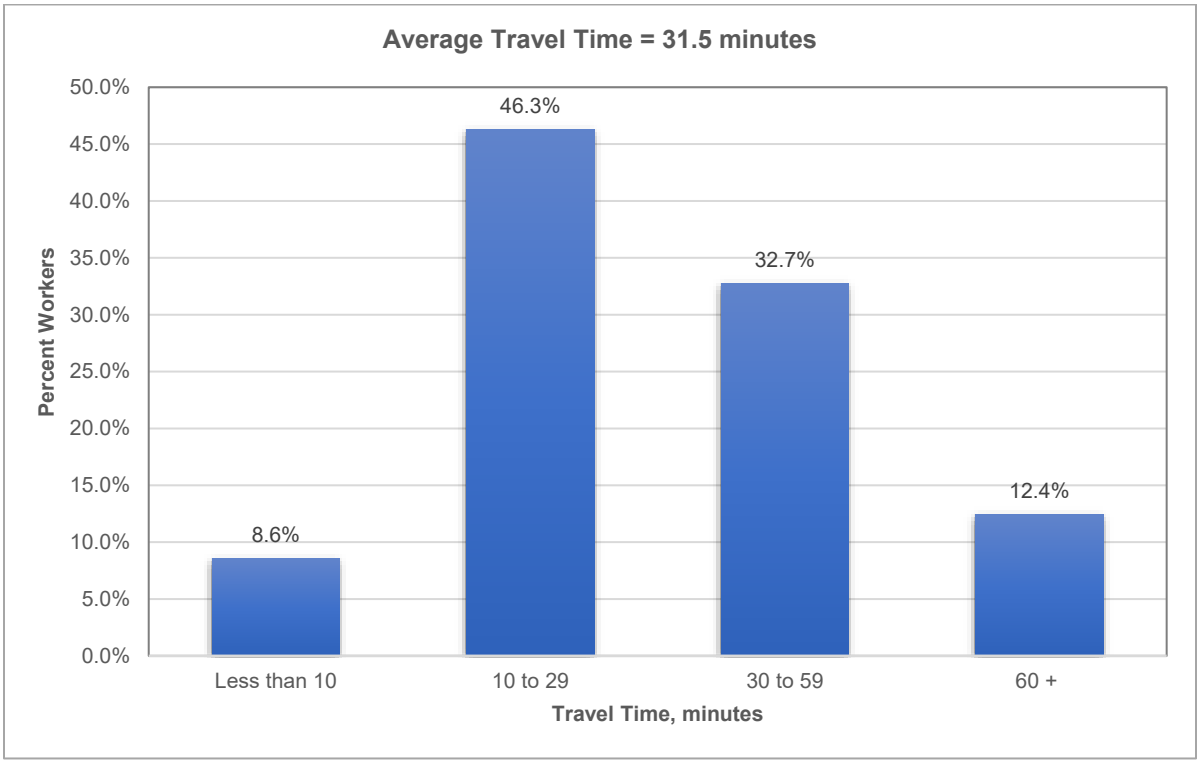
Figure 4.2.4-1 Martin County Workers Means of Transportation to Work



4.2.5. Travel Time to Work

Figure 4.2.5-1 shows the travel time distribution for workers residing in Martin County in 2022. The data is based on ACS One-Year Supplemental Estimates. Close to 8.6% of the workers took less than 10 minutes to get to work. Most people took between 10 and 29 minutes to go to work, which accounted for 46.3% of the workers. About 32.7% of people spent 30 to 59 minutes, and 12.4% of people spent more than 60 minutes on the road to go to work. The average travel time for all employees that did not work from home was 31.5 minutes.

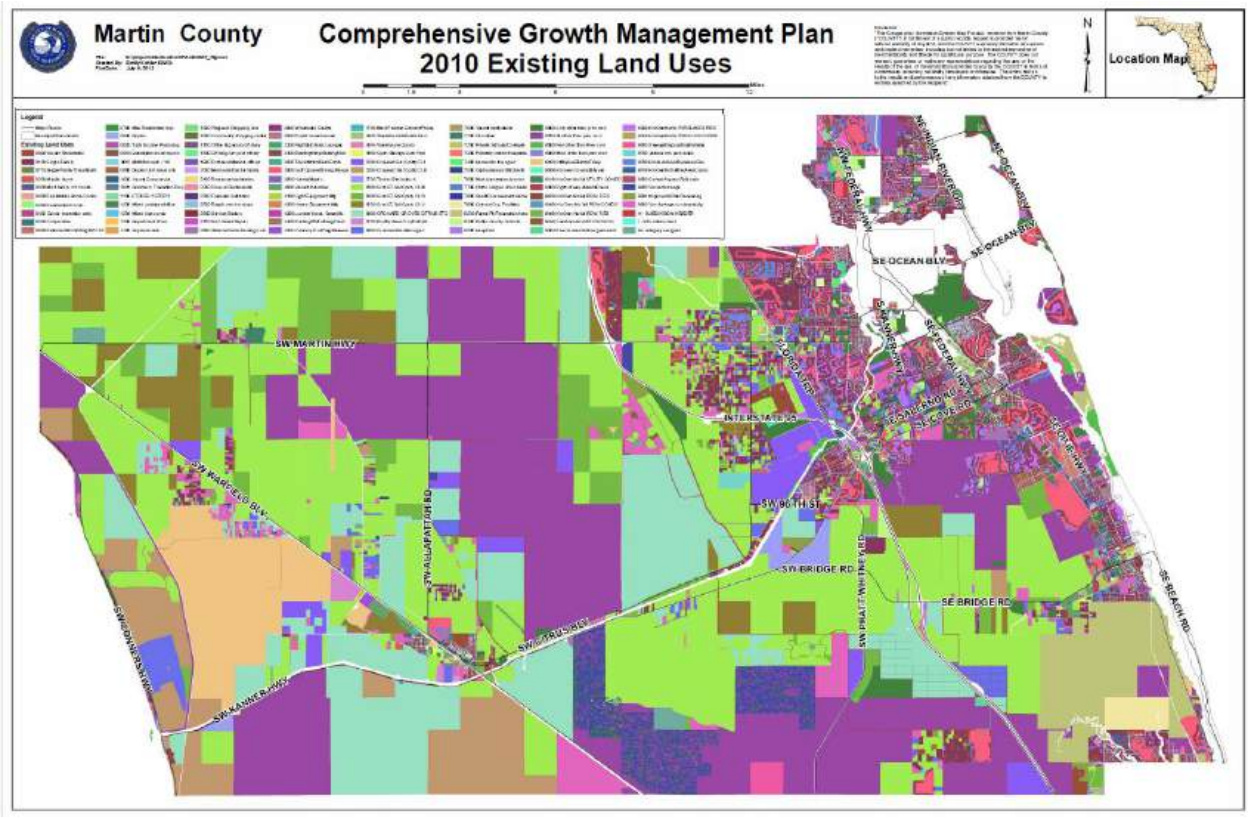
Figure 4.2.5-1 Martin County Workers Travel Time to Work



4.3. Existing and Future Land Use

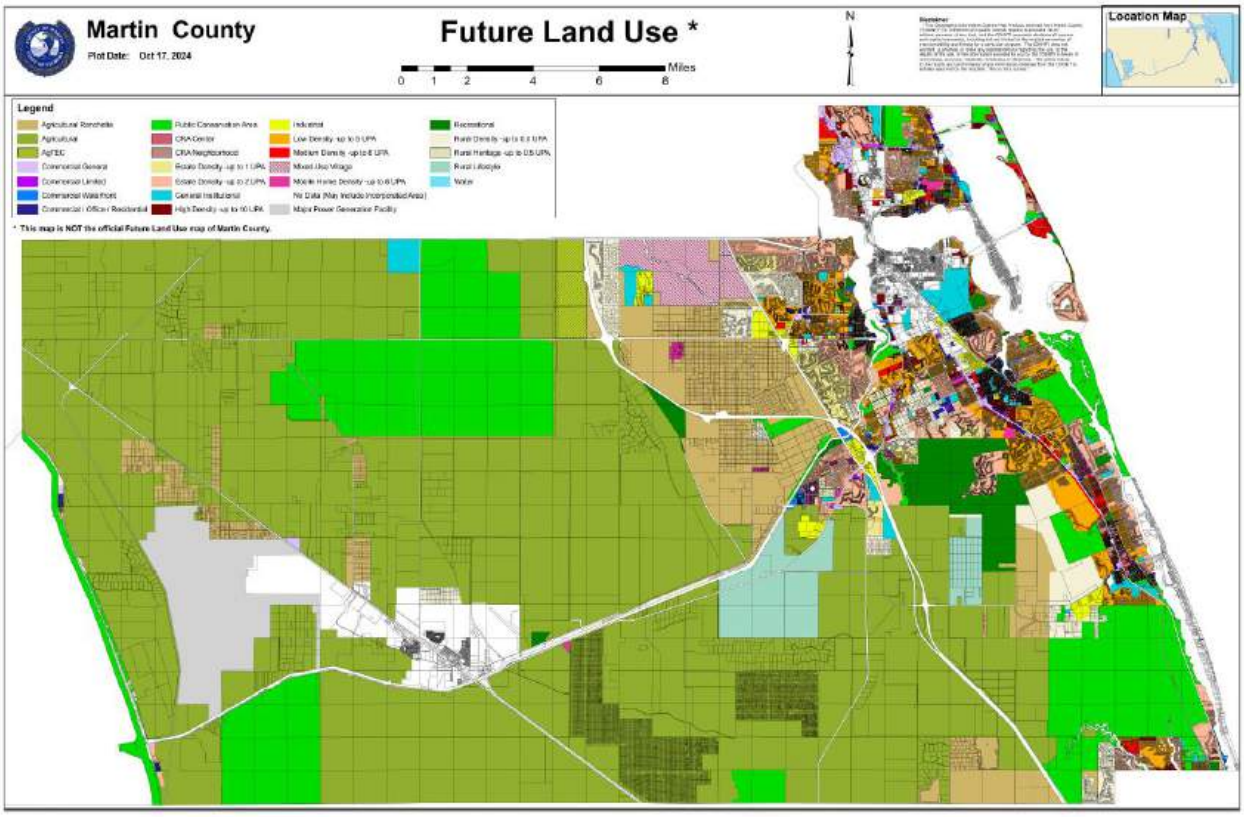
Martin County is centered around the Atlantic Ocean, St. Lucie Inlet, estuaries of the St. Lucie River, Indian River, Loxahatchee River, and Lake Okeechobee. Martin County's total land area is approximately 344,316 acres or 538 square miles. The urbanized area predominantly lies between the Florida Turnpike and Atlantic Ocean in the eastern portion of the county, and Stuart is the most urbanized portion of the county. A western urban core occurs in the Indiantown area along the State Road 710 corridor. The western portion of the county is largely agricultural, with older, rural residential developments. The top land uses within the county according to the Martin County Comprehensive Plan include agriculture land, state lands, single-family homes, and vacant acreage. **Figure 4.3-1** 2010 Existing Land Use was developed by Martin County for the County's Comprehensive Growth Management Plan. It shows existing land uses categorized from the Department of Revenue Codes (DOR) and assigned by the Martin County Property Appraiser.

Figure 4.3-1 2010 Existing Land Use, Martin County Comprehensive Growth Management Plan



A full county Future Land Use Map (FLUM) was developed by Martin County (**Figure 4.3-2**) as a representative figure for future land use designations. **Figure 4.3-2** is not the official FLUM of Martin County due to the large map scale required to show designations; the official FLUM consists of an online mapping application and a 58 page map series found on the County's website. The majority of land uses include agricultural land along with public conservation areas and a major power generation facility. There are over 182,000 acres designated for agricultural use. Additionally, 9,901 acres are designated for the public power plant operated by Florida Power & Light. Urban development will continue in the coastal area between the Turnpike and the Atlantic Ocean, concentrating in Stuart. Residential uses within the coastal area are encouraged to be integrated with mixed use redevelopment projects to conserve environmental resources, provide recreational opportunities, support tourism and redevelopment, and enhance the local economy. Agricultural lands are a vital part of the County's export industry and are to be protected as urbanization continues to threaten these lands through encroachment along the Coastal Ridge. Future land use designations listed 2,344 acres of land for commercial purposes, 1,948 acres for industrial use, and 3,301 acres as general institutional use.

Figure 4.3-2 Future Land Use, Martin County

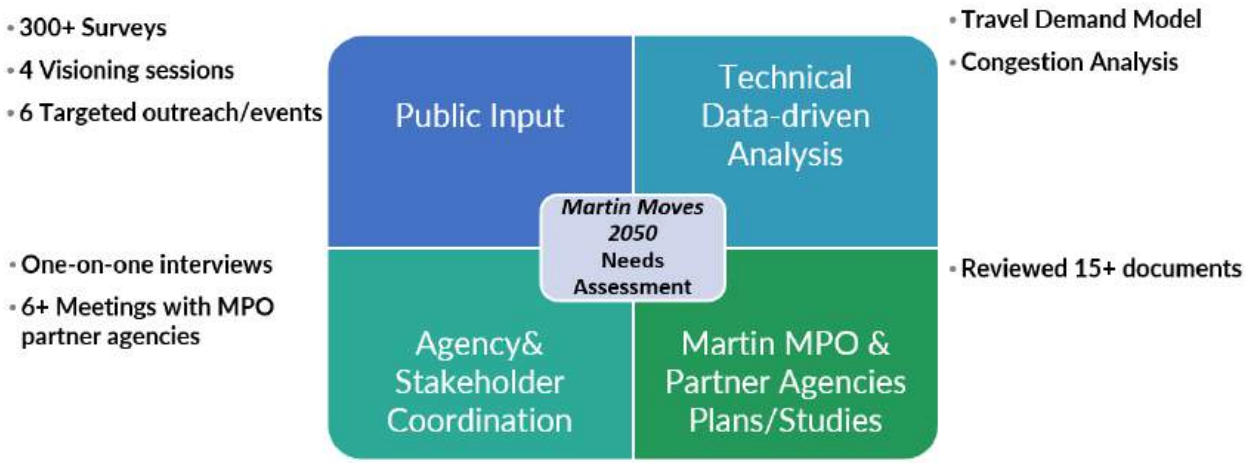


5. NEEDS ASSESSMENT

This chapter discusses the multimodal needs assessment to guide the development of Martin MPO's 2050 LRTP - *Martin Moves 2050* Needs Plan with corresponding project cost estimates. This 2050 Needs Plan will serve as the foundation for prioritizing transportation investments and ultimately developing the *Martin Moves 2050 LRTP* Cost Feasible Plan (CFP).

As shown in **Figure 5-1**, the multimodal needs assessment conducted for *Martin Moves 2050 LRTP* was a comprehensive effort to identify improvements and projects needed in the County to enhance mobility, accessibility, and safety for all users of the transportation system. The community's vision, goals and objectives developed for the *Martin Moves 2050* served as the foundation for the needs assessment. The four major components – technical data-driven analysis, previous transportation plan/studies review, agency and stakeholder coordination as well as public input were used to identify transportation improvements and projects for different modes and categories. It should be noted that each major component has several sub-components, which are described below.

Figure 5-1 Martin Moves 2050 Needs Assessment Components.



Alt Text: Quadrant graphic showing four sources for the 2050 Needs Assessment: public input, data-driven analysis, stakeholder coordination, and agency plans.

5.1. Data Driven Analysis

The data driven analysis is the technical component of the *Martin Moves 2050* needs assessment, which comprises travel demand forecasting using the Treasure Coast

Regional Planning Model (TCRPM) 6.0 and congested network analysis using “big data” from the Regional Integrated Transportation Information System (RITIS)[3].

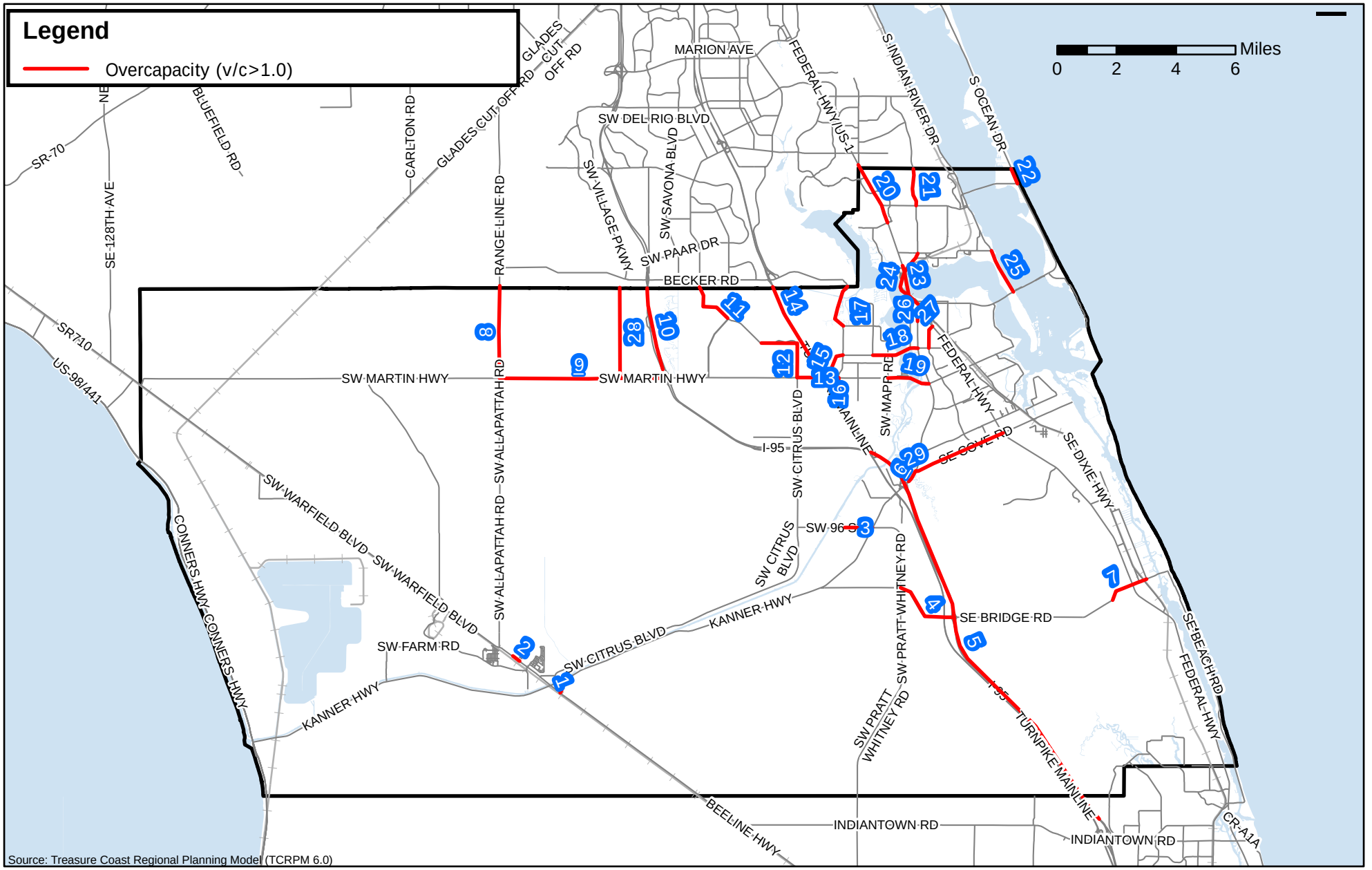
5.1.1. Treasure Coast Regional Planning Model (TCRPM), Version 6.0

TCRPM 6.0 includes base year 2020 and future year 2050 socioeconomic, demographic, and land use data. This data is used to forecast future travel demand, trip making characteristics and travel patterns in the Treasure Coast Region. TCRPM 6.0 includes the existing plus committed (E+C) highway and transit network. Existing network comprises roadways/highway and public transportation facilities that are in use today while the committed network includes projects in the Martin MPO’s Transportation Improvement Program (TIP) funded for construction through Fiscal Year (FY) 2030. In other words, transportation improvements that would be constructed or implemented by 2030 are considered as “committed.” The transportation network in the TCRPM defines the supply side of the regional travel demand model.

To evaluate future year highway and transit needs, the 2050 travel demand forecast was developed by loading peak hour and daily traffic volumes generated from 2050 socioeconomic, demographic, and land use data on the E+C network. This process helped identify stresses in the transportation network measured in terms of volume to capacity (v/c) ratio. From a technical data-driven analysis standpoint, if the demand (traffic volume) exceeded supply (roadway capacity) for a given roadway corridor, the v/c ratio was higher than 1.0 and 1.1 for daily volumes and peak hour volumes, respectively, then the travel corridor was considered as congested or overcapacity. Twenty-nine (29) roadway segments were identified as overcapacity after adjusting for proximity, segment length and lineage. **Figure 5.1.1-1** and **Table 5.1.1-1** shows v/c ratio for the Year 2050 in Martin County if no additional transportation improvements beyond those included in the E+C are implemented

[3] RITIS is an automated data sharing, dissemination, and archiving system that includes many performance measures and visual analytics tools, used by many transportation agencies across the nation. RITIS integrates data from various sources including INRIX, Inc., HERE Technologies, and National Performance Management Research Data Set (NPMRDS).

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Volume to Capacity Ratio, Year 2050 Land Use with E+C Network

2050 Needs Plan

MPO Policy Board Meeting 10/8/2025

Page 1592

Figure 5.1.1-1

Table 5.1.1-1 Table of Roadway Segments

Roadway Segment No.	Street Name	From	To	Roadway Segment Length (in miles)
1	SW Indiantown Avenue	SR-710/SW Warfield Boulevard	SR-76/SW Kanner Highway	0.39
2	SR-710/SW Warfield Boulevard	SW Monroe Avenue	Indianwood Drive	0.29
3	SW 96th Street/CR-76A	SW Pennsylvania Avenue	SR-76/SW Kanner Highway	0.93
4	SW Bridge Road/CR-708	Pratt Whitney Road/CR-711	I-95	2.03
5	I-95	Palm Beach / Martin County Line	High Meadow Avenue	14.9
6	SR-76/SW Kanner Highway	NB Off Ramp Terminal	SE Cove Road	0.41
7	SE Bridge Road/CR-708	SE Flora Avenue	SE Gomez Road	1.43
8	SW Allapattah Road/CR-609	SR-714 / SW Martin Highway	Martin / St. Lucie County Line	3.11
9	SR-714/SW Martin Highway	SW Allapattah Road /CR-609	I-95	5.36
10	I-95	SR-714 / SW Martin Highway	Martin / St. Lucie County Line	2.79
11	SW Newfield Parkway	SW Prairie Avenue	Martin / St. Lucie County Line	1.13
12	SW Newfield Parkway	SR-714 / SW Martin Highway	SW Boat Ramp Avenue	4.30
13	SR-714/SW Martin Highway	SW Newfield Parkway / Citrus Boulevard	SW High Meadow Avenue / CR-713	1.40
14	Florida's Turnpike	SR-714 / SW Martin Highway	Martin / St. Lucie County Line	3.56

Roadway Segment No.	Street Name	From	To	Roadway Segment Length (in miles)
15	SR-714/SW Martin Downs Boulevard	SR-714 / SW Martin Highway	SW High Meadow Avenue / CR-713	0.98
16	SW High Meadow Avenue/CR-713	SR-714 / SW Martin Highway	SW Golden Bear Way	0.69
17	SW Murphy Road	SW High Meadow Avenue / CR-713	Martin/St. Lucie County Line	1.56
18	SR-714/SW Martin Downs Blvd/SW Monterey Road	SW Matheson Avenue	SR-76 / S Kanner Highway	1.57
19	SW Martin Highway/ SR-714	SW Mapp Road	SR-76 / S Kanner Highway	1.41
20	SR-5/US-1/NW Federal Highway	NW Britt Road	Martin/St. Lucie County Line	2.19
21	NW Green River Parkway	SR-732 / NW Jensen Beach Boulevard	Martin / St. Lucie County Line	1.26
22	NE Ocean Boulevard/ SR-A1A	SR-714 / NE Causeway Boulevard	Martin / St. Lucie County Line	0.54
23	SR-5/US 1/NW Federal Highway	SW Ocean Boulevard	NW Fork Road	1.29
24	NW Dixie Hwy/S Dixie Hwy	SW Ocean Boulevard	NE Baker Road	2.14
25	N Sewall's Point Road	SE Ocean Boulevard	NE Palmer Street	1.57
26	SR-76/S Kanner Highway	SE Lonita Street	SR-5 / US-1 / NW Federal Highway	0.35
27	SE Willoughby Boulevard	US-1 / Federal Highway	SR-714 / Monterey Road	0.84
28	Village Parkway Extension	SR-714 / Martin Highway	St. Lucie / Martin County Line	3.00
29	SE Cove Road	SR-76 / Kanner Highway	US-1 / Federal Highway	3.21

**Source: Derived from TCRPM 6.0*

Based on further assessment to identify overlapping Strategic Intermodal System projects, right-of-way availability and input received from the Project Steering Committee, MPO Advisory Committees and MPO Policy Board, the 29 overcapacity roadway segments included in **Figure 5.1.1-1** were narrowed down to 11 corridors for capacity improvements and one (1) new roadway[4]. The rationale for not considering some of the congested corridors for capacity improvements included several factors, such as policy constraints, cost prohibitive, limited right-of-way availability as well as deploying TSM&O strategies to address mobility issues. Further, the PSC identified additional needs on previous priorities of the MPO Policy Board, such as the extension of SE Willoughby Boulevard from SR-714/SE Monterey Road to SR-5/US-1/SE Federal Highway and the extension of SW Village Parkway from CR-714/SW Martin Highway to the Martin/St. Lucie County Line and widening SR-714/SW Martin Highway from I-95 to SW 84th Avenue to divert traffic from Florida's Turnpike and CR-713/SW High Meadow Avenue to I-95.

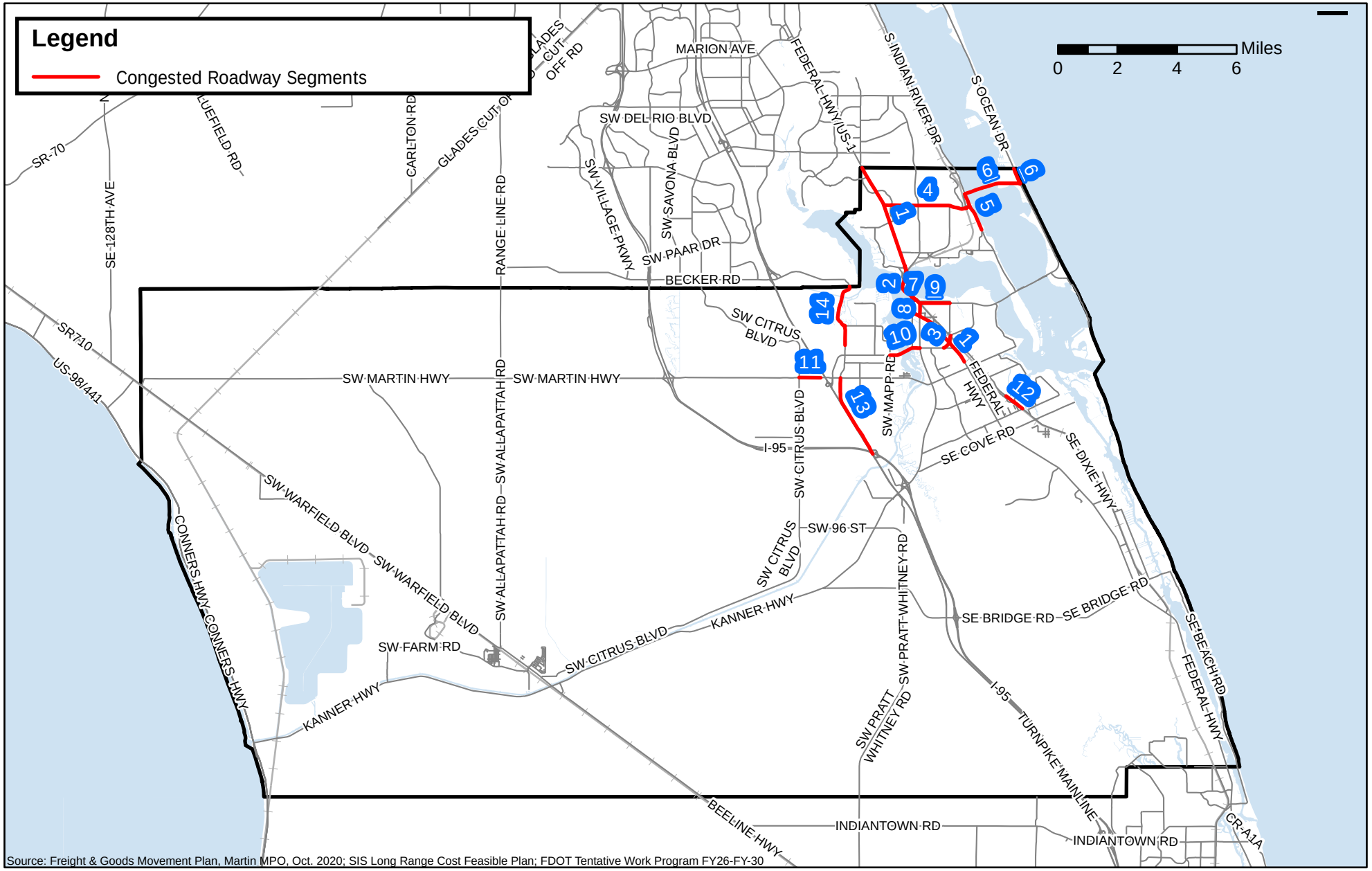
5.2. Congested Network Analysis

An integral part of the Congestion Management Process (CMP) update is to define the CMP network and conduct network analysis to identify congested corridors. The CMP Update provides an explanation of the rationale used to define the CMP network, key data sources and methodology used to identify congested roadway segments in Martin County. It should be noted that the updated FDOT's Transportation Systems and Operations Management (TSM&O) Master Plan was not available for reference as of early June 2025.

Figure 5.2-1 shows congested corridors based on a combination of metrics, such as LOS 'E' or 'F' per Martin County's Level of Service (LOS) 2023 Report, Travel Time Index (TTI) of 1.25 and Planning Time Index (PTI) of 1.30 – a measure of reliability using 2023 "big data" sourced from RITIS as well as TCRPM 6.0 outputs. It should be noted that Martin Highway between Citrus Boulevard and Florida's Turnpike (CM-11) shows up as congested based on year 2023 data before the completion of Martin Highway improvements.

4 Section 3.1 Roadway/Highway includes a map showing capacity projects and new roadway corridors. It should be noted that Roadway Segment No. 27 and 28 are new facilities.

FINAL



Source: Freight & Goods Movement Plan, Martin MPO, Oct. 2020; SIS Long Range Cost Feasible Plan; FDOT Tentative Work Program FY26-FY-30

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Congested Roadway Network, CMP Update, Year 2023

2050 Needs Plan

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As shown in **Table 5.2-1**, fourteen congested roadway segments along the following facilities were identified.

Table 5.2-1 Table of Congested Roadway Network, CMP Update.

Roadway Segment No.	Street Name	From	To	Segment Length (in miles)
1	SR-5/US-1/Federal Highway	SE Indian Street	Martin/St. Lucie County Line	7.85
2	Dixie Highway	S. Colorado Avenue	NW Palm Street	1.33
3	SR-714/SE Monterey Road	SE Monterey Road (Ext)	SE Dixie Highway/CR-A1A	0.52
4	SR-732/Jensen Beach Boulevard	SR-5/US-1/Federal Highway	Indian River Drive	2.94
5	Indian River Drive	SR-732/Jensen Beach Boulevard	NE Dixie Highway	1.33
6	SR-732/NE Causeway Blvd	Indian River Drive	SR-A1A/NE Ocean Boulevard	2.47
7	SW Joan Jefferson Way	SR-5/US-1/Federal Highway	SW Dixie Highway	0.13
8	S Colorado Avenue	SR-5/US-1/Federal Highway	SE Ocean Boulevard	0.45
9	SE Ocean Boulevard	S Colorado Avenue	SE Palm Beach Road	0.99
10	SR-714/Martin Highway/SW Martin Downs Boulevard	SW Mapp Road	S Kanner Highway/SR-76	1.07
11	SR-714/Martin Highway	SW Citrus Boulevard	Florida's Turnpike	
12	SE Dixie Highway/CR-A1A	SE Salerno Road	SE St. Lucie Boulevard	0.71
13	CR-713/High Meadow Avenue	I-95	CR-714/Martin Highway	2.85
14	SW Murphy Road	SR-714/Martin Highway	Martin/St. Lucie County Line	2.25

5.3. Relevant Plans and Studies

The project team reviewed more than 15 plans and/or studies prepared by the Martin MPO and partner agencies to ensure consistency with existing transportation plans and studies. These plans/studies are listed below:

- Turnpike Project List, January 2025
- Strategic Intermodal System (SIS) Policy Plan, April 2024
- Martin County Transit Development Plan (TDP), Major Update FY25-FY34, May 2024
- Transportation Improvement Program, FY25-FY29, Martin MPO, July 2024
- Adopted FDOT Five-Year Work Program, FY25-FY29
- FDOT Tentative Five-Year Work Program, FY26-FY30
- FDOT Resiliency Action Plan
- Martin County SS4A Action Plan
- Martin County Innovation Hub Recommendations Report, Martin County, 2023
- Hobe Sound North Corridor Shared-Use Nonmotorized (SUN) Trail Feasibility Study, Martin MPO, September 2023
- Witham Airport Master Plan, August 2023
- Martin County Transit (Marty) Efficiency Study, Martin MPO, August 2023
- Vision Zero Plan, Martin MPO, June 2022
- Transportation Network Resiliency Study, Martin MPO, December 2022
- Florida Strategic Highway Safety Plan, FDOT, March 2021
- Martin County Freight and Goods Movement Study, October 2020
- Martin MPO 2045 Long Range Transportation Plan (LRTP), October 2020
- Treasure Coast 2045 Regional Long Range Transportation Plan (RLRTP)
- City of Stuart Tram Business Plan, Martin MPO, Spring 2019
- Bicycle, Pedestrian and Trails Master Plan, Martin MPO, December 2017
- FEC Railroad Grade Separation Feasibility Study, Martin MPO, August 2017
- Bicycle and Pedestrian Safety Action Plan, Martin County, Martin MPO, May 2016
- Martin and St. Lucie Regional Waterways Plan, Martin MPO, December 2014

Multimodal projects that were valid in the current context as well relevant in the future were included in the *Martin Moves 2050 LRTP* Needs Plan. It should be noted that FDOT's TSM&O Master Plan latest update was not available at the time of this needs assessment.

5.4. Agency and Stakeholder Coordination

Agency and stakeholder coordination consisted of the project team conducting one-on-one interviews with elected officials, presented 2050 LRTP information and solicited input from various groups as well as gathered input from the PSC comprising of representatives

from FDOT, Martin County and municipalities. The following meetings were conducted through May 2025.

- Key stakeholder interviews, January-May 2025
- Project Steering Committee meetings, September and December 2024, May 2025
- Freight Transportation Advisory Committee (FTAC), November 2024
- MPO Advisory Committee & Board meetings, October & December 2024, May 2025

5.5. Public Involvement

The Martin MPO undertook extensive public involvement efforts for *Martin Moves 2050* including conducting four visioning sessions in an open house format from mid November 2024 to late February 2025 throughout the County as well as administering online and in-person surveys at various targeted outreach events to solicit input on transportation issues and solutions. Below is a list of various public meetings conducted as of May 2025.

- Visioning Sessions
  - November 19, 2024 (Tuesday)
    - Stuart City Hall – 121 W. Flagler Ave, Stuart, FL 34994
  - January 16, 2025 (Thursday)
    - Peter & Julie Cummings Library – 2551 SW Matheson Ave, Palm City, Florida 34990
  - February 18, 2025 (Tuesday)
    - Elisabeth Lahti Library – 15200 E. Thelma Water Ave, Indiantown, Florida 34956
  - February 24, 2025 (Monday)
    - Hobe Sound Civic Center – 8980 SE Olympus Street, Hobe Sound, Florida, 33455
- Targeted outreach/events
  - FDOT/Martin MPO Pedestrian Outreach/LRTP Survey at Walmart in Stuart, December 10, 2024
  - Jensen Beach Chamber of Commerce Luncheon, December 12, 2024
  - 2050 LRTP Tabling Event, Martin County Administrative Center, February 11, 2025
  - Martin CARES, January 16, 2025 & February 27, 2025
  - Jammin Jensen, February 20, 2025

A total of 320 complete surveys were received. **Appendix B** provides a summary of analysis findings from one-on-one stakeholder interviews and surveys received.

5.6. 2050 Needs Plan

This section identifies multimodal projects needed in Martin County over the next 20 to 25 years to meet the goals and objectives established for *Martin Moves 2050* and

accomplish the community's vision for the transportation system - enhance safety, mobility and accessibility for all the users of the transportation system in a healthy and sustainable manner. A summary description of *Martin Moves 2050* Needs Plan by mode and/or category along with corresponding figures. The unique project identification numbers on various figures cross reference the itemized list of improvements provided in **Appendix C**.

5.6.1. Roadway/Highway

Figure 5.6.1-1 and **Appendix C** shows roadway/highway needs. Projects include funded and programmed[5] projects included in the Martin MPO's FY26-FY30 TIP, several capacity expansion projects and two new road projects as summarized below. It should be noted that Village Parkway Extension is a private developer funded transportation improvement.

Funded Projects, Martin MPO TIP FY26-FY30

- SR-710/SW Warfield Boulevard at Martin Highway/CR-714 Realignment
- SR-710/SW Warfield Boulevard widening from W of SE 126th Blvd to Martin/Okeechobee County Line
- SR-710/SW Warfield Boulevard from W of SE 126th Boulevard to Martin/Okeechobee County Line new intersection
- SR-710/SW Warfield Boulevard widening from CR-609/SW Allapattah Road to SW Van Buren Avenue

Programmed Projects, Martin MPO TIP FY26-FY30

- High Meadow Avenue widening (Preliminary Engineering and ROW phases)
- Willoughby Boulevard Extension PD&E Study (Preliminary Engineering and Design phases)
- & Cove Road widening PD&E Study (Preliminary Engineering, Design and ROW phases)

Eleven (11) Capacity Expansion Projects

- 10 corridors, 2L to 4L
- One (1) corridor, 4L to 6L

Two New Road Projects

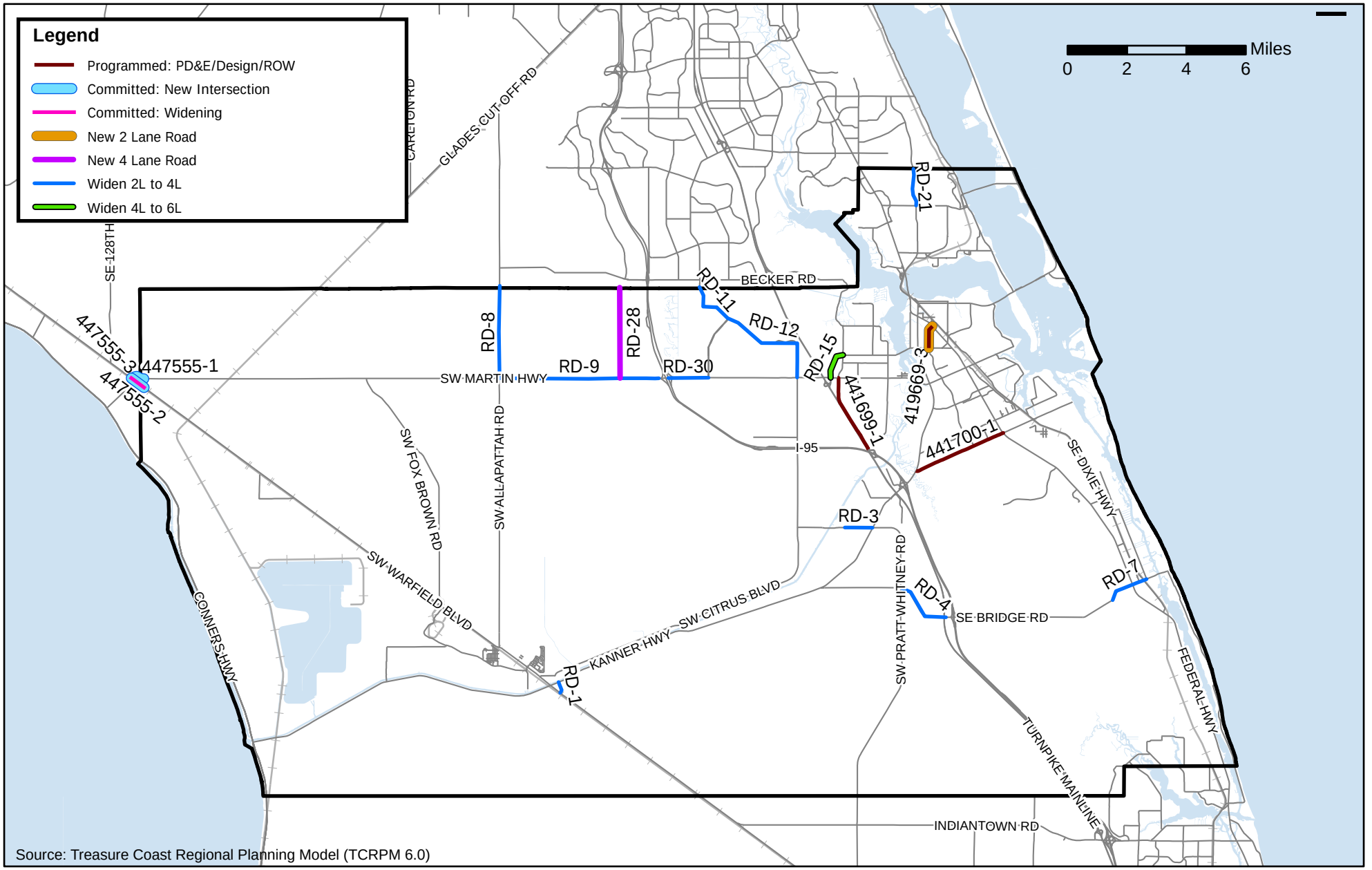
- Willoughby Boulevard (New 2L Road)
- Village Parkway Extension (New 4L Road)

It should be noted that the Martin MPO Joint Citizen Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC) during the May 2025 meeting emphasized the need to conduct a comprehensive assessment of environmental resources for all the roadway improvements included in the *Martin Moves 2050 LRTP* and

[5] Funded projects are those improvements for which construction funds are available per the MPO's FY26-FY30 TIP, while programmed projects have preliminary engineering and/or right-of-way phases funded. Programmed projects do not have construction phase funds available in the MPO's FY26-FY30 TIP.

identify appropriate mitigation measures as projects advance from planning to project development/engineering to right-of-way acquisition to construction and operations phases.

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Source: Treasure Coast Regional Planning Model (TCRPM 6.0)

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Roadway/Highway Improvements

2050 Needs Plan

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5.6.2. Transit

Per Florida Administrative Code (F.A.C.) Rule 14-73.001 and Federal Regulation: 23 CFR (Code of Federal Regulations)450.324, the transit improvements identified in the 2050 Needs Plan are consistent with Martin County's Transit Development Plan, Major Update FY25-FY34, May 2024; City of Stuart Tram Business Plan, Martin MPO, Spring 2019; and Treasure Coast 2045 Regional Long Range Transportation Plan (RLRTP). The following transit service and capital improvements are included in the 2050 Needs Plan.

Transit Service & Operations

- Maintain existing fixed route & paratransit service plus downtown tram service
- Restructure routes 2, 3, 4 and 20X
- New microtransit service with 5 new TNC zones
- New fixed route service
  - Kanner Highway
  - Jensen Beach Trolley
- Five regional transit projects

Capital & Infrastructure Improvements

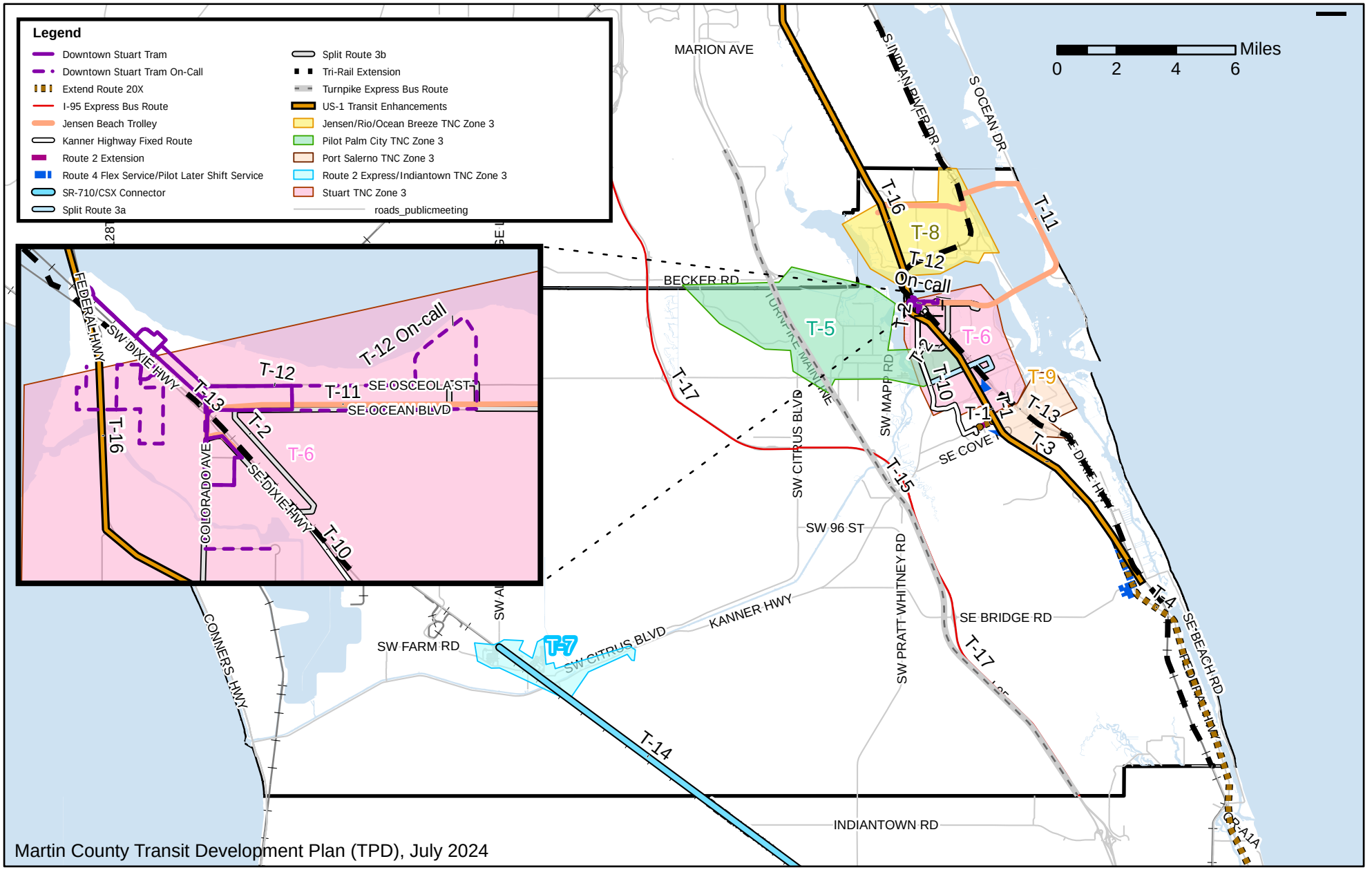
- Fleet replacement
- Customer facility, bus stop and ADA upgrades
- 40 new bus stops
- Equipment and software replacement
- Brightline station
- Intermodal hub

Others

- 10+ studies/plans, Marketing campaign

Figure 5.6.2-1 shows Martin MPO's existing fixed routes, service expansion (new routes), microtransit service areas or Transportation Network Company (TNC) zones, regional transit routes as well as the Downtown Stuart Tram routes.

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Martin County Transit Development Plan (TPD), July 2024

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Transit Improvements

2050 Needs Plan

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TPO Policy Board Meeting 10/8/2025

Figure 5.6.2-1

5.6.3. Strategic Intermodal System (SIS)

The following SIS projects are identified by FDOT and included in the SIS 2035-2050 Cost Feasible Plan, April 2024 and 2045 Multimodal Unfunded Needs Plan, June 2017. It should be noted that some of these projects are included in the MPO's TIP FY26-FY30 as indicated below.

Funded Projects, Martin MPO TIP FY26-FY30

- SR-714/Monterey Road at FEC Railroad Grade Separation

Programmed Projects, Martin MPO TIP FY26-FY30

- I-95 PD&E Study
- I-95 Managed Lanes (Preliminary Engineering phase)
- SR-710/Warfield Boulevard widening[6] (Preliminary Engineering and ROW phases)
- High Meadow Avenue widening (Preliminary Engineering and ROW phases)

SIS 2035-2045 Long Range Cost Feasible Plan, April 2024

- Interchange Modification*:* I-95 @ SR-714/Martin Highway

SIS 2045 Multimodal Unfunded Needs Plan (MMUNP), June 2017

- SR-710 widening from Martin/ Okeechobee County Line to Martin Powerplant Road
  - Interchange Modification: I-95 from High Meadow Avenue to Becker Road
- Transit Improvements
  - US-1/Federal Hwy Exclusive Guideway
  - SR-710 Exclusive Guideway
  - Transit Hub at Indiantown

The SIS projects identified above are shown in **Figure 5.6.3-1** and in **Appendix C.**

Turnpike Projects

In addition, as shown in **Figure 5.6.3-2**, the following Florida's Turnpike Enterprise (FTE) improvements from its *January 2025 Projects List* were included in the *Martin Moves 2050 LRTP* Needs Plan to maintain consistency.

Funded Projects, Martin MPO TIP FY26-FY30

- Turnpike Mainline widening from North of SR-714 to North of Becker Road (4L to 8L)

Programmed Projects, Martin MPO TIP FY26-FY30

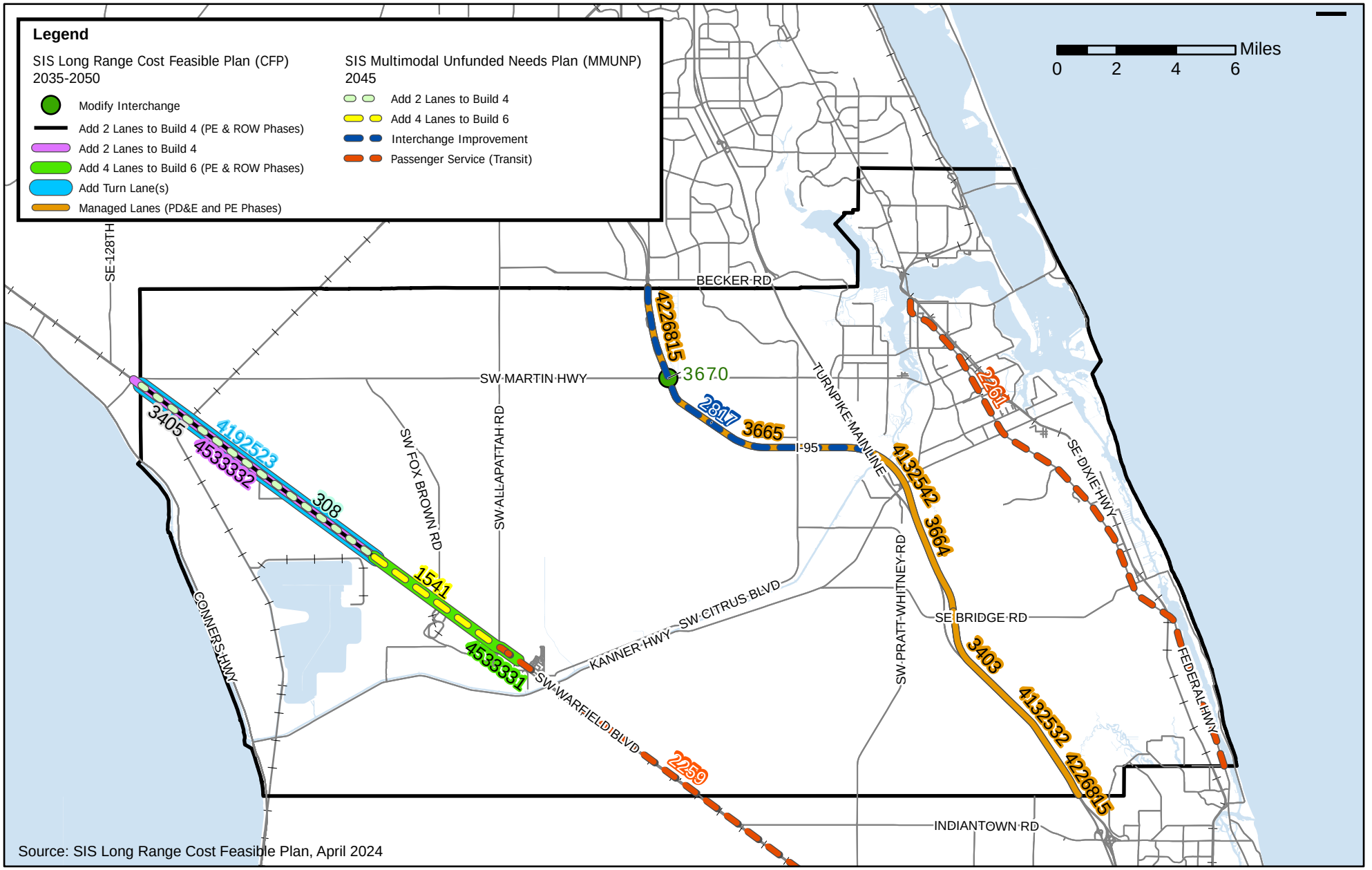
- Turnpike PD&E Study *(On going)*
- New Interchange: MP 125 (at I-95) New Direct Connect Ramps from Turnpike Mainline PD&E Study

[6] Segments along SR-710 from FPL Access Road to Martin/Okeechobee County Line and FPL Access Road to CR-609/SW Allapattah Road do have construction funds available.

FTE Unfunded Projects, January 2025

- Interchange Improvement: Turnpike Mainline at SR-714
- Turnpike Mainline widening from Palm Beach/Martin County Line to SR-714 (4L to 6L)

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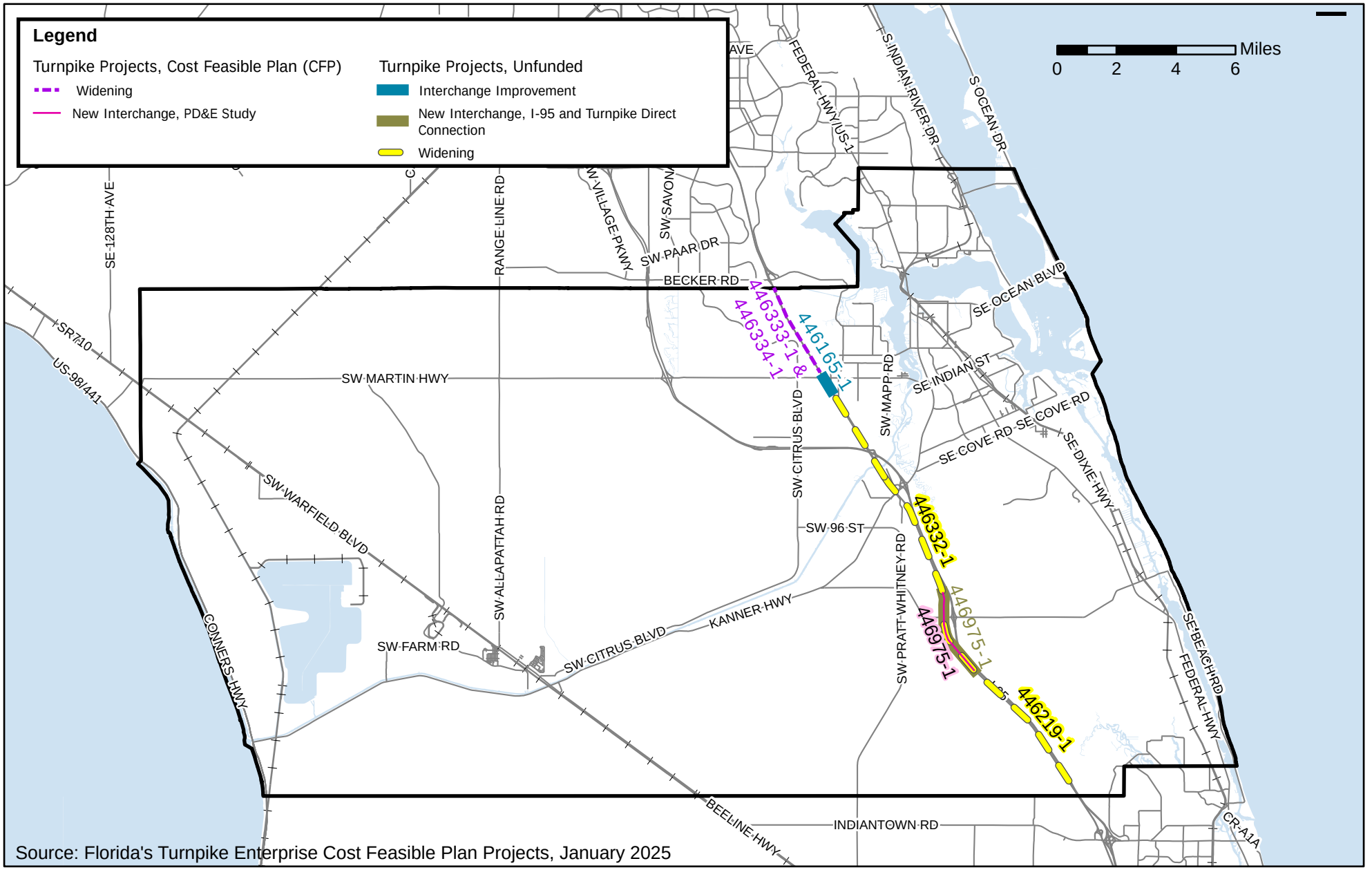
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Strategic Intermodal System (SIS) Improvements

2050 Needs Plan

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Turnpike Projects

2050 Needs Plan

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5.6.4. Transportation System Management & Operations (TSM&O)

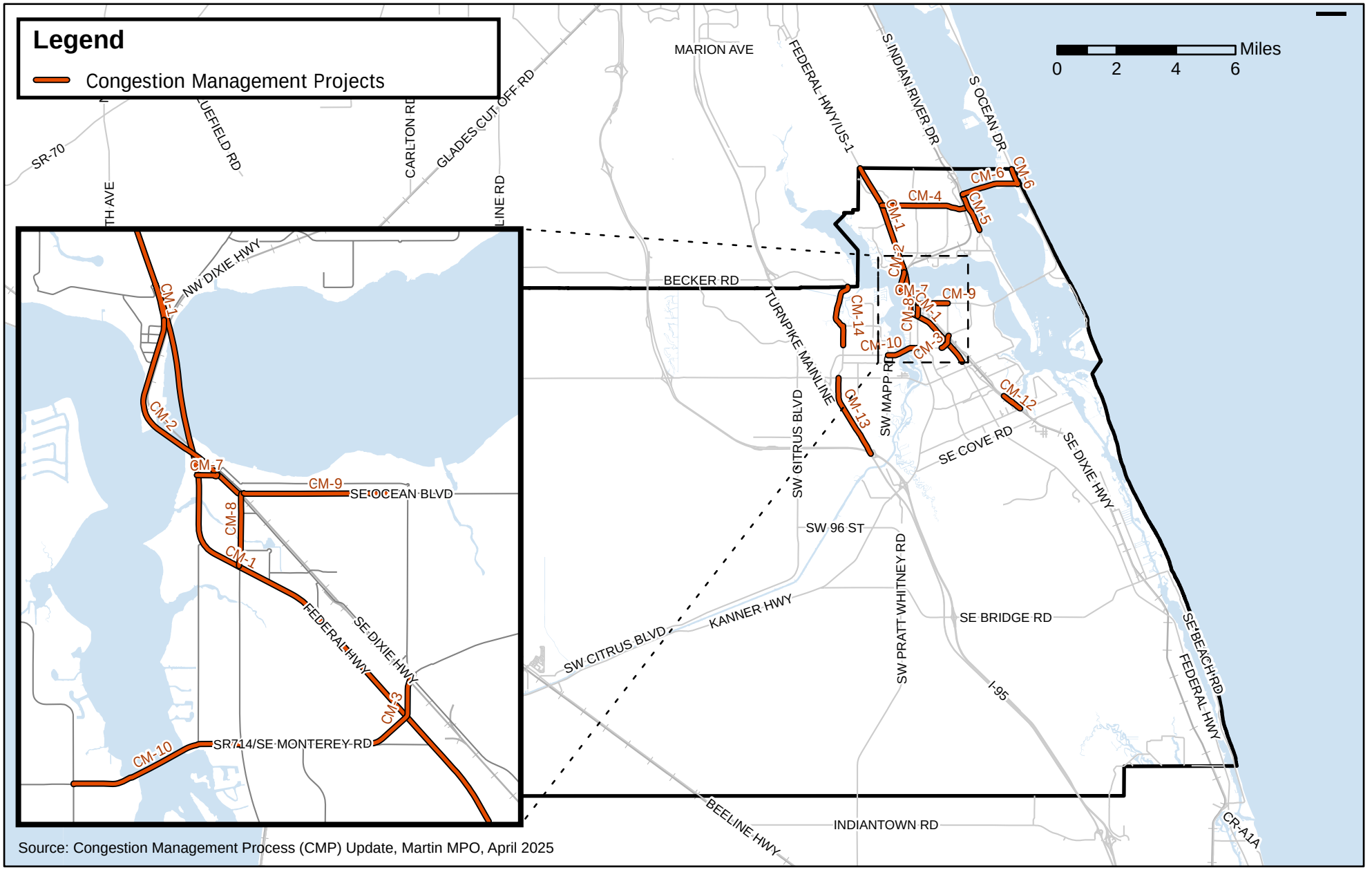
The congested network analysis conducted for CMP and input received from Martin County resulted in the identification of 14 roadway segments (listed below) for TSM&O improvements as part of the 2050 Needs Plan. These 14 roadway segments are detailed and shown in **Figure 5.6.4-1** as well as **Appendix C**. Corridor-specific improvements have not been identified at this time. Detailed corridor level analysis would be conducted for these corridors outside of the LRTP development process to identify appropriate improvements and corresponding construction and/or project implementation costs.

- **Fourteen (14) Roadway Segments along the following 12 corridors:**
  - CR-732/NE Causeway Blvd
  - Indian River Drive
  - Jensen Beach Boulevard
  - SE Monterey Road
  - SW Joan Jefferson Way
  - CR-713/High Meadow Avenue[7]
  - Dixie Highway
  - S Colorado Ave
  - SE Ocean Boulevard
  - SR-714/Martin Highway
  - SW Murphy Road
  - US-1/Federal Highway

It should be noted that FDOT updated the TSM&O Master Plan during the development of this 2050 Needs Plan. The Martin MPO and FDOT coordinated to align the TSM&O projects to ensure efficiency between *Martin Moves 2050* and the updated Department's TSM&O Master Plan.

[7] CR-713/High Meadow Avenue from I-95 to SR-714/SW Martin Highway overlaps with the capacity project identified as part of Roadway/Highway needs in Section 3.1. The MPO would coordinate with the FDOT District Four to define the scope of both these projects to ensure synergy and efficiency in identifying short- and long-term improvements.

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Source: Congestion Management Process (CMP) Update, Martin MPO, April 2025

Transportation System Management & Operations (TSM&O) Improvements

2050 Needs Plan

MPO Policy Board Meeting 10/8/2025

Figure 5.6.4-1

5.6.5. "Other" Improvements

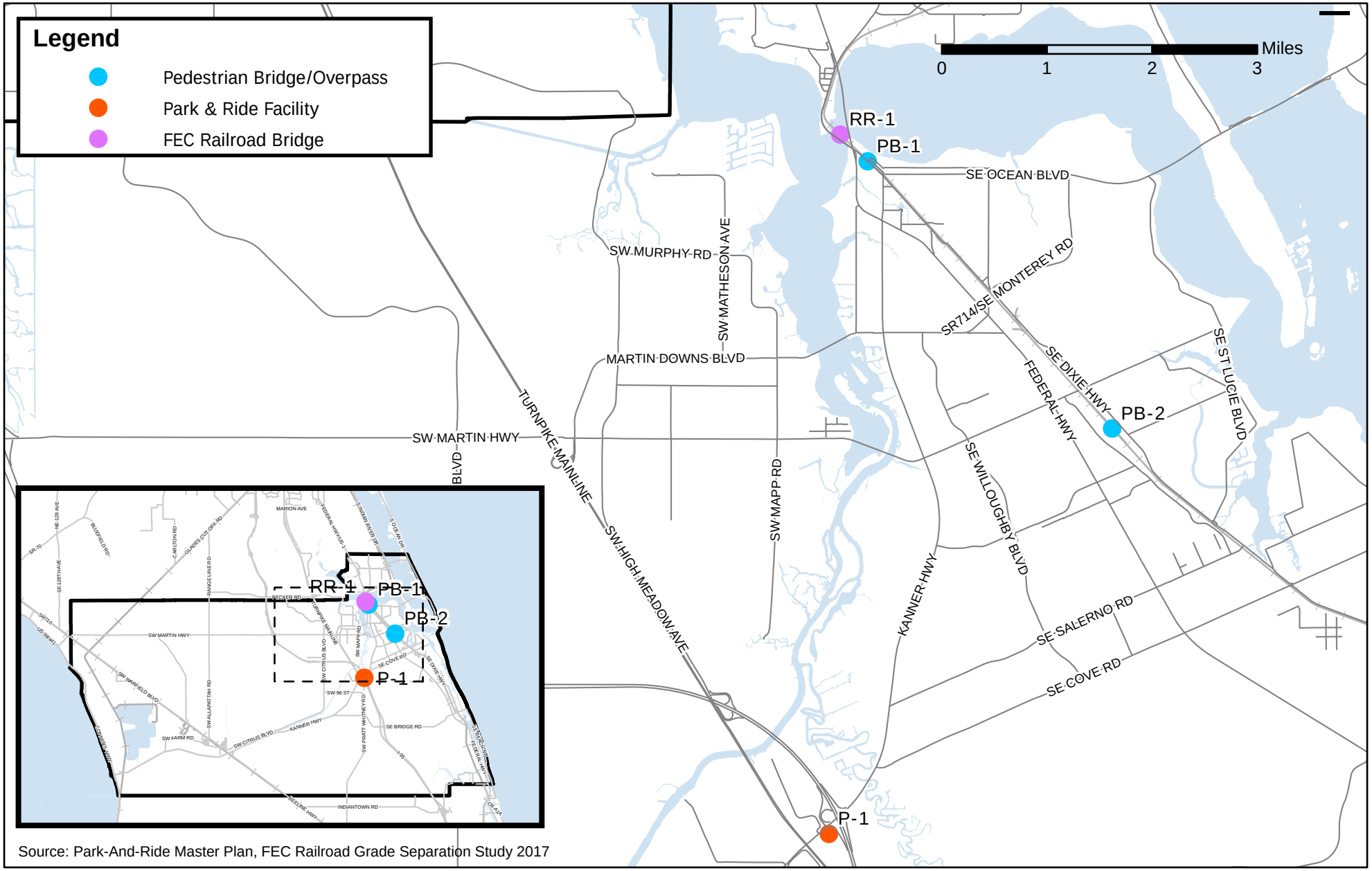
The "other" improvements category includes Travel Demand Management (TDM), safety and Park-and-Ride facilities (**Figure 5.6.5-1** as well as **Appendix C.** These were identified based on the *Park-And-Ride Master Plan, FDOT, October 2018* and the FEC Separation Feasibility Study, *Martin MPO, August 2017*.

- ***Park-and-Ride Facilities (three locations)***
  - Kanner Highway/SR-76 at I-95
  - West of I-95 between Becker Road and Martin Highway
  - West of Turnpike in vicinity of Sand Avenue

- ***Pedestrian Overpass along Florida East Coast (FEC) mainline***
  - Sailfish Circle Park (PNR) and Flagler Avenue
  - Railroad Avenue and Commerce Avenue

- ***FEC Rail Bridge – Double Tracking over St. Lucie River***

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Source: Park-And-Ride Master Plan, FEC Railroad Grade Separation Study 2017

"Other" Improvements

2050 Needs Plan

5.6.6. Freight

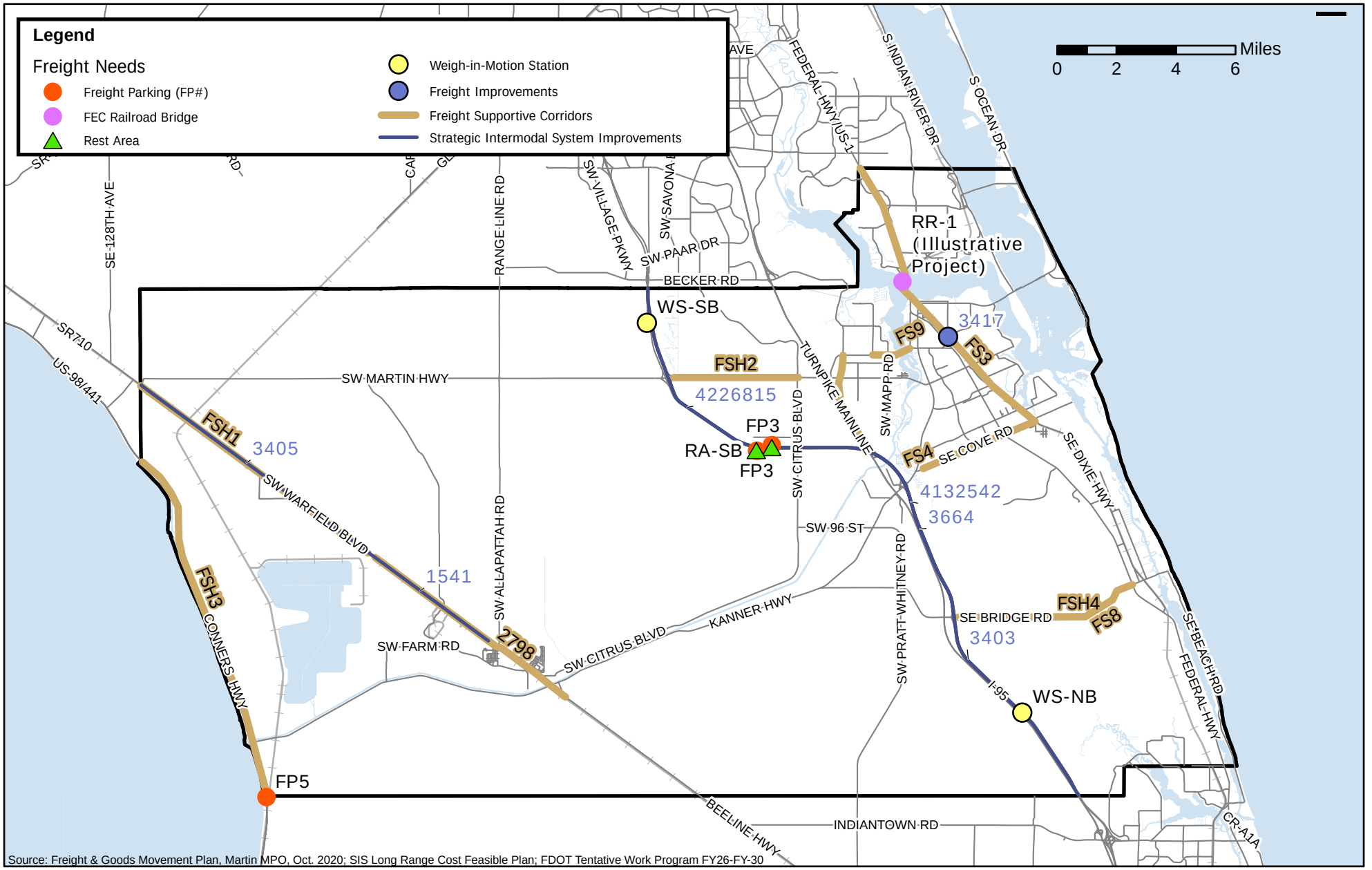
The majority of the freight projects overlap with the SIS and "other" projects (in **Figure 5.6.6-1** as well as **Appendix C**). In addition, improvements identified in the Martin MPO's *Freight and Goods Movement Study, October 2020*, projects recommended by the MPO's Freight Technical Advisory Committee (FTAC) as well as the Project Steering Committee (PSC) were included in the freight needs.

- ***Overlap with SIS & "Other" projects***
  - I-95 Managed Lanes
  - SR-710 Widening
  - SR-714 at FEC RR Xing Grade Separation
  - FEC RR Bridge over St. Lucie River

- ***Additional Improvements***
  - Three (3) Truck Parking Improvements
  - Four Shoulder Widening Projects
  - Two (2) Technology-based Improvements
  - One (1) Lane Reconfiguration Project
  - Countywide Signage/Truck Route Plan

- ***Freight Supportive Network***
  - Roadway widening projects from 2045 LRTP

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Source: Freight & Goods Movement Plan, Martin MPO, Oct. 2020; SIS Long Range Cost Feasible Plan; FDOT Tentative Work Program FY26-FY-30

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Freight Improvements

2050 Needs Plan

MARTIN MOVES 2050

MPO Policy Board Meeting 10/8/2025

Page 162

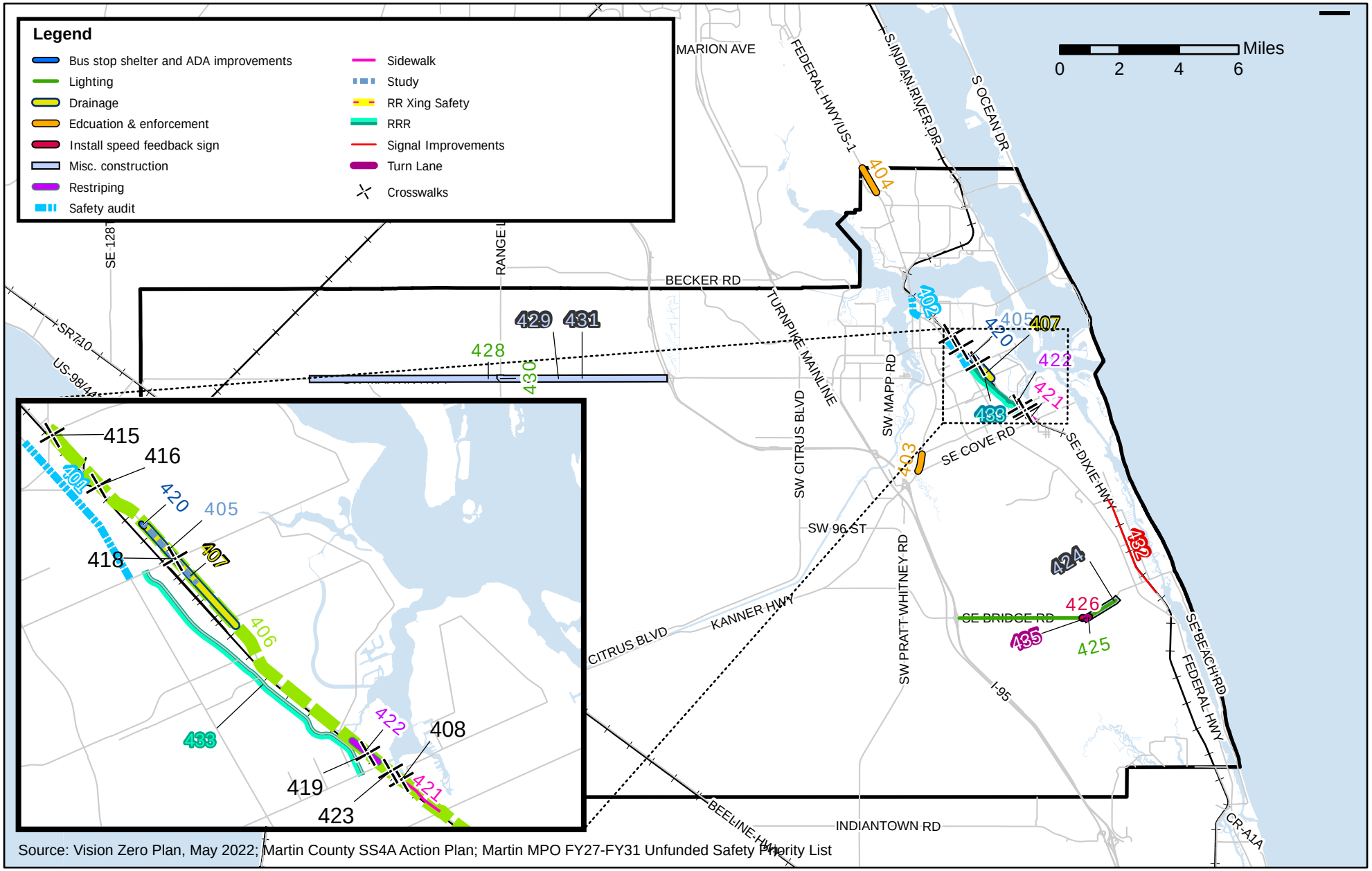
Figure 5.6.6-1

5.6.7. Safety

The *Martin Moves 2050 LRTP* Needs Plan identified safety improvements for all users along the following six corridors as well as railroad crossing improvements as shown in **Figure 5.6.7-1**. A detailed project list is provided in **Appendix C**. These safety improvements include projects from the County's *SS4A Plan*, the Martin MPO's *Vision Zero Plan*, and the *Unfunded Safety Priority List*. In addition to infrastructure improvements, such as upgrading signals, adding turn lanes, installing high emphasis crosswalk, midblock crossing, and pedestrian hybrid beacons other projects include safety studies and audits, education and enforcement strategies.

- ***Improvements for pedestrians, bicyclists, and motorists along Six (6) Corridors***
  - Bridge Road
  - Dixie Highway
  - Kanner Highway /SR-76
  - Martin Highway/SR-714
  - SE Commerce Avenue
  - US-1/Federal Highway

- ***Railroad Crossing***
  - Countywide (2nd Train Incoming Warning System)
  - Railroad Crossing Gates: SW Amarylis Avenue at CSX Crossing



Source: Vision Zero Plan, May 2022; Martin County SS4A Action Plan; Martin MPO FY27-FY31 Unfunded Safety Priority List

Safety Improvements

2050 Needs Plan

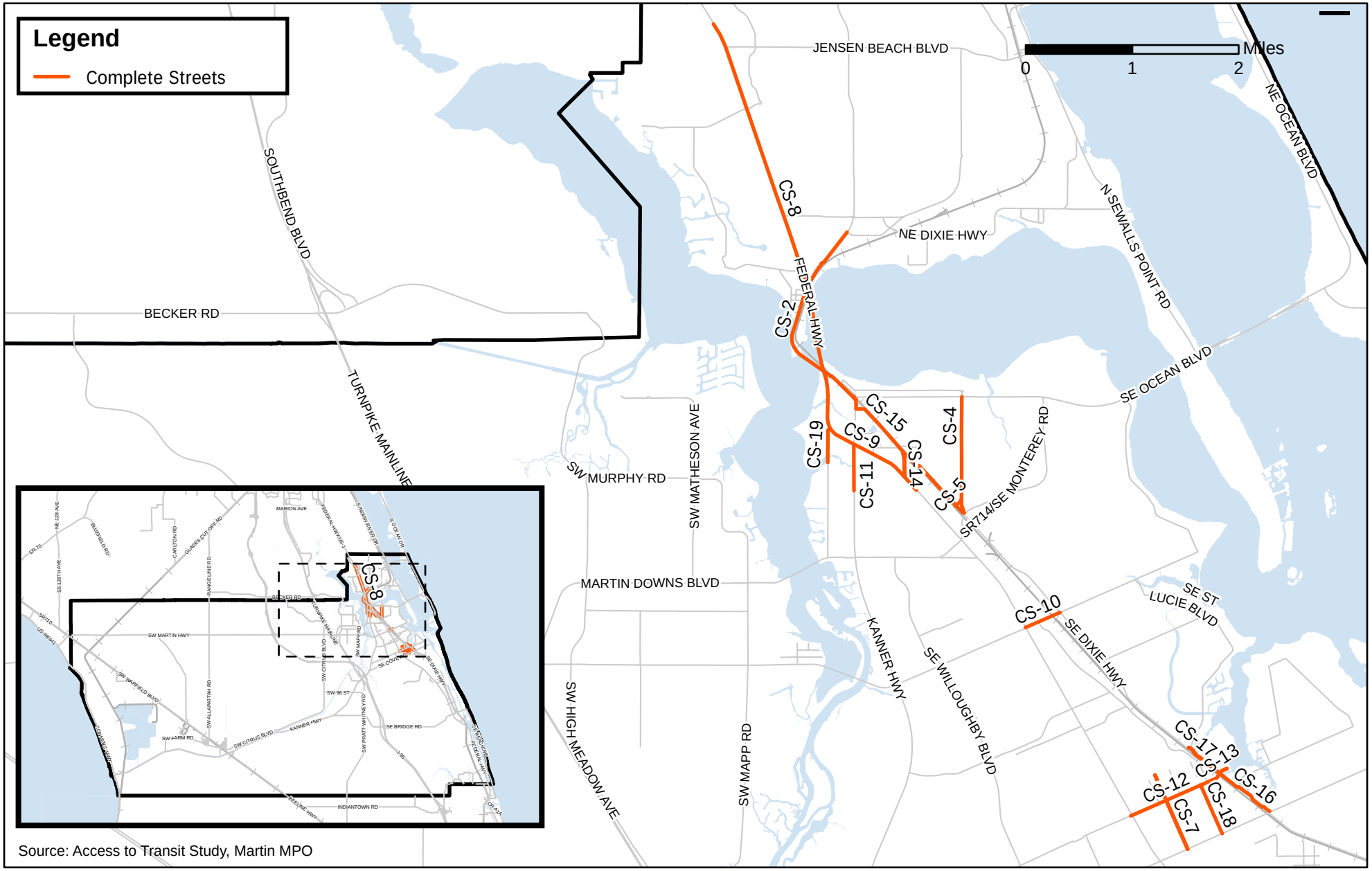
5.6.8. Complete Streets

Consistent with Martin MPO comprehensive *Complete Streets: Access to Transit Study, June 2020*, Tier 1 priority projects included in the 2050 Needs Plan are shown in in **Figure 5.6.8-1**. Detailed project list is provided in **Appendix C**. A total of 16 projects along 13 corridors would create approximately 14 miles of complete streets network.

- ***Sixteen Complete Streets projects along the following 13 corridors***
  - NW Dixie Highway/SR-707[8]
  - S Kanner Highway /SR-76
  - SE Christie Way
  - SE Cove Road
  - SE Cutoff Road
  - SE Dixie Highway
  - SE Ebbtide Avenue
  - SE Indian Street
  - SE Jack Avenue
  - SE Palm Beach Road
  - SE Salerno Road
  - SR-5/US-1
  - SW Palm City Road

[8] MPO Project ID CS-2 from NW Green River Parkway to Confusion Corner.

DRAFT



Source: Access to Transit Study, Martin MPO

Complete Streets Projects

2050 Needs Plan

MPO Policy Board Meeting 10/8/2025

Figure 5.6.8-1

5.6.9. Non-Motorized Improvements

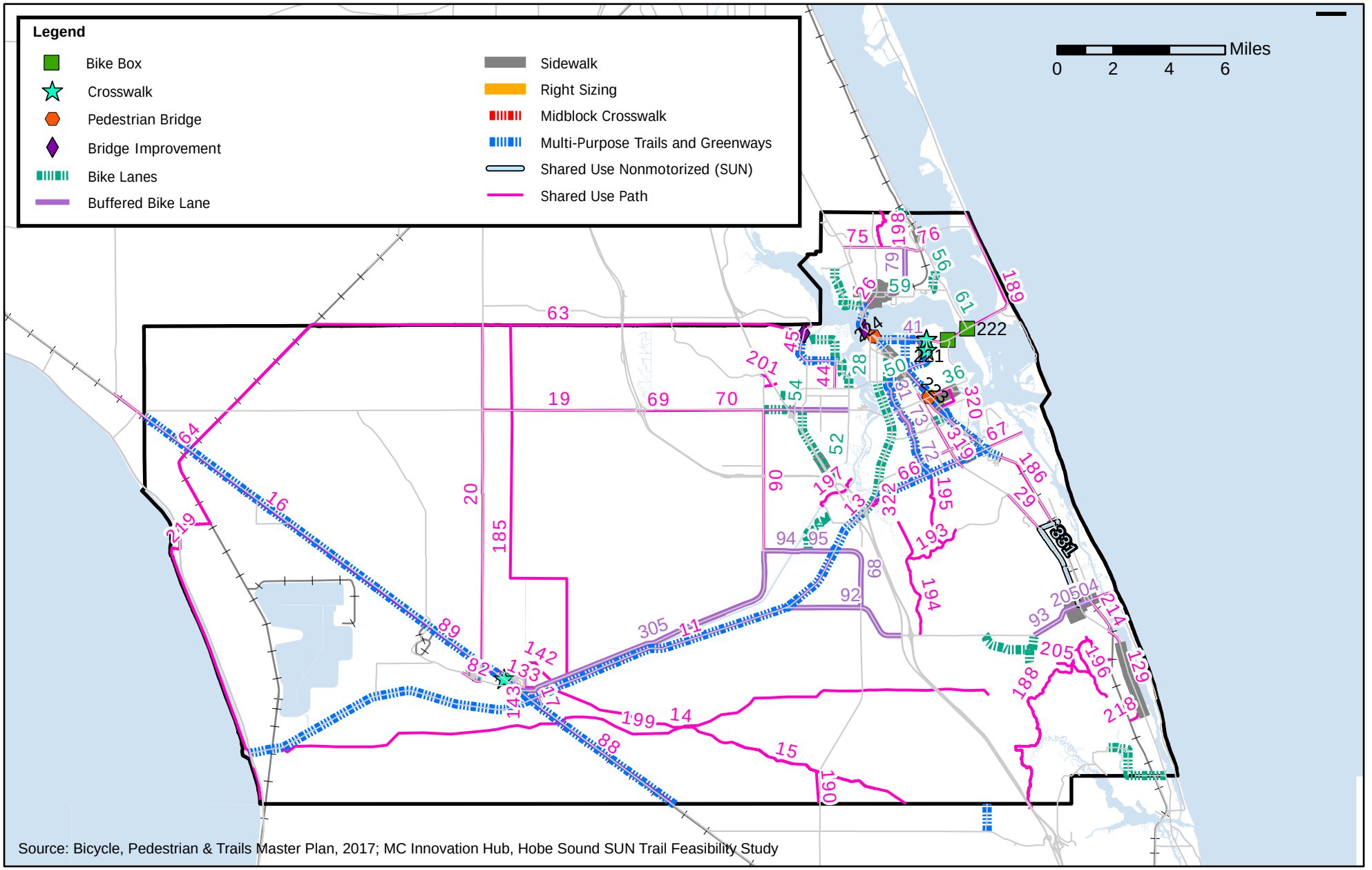
As illustrated in **Figure 5.6.9-1** and **Figure 5.6.9-2,** an extensive network of non-motorized improvement needs was included in the 2050 Needs Plan based on a review of the *Hobe Sound Shared-Use Nonmotorized (SUN) Trail Feasibility Study, Martin MPO, September 2023; Martin-in-Motion 2045 LRTP, October 2020;* and *Bicycle, Pedestrian and Trails Master Plan, 2017*, as well as input received from Martin MPO's Bicycle and Pedestrian Advisory (BPAC) Committee. A detailed project list is provided in **Appendix C**.

- ***Pedestrian Improvements***
  - Approximately 24.3 miles of sidewalks
  - Three (3) pedestrian bridges including one bridge replacement
  - Four (4) midblock crosswalks

- ***Bicycle Corridors***
  - Approximately 87.5 miles of bike lanes
  - Approximately 48.7 miles of buffered bike lanes
  - Approximately 14.1 miles of separated or protected bike lanes
  - Two (2) bike boxes

- ***Multi-Purpose Trails and Greenways***
  - Approximately 492.2 miles of shared use path
  - Approximately 110.5 miles of multi-purpose trails and greenways
  - Three (3) shared use overpass bridges

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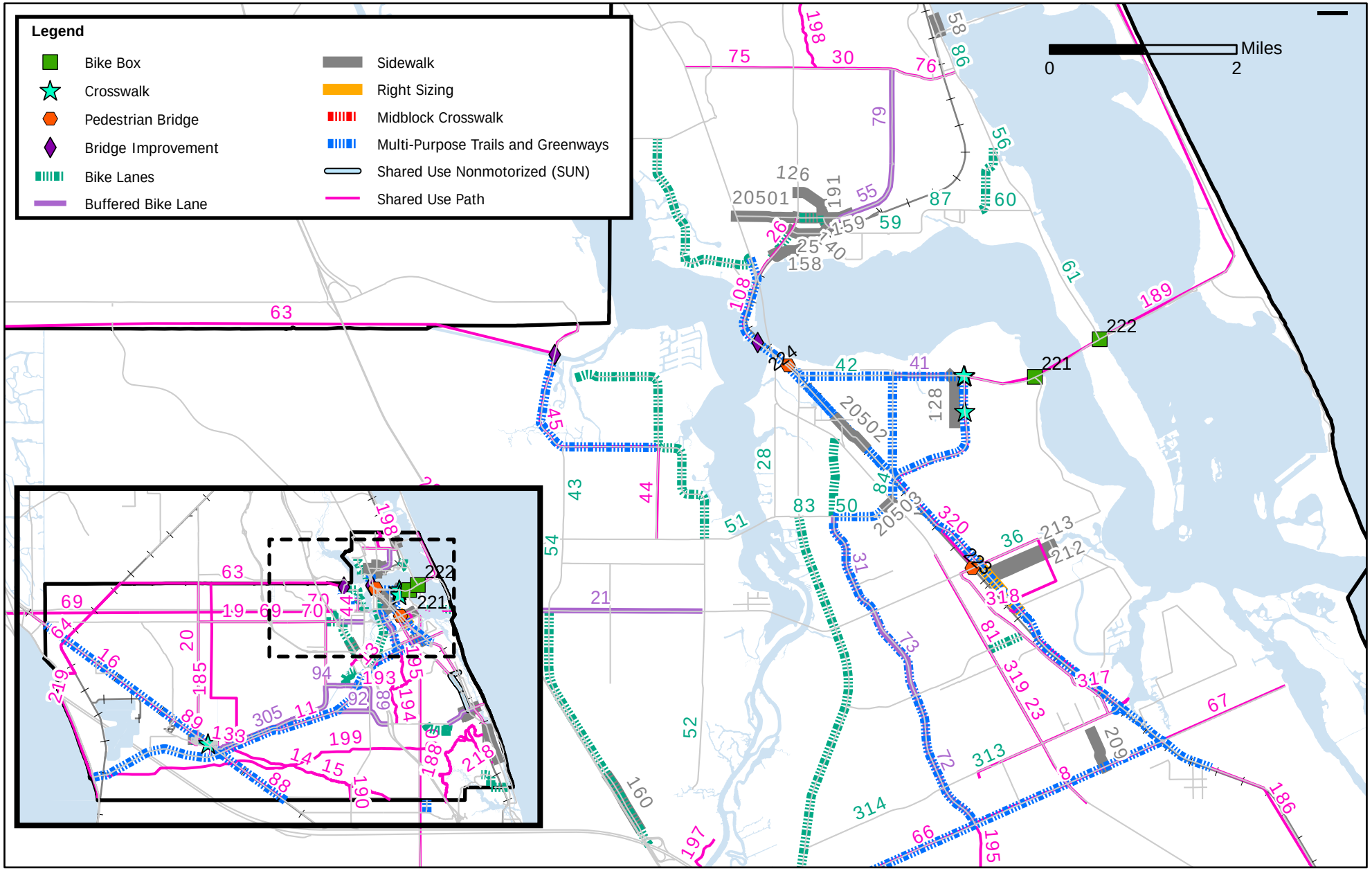
Nonmotorized Improvements

2050 Needs Plan

TPO Policy Board Meeting 10/8/2025

Figure 5.6.9-1

DRAFT



Source: Bicycle, Pedestrian & Trails Master Plan, 2017; MC Innovation Hub, Hobe Sound SUN Trail Feasibility Study

MARTIN MPO Metropolitan Planning Organization

TYLin

Nonmotorized Improvements (Inset)

2050 Needs Plan

MARTIN MOVES 2050

TPO Policy Board Meeting 10/8/2025

Page 1592

Figure 5.6.9-2

5.6.10. Infrastructure Hardening

Based on a review of FDOT's *Resiliency Action Plan* and Martin MPO's *Transportation Network Resiliency Study, December 2022*, a total of eight (8) corridors were identified for infrastructure hardening (or resiliency improvements) including one overlapping roadway segment along Dixie Highway. These improvements include Sea Level Rise (SLR) adaptation projects, roadway stabilization and drainage improvements as summarized below as shown in **Figure 5.6.10-1** and in **Appendix C.**

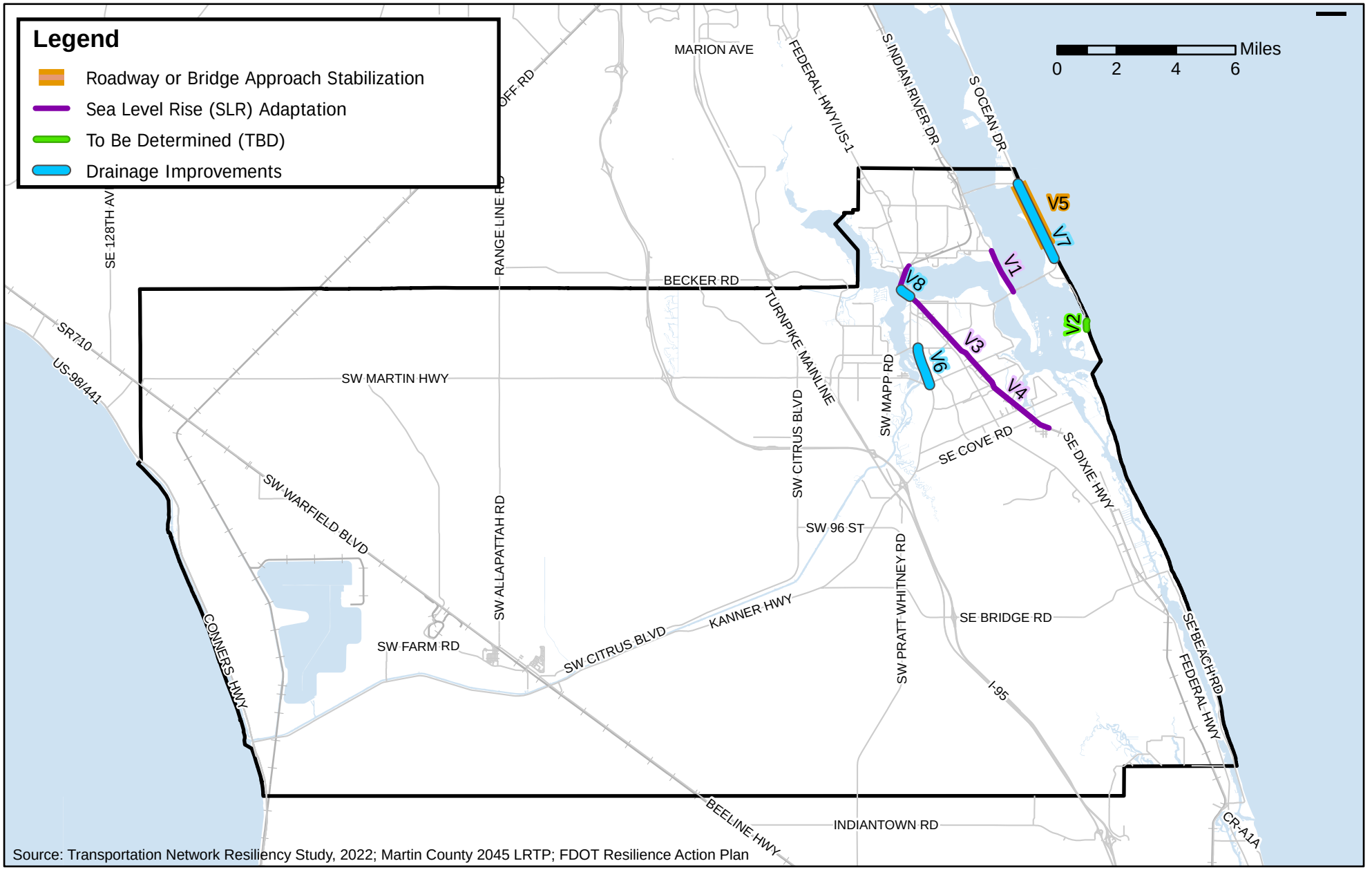
- ***Two SLR Adaptation Projects (9.3 miles)***
  - N Sewalls Point Road
  - Dixie Highway

- ***Two Roadway or Bridge Approach Stabilization (2.7 miles)***
  - SR-A1A
  - CR-707 (Bridge #890003)

- ***Two Drainage Improvement Projects (4.1 miles)***
  - SR-76/Kanner Highway
  - SR-A1A

- ***Specific Improvements TBD (0.3 mile)***
  - SE MacArthur Boulevard

DRAFT



Source: Transportation Network Resiliency Study, 2022; Martin County 2045 LRTP; FDOT Resilience Action Plan

MARTIN MPO Metropolitan Planning Organization

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Infrastructure Hardening / Resiliency Improvements

2050 Needs Plan

MARTIN MOVES 2050

MPO Policy Board Meeting 10/8/2025

Figure 5.6.10-1

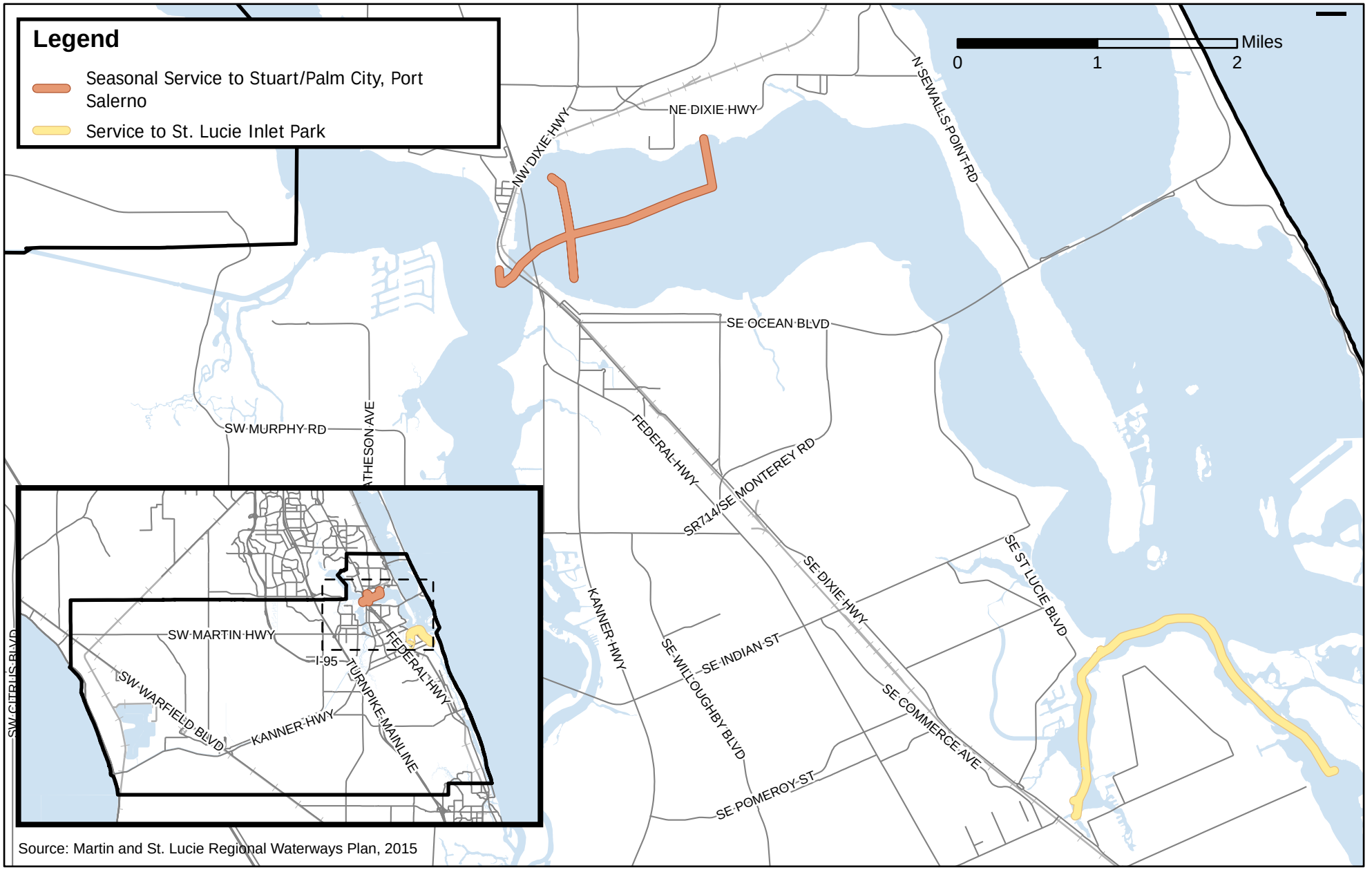
5.6.11. Waterborne Transportation

Martin County's waterborne transportation needs were based on *Martin and St. Lucie Regional Waterways Plan, Martin MPO, December 2014*. Specific projects and water taxi services were included in the 2050 Needs Plan, listed below (see **Figure 5.6.11-1** and **Appendix C**).

- ***Water Taxi Service***
  - Sandsprit Park to St. Lucie Preserve State Park
  - Seasonal and/or Special Events/Festivals around key nodes
    - Stuart/Palm City
    - Port Salerno/Manatee Pocket
    - Stuart/Jensen/Rio

- ***Water based transportation feasibility study*** to investigate the viability of water taxi services including routes, connectivity, operating plan, evaluate infrastructure improvement needs as well as develop initial concept plans and update rough order of magnitude capital and operating costs.

DRAFT



Source: Martin and St. Lucie Regional Waterways Plan, 2015

Waterborne Projects

2050 Needs Plan

MPO Policy Board Meeting 10/8/2025

Page 152

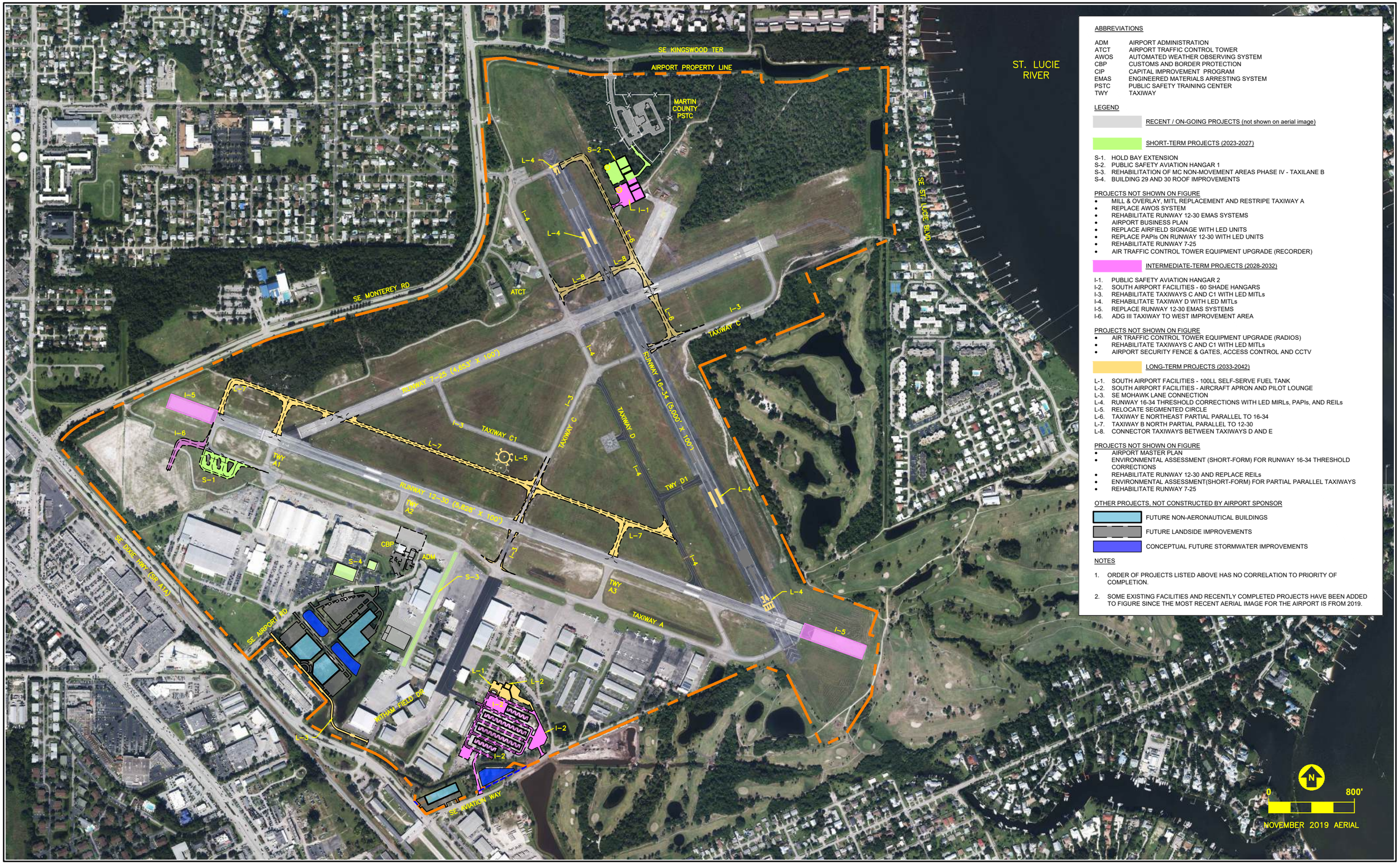
Figure 5.6.11-1

5.6.12. Aviation

Consistent with the *Witham Field Airport Master Plan, August 2023,* the 2050 Needs Plan includes the 49 capital improvement projects to be implemented over a period of 20 years. **Figure 5.6.12-1** borrowed from the Master Plan shows short-, intermediate-, and long-term aviation projects. These projects are listed in **Appendix C.**

- ***Capital Improvements***
  - 16 Short-Term Projects, 2023-2027
  - 13 Intermediate-Term Projects, 2028-2032
  - 20 Long-Term Projects, 2033-2042

- ***Funding Sources: FAA, FDOT and Local***
  - 26 Projects, FY26-FY30
  - Six (6) Projects, FY31-FY35
  - 12 Projects, FY26-FY40
  - Five (5) Projects, FY41-FY50



ABBREVIATIONS

ADM	AIRPORT ADMINISTRATION
ATCT	AIRPORT TRAFFIC CONTROL TOWER
AWOS	AUTOMATED WEATHER OBSERVING SYSTEM
CBP	CUSTOMS AND BORDER PROTECTION
CIP	CAPITAL IMPROVEMENT PROGRAM
EMAS	ENGINEERED MATERIALS ARRESTING SYSTEM
PSTC	PUBLIC SAFETY TRAINING CENTER
TWY	TAXIWAY

LEGEND

RECENT / ON-GOING PROJECTS (not shown on aerial image)

SHORT-TERM PROJECTS (2023-2027)

S-1. HOLD BAY EXTENSION
S-2. PUBLIC SAFETY AVIATION HANGAR 1
S-3. REHABILITATION OF MC NON-MOVEMENT AREAS PHASE IV - TAXILANE B
S-4. BUILDING 29 AND 30 ROOF IMPROVEMENTS

PROJECTS NOT SHOWN ON FIGURE
- MILL & OVERLAY, MITL REPLACEMENT AND RESTRIPE TAXIWAY A
- REPLACE AWOS SYSTEM
- REHABILITATE RUNWAY 12-30 EMAS SYSTEMS
- AIRPORT BUSINESS PLAN
- REPLACE AIRFIELD SIGNAGE WITH LED UNITS
- REPLACE PAPIs ON RUNWAY 12-30 WITH LED UNITS
- REHABILITATE RUNWAY 7-25
- AIR TRAFFIC CONTROL TOWER EQUIPMENT UPGRADE (RECORDER)

INTERMEDIATE-TERM PROJECTS (2028-2032)

I-1. PUBLIC SAFETY AVIATION HANGAR 2
I-2. SOUTH AIRPORT FACILITIES - 60 SHADE HANGARS
I-3. REHABILITATE TAXIWAYS C AND C1 WITH LED MITLs
I-4. REHABILITATE TAXIWAY D WITH LED MITLs
I-5. REPLACE RUNWAY 12-30 EMAS SYSTEMS
I-6. ADG III TAXIWAY TO WEST IMPROVEMENT AREA

PROJECTS NOT SHOWN ON FIGURE
- AIR TRAFFIC CONTROL TOWER EQUIPMENT UPGRADE (RADIOS)
- REHABILITATE TAXIWAYS C AND C1 WITH LED MITLs
- AIRPORT SECURITY FENCE & GATES, ACCESS CONTROL AND CCTV

LONG-TERM PROJECTS (2033-2042)

L-1. SOUTH AIRPORT FACILITIES - 100LL SELF-SERVE FUEL TANK
L-2. SOUTH AIRPORT FACILITIES - AIRCRAFT APRON AND PILOT LOUNGE
L-3. SE MOHAWK LANE CONNECTION
L-4. RUNWAY 16-34 THRESHOLD CORRECTIONS WITH LED MIRLs, PAPIs, AND REILs
L-5. RELOCATE SEGMENTED CIRCLE
L-6. TAXIWAY E NORTHEAST PARTIAL PARALLEL TO 16-34
L-7. TAXIWAY B NORTH PARTIAL PARALLEL TO 12-30
L-8. CONNECTOR TAXIWAYS BETWEEN TAXIWAYS D AND E

PROJECTS NOT SHOWN ON FIGURE
- AIRPORT MASTER PLAN
- ENVIRONMENTAL ASSESSMENT (SHORT-FORM) FOR RUNWAY 16-34 THRESHOLD CORRECTIONS
- REHABILITATE RUNWAY 12-30 AND REPLACE REILs
- ENVIRONMENTAL ASSESSMENT(SHORT-FORM) FOR PARTIAL PARALLEL TAXIWAYS
- REHABILITATE RUNWAY 7-25

OTHER PROJECTS, NOT CONSTRUCTED BY AIRPORT SPONSOR

FUTURE NON-AERONAUTICAL BUILDINGS

FUTURE LANDSIDE IMPROVEMENTS

CONCEPTUAL FUTURE STORMWATER IMPROVEMENTS

NOTES

1. ORDER OF PROJECTS LISTED ABOVE HAS NO CORRELATION TO PRIORITY OF COMPLETION.
2. SOME EXISTING FACILITIES AND RECENTLY COMPLETED PROJECTS HAVE BEEN ADDED TO FIGURE SINCE THE MOST RECENT AERIAL IMAGE FOR THE AIRPORT IS FROM 2019.

Mar 16, 2023 - 2:07pm
C:\Users\vdicarlo\Documents\SUA\05 Graphics-GIS-Modeling\Drawings\Figures\SUA MP Figure 8-1.dwg

Source: ESA, 2023.

Aviation Projects

Figure 5.6.12-1

6. FINANCIAL RESOURCES

This chapter provides background and context for developing the 2050 Revenue Forecast and outlines the requirements under federal transportation legislation as they relate to fiscally constrained LRTPs and state requirements set forth by the Florida Department of Transportation.

6.1. State and Federal Requirements and Guidelines

The revenues identified for Martin MPO's 2050 Long Range Transportation Plan's represent funds reasonably expected to be available through the year 2050. These revenues are projected over a 20- to 25-year horizon and form the financial basis for the LRTP's Cost Feasible Plan.

The forecast methodology is consistent with the requirements of Title 23 of the Code of Federal Regulations (23 C.F.R. 450.324(f)) and *Florida FY21 FHWA/FTA Fiscal Constraint White Paper, June 2021*, which mandates that long range transportation plans be financially constrained and based on realistic revenue assumptions.

Further, the revenue estimates for *Martin Moves 2050* were prepared in accordance with the FDOT's *2050 Revenue Forecast Handbook, June 2023* - the official source for statewide and MPO-level forecasting procedures, including guidance on inflation adjustments, year-of-expenditure (YOE) conversions, and distribution of federal and state funds. This handbook includes guidelines developed through a collaborative process involving both FDOT and MPO Advisory Council (MPOAC) to ensure consistency in financial reporting across Florida MPOs.

These references establish the foundation for developing a forecast that is transparent, consistent, and in compliance with both state and federal requirements. A brief discussion of the key provisions from these requirements and guidelines is provided in the following sections, while **Appendix D** includes FDOT's *2050 Revenue Forecast Handbook, June 2023*, and relevant pages from *MPO Revenue Forecast Report* as it relates to Martin MPO and **Appendix E** includes *Florida FY21 FHWA/FTA Fiscal Constraint White Paper, June 2021*.

6.1.1. Year of Expenditure Revenues and Project Phases

Federal planning regulations, adopted in 2007, along with corresponding MPO Advisory Council (MPOAC) guidelines, require that both project cost estimates and revenue forecasts be presented in YOE dollars. This requirement ensures that financial plans account for the effects of inflation over time and provide a realistic representation of the revenues and costs associated with implementing the LRTP.

The FDOT provides revenue forecasts already expressed in YOE dollars. In addition, FDOT publishes official inflation factors, which MPOs must use to escalate project costs from Present Day Cost (PDC) or base-year estimates to YOE.

Further, it is imperative that all project phases, such as planning/design, right of way (ROW) acquisition, and construction are included in the LRTP. By including all phases in YOE dollars, the LRTP demonstrates a realistic financial strategy, aligning available revenues with the all the phases of planned transportation improvements.

6.1.2. Full Time Span of LRTP (1st Five Years)

Consistent with the Federal Highway Administration's expectations outlined in the Federal Strategies for Implementation Requirements for LRTP Updates for Florida MPOs (January 10, 2018) and the MPOAC's financial guidelines, MPOs must include complete financial information for all years of the LRTP. This requirement extends to incorporating information from the adopted TIP.

For the Martin MPO, the most recently adopted FY 2025/26 – FY 2029/30 TIP provides the current list of project priorities programmed for funding in the first five-year period of the planning horizon. These committed revenues and projects form the foundation of *Martin Moves 2050*. Incorporating the TIP into the LRTP process ensures that *Martin Moves 2050 LRTP* demonstrates fiscal constraint by aligning project commitments with forecasted revenues throughout the entire LRTP horizon.

6.1.3. Stability of Revenue Sources

Preparation of the revenue forecast for the 2050 LRTP requires that future estimates be limited to existing and reasonably expected funding sources. These revenues are to be used for implementing transportation capacity projects, including transit investments and maintenance of the Federal-Aid Highway System. Consistent with federal planning regulations and FDOT guidance, only those revenues that can be reasonably anticipated through the year 2050 may be counted toward the LRTP's Cost Feasible Plan. This ensures that the plan reflects a fiscally constrained and implementable program of projects.

FDOT guidance further clarifies that projects relying on funding from discretionary districtwide or state programs (e.g., TRIP funds, competitive grant awards, or other uncertain/non-formula funds) must be treated as "Illustrative Projects." These projects are identified separately from the financially feasible program to highlight project priorities that may move forward if additional revenues become available. By distinguishing between reasonably available revenues and illustrative projects, *Martin Moves 2050* ensures compliance with state and federal requirements while also maintaining flexibility to showcase aspirational priorities beyond the cost feasible plan.

6.2. 2050 Revenue Forecast

This section documents the assumptions and methodology used to develop future estimates of funds available from local, state, and federal sources through the horizon year. It explains the process of allocating FDOT's statewide revenue forecast to the MPO level, adjustments made for inflation and YOE dollars, and the treatment of various revenue categories (capacity, transit, operations and maintenance, and other programs). The section also provides the forecasted revenue totals that form the financial envelope within which the LRTP must be developed.

6.2.1. Methodology and Assumptions

The methodology and assumptions used to develop the 2050 Revenue Forecast for *Martin Moves 2050* are consistent with the state and federal requirements and guidelines outlined in Chapter 2. The forecast was prepared using official procedures established by FDOT, FHWA, and the MPOAC. Below is a short description of the methodology and assumptions applied to estimate revenues from the following sources:

- State Revenues – allocations from FDOT's statewide forecast distributed to Martin MPO for eligible programs (e.g., Strategic Intermodal System, Other Roads, Transit, and State High System (SHS)).
- Local Revenues – funds generated from local option sources, including gas taxes, transportation impact fees, general funds and other revenues that are reasonably expected to continue through 2050.
- Federal Revenues – allocations of federal formula funds passed through FDOT, for transit capital improvements and operating/technical assistance.

The following sections describe how these revenue sources were identified, adjusted to YOE dollars, and compiled into the Martin MPO's 2050 Revenue Forecast.

6.2.2.State Revenues

FDOT's guidelines for estimating and presenting future revenues and the *Florida FY21 FHWA/FTA Fiscal Constraint White Paper, June 2021* are followed in this review, as outlined in the *Revenue Forecast Handbook, June 2023*. FDOT currently provides its revenue forecasts for program funding levels contained in the FDOT Adopted Five-Year Work Program from FY 2023/24 through FY 2027/28. The forecast of funding levels for FDOT programs for FYs 2025-2050 was developed based on the corresponding Program and Resource Plan (PRP), which integrates both the FDOT Adopted Five-Year Program and FDOT's planned program levels beyond the current Work Program horizon.

The MPO's FY 2025/26-FY 2029/30 Transportation Improvement Program (TIP) is used for near-term revenue forecasts prior to the "second five-year period" (2030/31 to 2034/35)." For long-range planning purposes, revenues in the 2050 Cost Feasible Plan are presented in aggregate time bands: 2031-2035 (five-year band), 2036-2040 (five-year band), and 2041-2050 (ten-year band). Funds allocated to Strategic Intermodal System

(SIS) projects are based on statewide revenue estimates. These revenue estimates are not available at MPO level.

6.2.3.Local Revenues

Revenue growth rates for key local revenue sources - including fuel taxes, transportation impact fees, Marty farebox proceeds, and general fund contributions (property taxes) - were developed in consultation with Martin County and Martin MPO staff. These assumptions reflect local fiscal conditions and policies that are reasonably expected to continue through 2050. Detailed assumptions for each growth rate including inflation adjustments and source-specific considerations are documented in the footnotes for transparency and reference.

6.2.3.1. Federal Revenues

Assumptions for the growth rates of funds directly received by Marty, Martin County's transit operator, from the Federal Transit Administration (FTA) through FDOT were based on *the Martin County Transit Development Plan (TDP), July 2024*, which covers the period 2025-2034. The TDP provides the most current assessment of expected federal support for transit operations and capital improvements and serves as the foundation for estimating revenues through 2050. As with other funding categories, detailed assumptions for growth rates specific to each source are included in the footnotes for documentation and transparency.

It should be noted that federal revenues distributed directly to local governments or authorities from the Federal Airport and Airway Trust Fund are not included in the 2050 Revenue Forecast for *Martin Moves 2050 LRTP*. These funds are designated for airport-related purposes and fall outside the scope of the LRTP revenue forecast.

6.3.Limitations of Analysis

This analysis describes only State (FDOT) revenues forecasted to flow to Martin County for capital improvement purposes - specifically, funds programmed under the State Capacity Program. These revenues represent Martin MPO's share of statewide allocations for projects that expand capacity on the Strategic Intermodal System and other eligible state facilities.

It should be noted that this review does not include FDOT operating and maintenance funds, referred to as the State Non-Capacity Program, which are applied to facilities in Martin County. FDOT manages and implements the Non-Capacity Program at the statewide level and does not provide MPO Level revenue estimates for these activities. However, FDOT provides revenue estimates for some of the Non-Capacity Programs at a districtwide level. According to FDOT, the Department has estimated sufficient revenues to meet non-capacity objectives statewide, including safety, preservation, and system support needs for each metropolitan area in Florida. As such, these funds are excluded

from the Martin MPO's 2050 Revenue Forecast but will continue to be applied by FDOT to maintain and operate the Federal-Aid Highway System within Martin County.

6.4. Metropolitan Planning Organization (MPO) Level Revenue Estimates, Martin MPO

This section describes the State transportation funding programs and the forecasted revenues developed by FDOT that are projected to flow to Martin County through the year 2050. These revenues include both state and federal funds that are allocated through FDOT programs and represent the primary source of funding for major capacity improvements on the Strategic Intermodal System (SIS) and other state facilities in Martin County. It should be noted that the table presented in this section is derived from Appendix G of FDOT's 2050 Revenue Forecast Handbook (June 2023), which serves as the official source of statewide and MPO-level revenue estimates. **Table 6.4-1** summarizes the FDOT funding programs and associated revenue estimates for Martin County through the 2050 planning horizon.

Table 6.4-1 Martin MPO - MPO Level Revenue Estimates

State and Federal Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

Estimates for the Martin Metropolitan Area

Capacity Programs	Time Period (Fiscal Years)					27-Year Total[2]
	2023/24-2025/26	2025/26-2029/30[1]	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
Surface Transportation Block Grant[3] (STBG) (SU, in TMA with >200,000 population)	$4,560,000	$9,190,000	$8,990,000	$8,990,000	$17,980,000	**$49,710,000**
TA[4] (TALU in TMA with population >200,000)	$760,000	$1,640,000	$1,640,000	$1,640,000	$3,280,000	**$8,960,000**
SHS[5] (non-SIS, in TMA)	$0	$5,910,000	$5,670,000	$5,900,000	$12,000,000	**$29,480,000**
Other Roads[6] (non-SIS, non-SHS)	$3,350,000	$6,850,000	$3,070,000	$3,200,000	$6,510,000	**$22,980,000**
Product Support[7]		$2,807,200	$1,922,800	$2,002,000	$4,072,200	**$11,541,200**
Non-SIS Transit Formula[8]	$780,000	$2,130,000	$2,310,000	$2,410,000	$4,920,000	**$12,550,000**
SIS Highways[9] (Construction & ROW)		$116,890,724	$545,000	$3,565,000	$23,227,000	**$144,227,724**
Turnpike[10]		$1,167,561	$274,812,000	$0	$0	**$275,979,561**
Total	**$9,450,000**	**$146,585,485**	**$298,959,800**	**$27,707,000**	**$71,989,200**	**$555,428,485**

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Tables 123, 124, 126,127, and 128 on pages 161, 162, and 163)

Notes:

[1] Revenue estimates for FYs 2025/26-2029/30 are included in the FDOT Tentative Work Program, Nov 2024.

[2] Columns and rows may not equal due to rounding.

[3] Federal funds that allow for flexible funding to best address State and local transportation needs.

[4] Federal TA funds set-aside to assist with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

[5] By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs.

[6] Funds can be used for off-system roads (county, municipal or local roads) that are non-SIS and not on the SHS. And could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP).

[7] Per FDOT 2050 Revenue Forecasting Handbook, June 2023, 22% funds to be allocated for project support. Product support includes preliminary engineering activities identified on page 20 of 2050 Revenue Forecast Handbook, June 2023.

[8] Excludes Florida New Starts and Transit Discretionary Funds. Federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems.

[9] Revenue stream is derived from SIS project costs allocated to improvements programmed in Martin County per SIS Cost Feasible Plan, April 2023.

[10] Revenue stream is derived from Turnpike project costs allocated to improvements programmed in Martin County based of Florida Turnpike Cost Feasible Projects List, January 2025.

6.5.Districtwide Level Revenue Estimates, FDOT District Four

In addition to formula-based allocations, FDOT manages several discretionary funding programs that are available on a competitive basis at the districtwide level. These programs support both capacity and non-capacity improvements and are distributed based on district priorities in consultation with various MPOs/TPO/TPA. The Martin MPO does not receive guaranteed allocations from these discretionary sources. Instead, the MPO must compete for funding through the FDOT District process, submitting projects that align with program objectives and selection criteria.

Table 6.5-1 through **Table 6.5-5** present the revenue estimates for these discretionary funding sources, as documented in FDOT's *2050 Revenue Forecast Handbook, June 2023*. These tables provide context for the scale of resources available at the districtwide level, while recognizing that Martin MPO's share will depend on the outcome of future competitive processes.

Table 6.5-1 Districtwide Revenue Estimate for Transportation Alternatives - Set-Aside

Federal Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

Martin Metropolitan Area and Districtwide	Time Period (Fiscal Years)					27-Year Total[1]
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
TALT (Any Area), District 4	$11,700,000	$30,490,000	$30,750,000	$30,750,000	$61,500,000	$165,190,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 10, page 25)

[1] Columns and rows may not equal due to rounding.

[2] Funding for "any area" can be used by both TMA and Non-TMA MPOs. Projects funded using these funds must be identified as "illustrative" in the LRTP. Typical eligible projects include sidewalk improvements, bike lanes, trails, Safe Routes to School infrastructure, lighting, and other pedestrian/bicycle safety projects.

Table 6.5-2 Districtwide Revenue Estimate for Non-SIS Transit Discretionary

State Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

FDOT District	Time Period (Fiscal Years)					27-Year Total[1]
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
District 4	$30,980,000	$110,400,000	$102,640,000	$103,850,000	$208,830,000	$556,700,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 14, page 30)

[1] Columns and rows may not equal due to rounding.

Notes:

FTA transit funds considered discretionary to MPOs include Section 5310, 5311 and 5339.

Table 6.5-3 Districtwide Revenue Estimate for Transportation Regional Incentive Program (TRIP)

State Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

FDOT District	Time Period (Fiscal Years)					27-Year Total[1]
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
District 4	$23,400,000	$42,350,000	$46,120,000	$48,220,000	$98,360,000	$258,550,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 15, page 32)

[1] Columns and rows may not equal due to rounding.

Notes:

Projects that are funded partially using TRIP cannot be considered as "funded" or cost feasible since there is no guarantee of any specific project receiving these funds.

This program will fund up to 50 percent of the project cost. Project partially funded using TRIP can be included in the LRTPs as "illustrative" projects.

Table 6.5-4 Districtwide Revenue Estimate for Highway Safety Improvement Program (HSIP)

State Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

FDOT District	Time Period (Fiscal Years)					27-Year Total[1]
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
District 4	$53,850,000	$94,900,000	$91,030,000	$91,030,000	$182,050,000	$512,860,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 16, page 33)

[1] Columns and rows may not equal due to rounding.

Notes:

HSIP funds available for short-term safety projects that address traffic crash problems involving fatal and injury crashes. Projects typically cost $1M or less.

Funds allocations to be district managed and distributed based on statutory formula.

Table 6.5-5 Districtwide Estimate for Resurfacing, Bridge, and O&M

State and Federal Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

Major Program	Time Period (Fiscal Years)					27-Year Total[1]
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
District 4	$640,420,000	$1,645,680,000	$1,483,400,000	$1,537,820,000	$3,125,740,000	$8,433,060,000

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 17, page 34)

[1] Columns and rows may not equal due to rounding.

Notes:

FDOT estimates for these non-capacity programs provided at district level which reconcile to statewide amounts ensure that sufficient funding will be available to operate and maintain the overall state transportation system.

6.6.Statewide Level Revenue Estimates, FDOT

Table 6.6-1 and **Table 6.6-2** present a summary of revenue estimates from various state and federal funding programs that are available at the statewide level through the year 2050. These programs support a range of modes and categories, including highway, transit, freight, and multimodal investments. While these resources represent significant statewide funding, the Martin MPO does not receive a dedicated allocation. Instead, the MPO must compete for funding by advancing projects that align with program objectives, meet statewide criteria, and demonstrate strong regional benefits. The values shown in **Table 6.6-1** and **Table 6.6-2** therefore provide context for the overall scale of resources available in Florida through 2050, while recognizing that Martin MPO's share will depend on the competitiveness of future project submissions

Table 6.6-1 Transit - Florida New Starts Program Estimate

State Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

Statewide Program	Time Period (Fiscal Years)					27-Year Total[1]
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
Statewide Total	**$173,500,000**	**$267,680,000**	**$287,560,000**	**$300,600,000**	**$613,210,000**	**$1,642,550,000**

Source: 2050 Revenue Forecast, June 2023, FDOT. (Table 7, page 19)

[1] Columns and rows may not equal due to rounding.

Notes:

Projects that are funded partially using Florida New Starts Program cannot be considered as "funded" or cost feasible since there is no guarantee of any specific project receiving these funds. Project partially funded using Florida New Starts Program can be included in the LRTPs as "illustrative" projects.

Table 6.6-2 Statewide Capacity Program Estimate for Non-SIS/Non-Highway Modes

State and Federal Funds from the 2050 Revenue Forecast (in Year of Expenditure (YOE) Dollars)

Major Program	Time Period (Fiscal Years)					27-Year Total[1]
	2023/24-2025/26	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
Aviation Federal/State	$259,720,000	$702,400,000	$782,880,000	$818,260,000	$1,669,100,000	$4,232,360,000
Rail Federal/State	$282,690,000	$398,150,000	$415,910,000	$432,510,000	$880,300,000	$2,409,560,000
Intermodal Access Federal/State	$41,850,000	$144,660,000	$167,430,000	$172,270,000	$348,990,000	$875,200,000
Seaport Development Federal/State	$54,870,000	$213,670,000	$235,040,000	$245,710,000	$501,220,000	$1,250,510,000
SUN Trail State[2]	$50,000,000	$125,000,000	$125,000,000	$125,000,000	$250,000,000	$675,000,000
Statewide Total	**$689,130,000**	**$1,583,880,000**	**$1,726,260,000**	**$1,793,750,000**	**$3,649,610,000**	**$9,442,630,000**

Source: 2050 Revenue Forecast Handbook, FDOT, June 2023 (Table 6, page 18)

[1] Columns and rows may not equal due to rounding.

[2] FDOT uses its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by Florida Department of Environmental Protection (FDEP).

6.7. Local and Federal Revenue Estimates

There are several separate fuel or gasoline taxes in the State of Florida which provide revenues for transportation improvements within cities and counties. These fuel taxes include:

- Constitutional Fuel Tax
- County Fuel Tax
- Municipal Fuel Tax
- 1st Local Option Fuel Tax (the “6-Cent LOGT”)
- 2nd Local Option Fuel Tax (the “5-Cent LOGT”)
- Ninth-Cent Fuel Tax

The first three taxes are imposed by the State and distributed to the Counties, while the last three taxes are local option fuel taxes that may be imposed by each county at its discretion. This section describes projected revenues within Martin County from these sources and the uses of each fuel tax by county governments. **Table 6.7-1** and **Table 6.7-2** show revenue estimates and growth rate assumptions, respectively for each of the six fuel tax sources.

In addition, FTA funds received through FDOT by Marty, the County’s transit operator under Sections 5307, 5311 and 5339, are also shown in **Table 6.7-1** with corresponding growth rates and assumptions included in **Table 6.7-2**. These funds can be expended on transit operations and maintenance as well as capital with certain constraints. It should be noted that the FDOT’s revenue estimates include some portion of these funds and therefore Non-SIS Transit Formula funds will not be used as a revenue source in developing the 2050 Cost Feasible Plan.

Table 6.7-1 Local and Federal Funds, 2050 Revenue Forecast (in Base Year 2025 Dollars)

Revenue Source	Time Period (Fiscal Years)																										27-Year Total
	2024/25	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2020-2050
Fuel Taxes[1]	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$3,866,678**	**$100,533,631**
1st Local Option Fuel Tax (6 Cents) - County	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$1,354,159	$35,208,124
1st Local Option Fuel Tax (6 Cents) - Municipal	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$208,452	$5,419,760
2nd Local Option Fuel Tax (5 Cents) - County	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$985,601	$25,625,621
2nd Local Option Fuel Tax (5 Cents) - Municipal	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$151,718	$3,944,678
9th Cent (1 Cent)	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$280,142	$7,283,687
Constitutional Fuel Tax (2 Cents)	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$618,131	$16,071,393
County Fuel Tax (1 Cent)	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$268,476	$6,980,368
Transportation Impact Fees[2]	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,000**	**$80,480**	**$80,963**	**$81,449**	**$81,937**	**$82,429**	**$82,924**	**$83,421**	**$83,922**	**$84,425**	**$84,932**	**$85,441**	**$85,954**	**$86,470**	**$86,988**	**$87,510**	**$88,035**	**$2,147,280**
Transit O&M (General Fund[3])	**$2,099,129**	**$2,154,807**	**$2,207,472**	**$2,225,448**	**$2,243,720**	**$2,319,104**	**$2,503,869**	**$2,553,947**	**$2,655,026**	**$2,802,108**	**$2,818,921**	**$2,835,834**	**$2,852,849**	**$2,869,966**	**$2,887,186**	**$2,904,509**	**$2,921,936**	**$2,939,468**	**$2,957,105**	**$2,974,847**	**$2,992,696**	**$3,010,653**	**$3,028,716**	**$3,046,889**	**$3,065,170**	**$3,083,561**	**$70,954,937**
Transit (Marty) - Farebox Revenue[4]	**$165,782**	**$242,226**	**$303,747**	**$356,908**	**$408,246**	**$456,897**	**$569,599**	**$636,124**	**$656,269**	**$677,423**	**$681,488**	**$685,576**	**$689,690**	**$693,828**	**$697,991**	**$702,179**	**$706,392**	**$710,630**	**$714,894**	**$719,184**	**$723,499**	**$727,840**	**$732,207**	**$736,600**	**$741,020**	**$745,466**	**$15,881,703**
Federal Funds[5] (Transit Operating Revenue)	**$674,176**	**$681,915**	**$690,082**	**$698,168**	**$698,168**	**$733,076**	**$762,399**	**$785,272**	**$800,977**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$808,986**	**$20,276,995**
Federal Section 5307 Urbanized Grant Program	*$510,000*	*$510,000*	*$510,000*	*$510,000*	*$510,000*	*$535,500*	*$556,920*	*$573,628*	*$585,100*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$590,951*	*$14,847,315*
Federal Section 5311 Non-Urbanized Grant Program	*$164,176*	*$171,915*	*$180,082*	*$188,168*	*$188,168*	*$197,576*	*$205,479*	*$211,644*	*$215,877*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$218,035*	*$5,429,680*
Federal Funds[6] (Transit Capital Revenue)	**$771,000**	**$771,000**	**$771,000**	**$771,000**	**$771,000**	**$809,550**	**$841,932**	**$867,190**	**$884,534**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$893,379**	**$22,445,649**
Federal Section 5307 Urbanized Grant Program	*$641,000*	*$641,000*	*$641,000*	*$641,000*	*$641,000*	*$673,050*	*$699,972*	*$720,971*	*$735,391*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$742,744*	*$18,661,032*
Federal Section 5311 Non-Urbanized Grant Program	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*
Federal Section 5339 Bus & Bus Facilities Program	*$130,000*	*$130,000*	*$130,000*	*$130,000*	*$130,000*	*$136,500*	*$141,960*	*$146,219*	*$149,143*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$150,635*	*$3,784,617*
Transit Capital (General Fund[7])	**$70,000**	**$70,000**	**$70,000**	**$70,000**	**$70,000**	**$73,500**	**$76,440**	**$78,733**	**$80,308**	**$81,111**	**$81,598**	**$82,087**	**$82,580**	**$83,075**	**$83,574**	**$84,075**	**$84,580**	**$85,087**	**$85,598**	**$86,111**	**$86,628**	**$87,148**	**$87,671**	**$88,197**	**$88,726**	**$89,258**	**$2,106,083**

Notes:

[1] Fuel taxes for FY 2024/25 based on 2024 Local Government Financial Information Handbook, May 2025 published by The Florida Legislature's Office of Economic and Demographic Research (Pages 26, 31, 205, 212, and 217). Revenue estimate reduced by 70% consistent with *2045 LRTP - Martin-in-Motion* and input received from Martin County Office of Management & Budget (OMB).

[2] Transportation impact fee for the 10-year period from 2025 to 2034 is based on Martin County's Adopted FY 2025 Capital Improvement Plan (Roadway Revenue Summary on page 161 of 282 of the PDF).

[3] General Funds revenue estimate for 2025 is based on Martin County's FY 2025 Adopted Budged and for 2026 is based on the County's FY 2026 Tentative Budget. Estimates for 2027 through 2034 are consistent with the 2025-2034 Marty Transit Development Plan, July 2024.

[4] Farebox revenue for 2025 through 2034 is consistent with 2025-2034 Marty Transit Development Plan, July 2024.

[5] Federal operating revenues from Federal Transit Administration's (FTA) Sections 5307 and 5311 are received by Marty through FDOT as a designated sub recipient. This revenue stream is included in FDOT's Non-SIS Transit Formula program. Funds from Urbanized Grant Program Section 5311 Non-Urbanized Grant Program are received by the MPO through FDOT's Statewide Rural Transit Program, which is included the 2050 Revenue Forecast Handbook and provided at districtwide level.

[6] Federal capital revenues from Federal Transit Administration's (FTA) Sections 5307 received by Marty through FDOT as a designated subrecipient. This revenue stream is included in FDOT's Non-SIS Transit Formula program. Funds from Urbanized Grant Program Section 5339 Bus & Bus Facilities Program are received by the MPO through FDOT which is included the 2050 Revenue Forecast Handbook and provided at districtwide level under Non-SIS Transit Discretionary program.

[7] General Funds revenue estimate for transit capital investment from 2025 to 2034 is consistent with Marty 2025-2034 Transit Development Plan and Martin County's Adopted FY 2025 Capital Improvement Plan.

Table 6.7-2 Growth Rate Assumptions for Local and Federal (FTA) Revenue Estimates

Growth Rate Assumptions	2024/25	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Fuel Taxes[1]	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Transportation Impact Fees[2]	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
Transit (General Fund)[3]	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
Transit (Marty) - Farebox Revenue[4]	--	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%
Federal Funds[5] (Transit Operating Revenue)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Federal Funds[6] (Transit Capital Revenue)		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Notes:

[1] Fuel taxes assumed to stay flat based on historical growth rate trend over the past 20 years between 2004/05 and 2024/25 at approximately 0%.

[2] Transportation impact fee assumed to grow at 0.6% per year between 2035-2050 consistent with year-over-year population growth rate.

[3] General funds for the 10-year period between 2025-2034 is consistent with Martin County's FY 2025 Adopted Budged, FY 2026 Tentative Budget and Marty's 2025-2034 Transit Development Plan, July 2024. Growth assumed at annual rate of 0.6% between 2035-2050, which is in line with population growth rate of 0.6% per year over a 30-year period from 2020 to 2050.

[4] Farebox revenue for the 10-year period between 2025 and 2034 is consistent with 2025-2034 Marty Transit Development Plan, July 2024. Growth assumed at annual rate of 0.6% between 2035 and 2050, which is in line with population growth rate of 0.6% per year over 30 years from 2020 to 2050.

[5] Federal Funds (Section 5307 and Section 5311) for the 10-year period between 2025-2034 are consistent with Marty 2025-2034 Transit Development Plan, July 2024. These funds are assumed to remain flat between 2035 and 2050.

[6] Federal Funds (Sections 5307 and 5339) for the 10-year period between 2025-2034 are consistent with Marty 2025-2034 Transit Development Plan, July 2024. These funds are assumed to remain flat between 2035 and 2050.

Table 6.7-3 and **Table 6.7-4** show revenue estimates in base year 2025 dollars and YOE dollars, respectively. These revenue estimates are consolidated in three five-year time bands, 2025/26-2029/30, 2030/31-2034/35, 2035/36-2039/40 and one ten-year time band 2040/41-2049/50. To maintain consistency with Martin County TDP forecast for the period from 2025-2034, an inflation factor of 1.0 was used for the first two five-year time bands while for the outer years, inflation factors from FDOT's *2050 Revenue Forecast Handbook, June 2023* were applied. **Table 6.7-5** illustrates project eligibility relative to various funding sources or programs.

Table 6.7-3 Local and Federal Funds, 2050 Revenue Forecast (Base Year, 2025 Dollars)

Revenue Source	Time Period (Fiscal Years)					27-Year Total
	2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
Fuel Taxes	**$3,866,678**	**$19,333,391**	**$19,333,391**	**$19,333,391**	**$38,666,781**	**$100,533,631**
1st Local Option Fuel Tax (6 Cents) - County	$1,354,159	$6,770,793	$6,770,793	$6,770,793	$13,541,586	$35,208,124
1st Local Option Fuel Tax (6 Cents) - Municipal	$208,452	$1,042,262	$1,042,262	$1,042,262	$2,084,523	$5,419,760
2nd Local Option Fuel Tax (5 Cents) - County	$985,601	$4,928,004	$4,928,004	$4,928,004	$9,856,008	$25,625,621
2nd Local Option Fuel Tax (5 Cents) - Municipal	$151,718	$758,592	$758,592	$758,592	$1,517,184	$3,944,678
9th Cent (1 Cent)	$280,142	$1,400,709	$1,400,709	$1,400,709	$2,801,418	$7,283,687
Constitutional Fuel Tax (2 Cents)	$618,131	$3,090,653	$3,090,653	$3,090,653	$6,181,305	$16,071,393
County Fuel Tax (1 Cent)	$268,476	$1,342,379	$1,342,379	$1,342,379	$2,684,757	$6,980,368
Transportation Impact Fees	**$80,000**	**$400,000**	**$400,480**	**$409,701**	**$857,099**	**$2,147,280**
Transit O&M (General Fund)	**$2,099,129**	**$11,150,551**	**$13,333,871**	**$14,350,345**	**$30,021,041**	**$70,954,937**
Transit (Marty) - Farebox Revenue	**$165,782**	**$1,768,024**	**$3,220,903**	**$3,469,264**	**$7,257,730**	**$15,881,703**
Federal Funds (Transit Operating Revenue)	**$674,176**	**$3,501,409**	**$3,966,620**	**$4,044,930**	**$8,089,860**	**$20,276,995**
Federal Funds (Transit Capital Revenue)	**$771,000**	**$3,893,550**	**$4,380,414**	**$4,466,895**	**$8,933,790**	**$22,445,649**
Transit Capital (General Fund)	**$70,000**	**$353,500**	**$398,190**	**$415,391**	**$869,002**	**$2,106,083**
Inflation Factors	1.00	1.00	1.00	1.56	1.94	

Table 6.7-4 Local and Federal Funds, 2050 Revenue Forecast, in (YOE) Dollars

Revenue Source	Time Period (Fiscal Years)					27-Year Total
	2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50
Fuel Taxes	**$3,866,678**	**$19,333,391**	**$19,333,391**	**$30,160,089**	**$75,013,555**	**$147,707,103**
1st Local Option Fuel Tax (6 Cents) - County	$1,354,159	$6,770,793	$6,770,793	$10,562,437	$26,270,677	$51,728,859
1st Local Option Fuel Tax (6 Cents) - Municipal	$208,452	$1,042,262	$1,042,262	$1,625,928	$4,043,975	$7,962,878
2nd Local Option Fuel Tax (5 Cents) - County	$985,601	$4,928,004	$4,928,004	$7,687,686	$19,120,656	$37,649,951
2nd Local Option Fuel Tax (5 Cents) - Municipal	$151,718	$758,592	$758,592	$1,183,404	$2,943,337	$5,795,643
9th Cent (1 Cent)	$280,142	$1,400,709	$1,400,709	$2,185,106	$5,434,751	$10,701,417
Constitutional Fuel Tax (2 Cents)	$618,131	$3,090,653	$3,090,653	$4,821,418	$11,991,732	$23,612,585
County Fuel Tax (1 Cent)	$268,476	$1,342,379	$1,342,379	$2,094,110	$5,208,429	$10,255,772
Transportation Impact Fees	**$80,000**	**$400,000**	**$400,480**	**$639,134**	**$1,662,772**	**$3,182,386**
Transit O&M (General Fund)	**$2,099,129**	**$11,150,551**	**$13,333,871**	**$22,386,538**	**$58,240,820**	**$107,210,909**
Transit (Marty) - Farebox Revenue	**$165,782**	**$1,768,024**	**$3,220,903**	**$5,412,053**	**$14,079,997**	**$24,646,758**
Federal Funds (Transit Operating Revenue)	**$674,176**	**$3,501,409**	**$3,966,620**	**$6,310,091**	**$15,694,328**	**$30,146,624**
Federal Funds (Transit Capital Revenue)	**$771,000**	**$3,893,550**	**$4,380,414**	**$6,968,356**	**$17,331,553**	**$33,344,873**
Transit Capital (General Fund)	**$70,000**	**$353,500**	**$398,190**	**$648,010**	**$1,685,863**	**$3,155,563**

Table 6.7-5 Project Funding Eligibility vis-à-vis Local and Federal Revenue Sources

Revenue Source	Typical Uses		
	Detailed Description	Summary Description, Martin County	Eligible Modes
Fuel Taxes			
1st Local Option Fuel Tax (6 Cents) (County/Municipal)	Capital improvements and operations and maintenance including public transportation, roadways, bridges, traffic signals/engineering, and sidewalks.	Capital and O&M (including transit, sidewalks)	Roadways, Transit, Sidewalks
2nd Local Option Fuel Tax (5 Cents) (County/Municipal)	Capital improvements including new road construction, reconstruction or resurfacing of existing paved roads, or the paving of existing roads are deemed to increase capacity, and such projects can be included in the CIP of an adopted comprehensive plan.	Capital Only	Roadways
9th Cent (1 Cent)	Capital improvements and operations and maintenance including public transportation, roadways, bridges, traffic signals/engineering, and sidewalks.	Capital and O&M (including transit, sidewalks)	Roadways, Transit, Sidewalks
Constitutional Fuel Tax (2 Cents)1	Acquisition, construction and maintenance of roads. May include construction of traffic signals, sidewalks, bicycle paths, and landscaping. Bridge repair and maintenance may be funded.	Operations & Maintenance, Minor Capital (including sidewalks, bicycle paths)	ROW, Roadways, Sidewalks, Bicycle, Landscaping
County Fuel Tax (1 Cent)[2]	Acquisition of ROW, construction, reconstruction, operation and maintenance of roads, bridges, bicycle paths and pedestrian pathways.	Operations & Maintenance, Minor Capital (including sidewalks, bicycle paths)	ROW, Roadways, Sidewalks, Bicycle
Transportation Impact Fees	Construction of urban and rural roads and pedestrian and bicycle pathways based on the impact fee special revenue fund.	Capital	Roadways, Sidewalks and Bicycle Pathways
Transit O&M (General Fund)	Operations and maintenance of public transportation.	O&M	Transit
Transit (Marty) - Farebox Revenue	Operations and maintenance of public transportation.	O&M	Transit
Federal Funds[3] (Transit Operating Revenue)	**Section 5307** - Martin County is in the Port Saint Lucie UZA which is an urbanized area with a population of over $200,000. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under the Special Rule. Martin County is eligible under the Special Rule relating to operating less than 100 buses in peak service. Every year FTA issues Table 3A apportionment table showing the maximum amount of Section 5307 Operating Assistance that Martin County is allowed to use . Martin County is capped at 75% of the percent of apportionment attributable to operator based on vehicle revenue hours based on vehicles operated in peak service for FY20 that is 28.037%. **Section 5311** - Rural area formula grant eligible for operating assistance. Administered through Florida Department of Transportation (FDOT) as the designated recipient. Martin County likely receives funds via FDOT's statewide rural transit program.	O&M (Requires 50%/50% match for operating assistance)	Transit
Federal Funds[4] (Transit Capital Revenue)	**Section 5307** - Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Federal share 80% of net project cost, 90% for ADA related vehicle equipment or bicycle and 50% for operating assistance. **Section 5339** - Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	Capital (Section 5307 and Section 5339 requires 80%Fedeal/20%Local match)	Transit
Transit Capital (General Fund)	Capital improvements, funds for the 10-year period allocated for vehicles	Capital	Transit

Notes:

[1] The funds may be used as matching funds for any federal, state or private grant specifically related to these purposes identified in Section 206.47(7), F.S.

[2] Funds may be used for the reduction of bonded indebtedness incurred for road and bridge or other transportation purposes.

[3] Federal operating revenues from Section 5307 Urbanized is at least partially accounted in FDOT Non-SIS Transit Formula revenues.

[4] Federal capital revenues from Sections 5307 and 5339 are accounted in FDOT Non-SIS Transit Formula revenues.

6.7.1. Revenue Forecast Summary Table

A summary of the forecasted revenues described in Sections 3.3, 3.4, 3.5, and 3.6 is presented in **Table 6.7.1-1.** This table provides a consolidated view of the revenues reasonably expected to be available through 2050 to support transportation improvements in Martin County. While Martin MPO does not have direct decision-making influence over all of the revenue sources reflected in this forecast, it is important to present the full range of highway and transit funds that are expected to be available within the County. This comprehensive view ensures transparency, illustrates the breadth of resources supporting Martin County's transportation system, and establishes the financial framework for development of the 2050 Cost Feasible Plan.

Table 6.7.1-1 2050 Revenue Forecast Summary (in Year of Expenditure (YOE) dollars)

Revenue Source	Time Period (Fiscal Years)					27-Year Total[1]	20-Year Total
	2024/25	2025/26-2029/30[2]	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2024/25-2049/50	2031-2050
State and Federal Funds							
MPO Level Revenue Estimates, Martin MPO							
Surface Transportation Block Grant[3] (STBG) (SU, in TMA with >200,000 population)	$4,560,000	$9,190,000	$8,990,000	$8,990,000	$17,980,000	$49,710,000	**$35,960,000**
TA[4] (TALU in TMA with population >200,000)	$760,000	$1,640,000	$1,640,000	$1,640,000	$3,280,000	$8,960,000	**$6,560,000**
SHS[5] (non-SIS, in TMA)	$0	$5,910,000	$5,670,000	$5,900,000	$12,000,000	$29,480,000	**$23,570,000**
Other Roads[6] (non-SIS, non-SHS)	$3,350,000	$6,850,000	$3,070,000	$3,200,000	$6,510,000	$22,980,000	**$12,780,000**
Product Support[7]	$0	$2,807,200	$1,922,800	$2,002,000	$4,072,200	$11,541,200	**$8,734,000**
Non-SIS Transit Formula[8]	$780,000	$2,130,000	$2,310,000	$2,410,000	$4,920,000	$12,550,000	**$9,640,000**
SIS Highways[9] (Construction & ROW)	$0	$116,890,724	$545,000	$3,565,000	$23,227,000	$144,227,724	**$27,337,000**
Turnpike[10]	$0	$1,167,561	$274,812,000	$0	$0	$275,979,561	**$274,812,000**
Total - MPO Level Revenue Estimates	**$9,450,000**	**$146,585,485**	**$298,959,800**	**$27,707,000**	**$71,989,200**	**$555,428,485**	**$399,393,000**
Districtwide Revenue Estimates, District 4							
TALT[11] (Any Area), District 4	$11,700,000	$30,490,000	$30,750,000	$30,750,000	$61,500,000	$165,190,000	**$123,000,000**
Non-SIS Transit Discretionary[12]	$30,980,000	$110,400,000	$102,640,000	$103,850,000	$208,830,000	$556,700,000	**$415,320,000**
Transportation Regional Incentive Program (TRIP)[13]	$23,400,000	$42,350,000	$46,120,000	$48,220,000	$98,360,000	$258,550,000	**$192,800,000**
Highway Safety Improvement Program (HSIP)[14]	$53,850,000	$94,900,000	$91,030,000	$91,030,000	$182,050,000	$512,860,000	**$364,110,000**
Resurfacing, Bridge, and O&M[15]	$640,420,000	$1,645,680,000	$1,483,400,000	$1,537,820,000	$3,125,740,000	$8,433,060,000	**$6,146,960,000**
Total - Districtwide Revenue Estimate, Capacity Program	**$66,080,000**	**$183,240,000**	**$179,510,000**	**$182,820,000**	**$368,690,000**	**$980,440,000**	**$731,120,000**
Total - Districtwide Revenue Estimate, Non-Capacity Program	**$694,270,000**	**$1,740,580,000**	**$1,574,430,000**	**$1,628,850,000**	**$3,307,790,000**	**$8,945,920,000**	**$6,511,070,000**
Statewide Revenue Estimates							
Transit- Florida New Starts Program, Statewide Program[16]	**$173,500,000**	**$267,680,000**	**$287,560,000**	**$300,600,000**	**$613,210,000**	**$1,642,550,000**	**$1,201,370,000**
Aviation Federal/State[17]	**$259,720,000**	**$702,400,000**	**$782,880,000**	**$818,260,000**	**$1,669,100,000**	**$4,232,360,000**	**$3,270,240,000**
SUN Trail State[18]	**$50,000,000**	**$125,000,000**	**$125,000,000**	**$125,000,000**	**$250,000,000**	**$675,000,000**	**$500,000,000**
Federal Funds							
Federal Funds (Transit Operating Revenue[19])	**$674,176**	**$3,501,409**	**$3,966,620**	**$6,310,091**	**$15,694,328**	**$30,146,624**	**$25,971,039**
Federal Funds (Transit Capital Revenue[20])	**$771,000**	**$3,893,550**	**$4,380,414**	**$6,968,356**	**$17,331,553**	**$33,344,873**	**$28,680,323**
Local Funds							
Fuel Taxes[21]	$3,866,678	$19,333,391	$19,333,391	$30,160,089	$75,013,555	$147,707,103	**$124,507,035**
Transportation Impact Fees[22]	$80,000	$400,000	$400,480	$639,134	$1,662,772	$3,182,386	**$2,702,386**
Transit O&M (General Fund[23])	$2,099,129	$11,150,551	$13,333,871	$22,386,538	$58,240,820	$107,210,909	**$93,961,229**
Transit (Marty) - Farebox Revenue[24]	$165,782	$1,768,024	$3,220,903	$5,412,053	$14,079,997	$24,646,758	**$22,712,952**
Transit Capital (General Fund[25])	$70,000	$353,500	$398,190	$648,010	$1,685,863	$3,155,563	**$2,732,063**
Total Local Funds	**$6,281,589**	**$33,005,466**	**$36,686,833**	**$59,245,824**	**$150,683,007**	**$285,902,719**	**$246,615,665**
Grand Total (Local, State and Federal) for Martin MPO[26]	**$17,176,765**	**$186,985,910**	**$343,993,667**	**$100,231,271**	**$255,698,088**	**$904,822,701**	**$700,660,027**

Notes:

[1] Columns and rows may not equal due to rounding.

[2] MPO Level Revenue Estimates for FYs 2025/26-2029/30 is included in the FDOT Tentative Work Program, Nov 2024.

[3] Federal funds that allow for flexible funding to best address State and local transportation needs.

[4] Federal TA funds set-aside to assist with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

[5] By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs.

[6] Funds can be used for off-system roads (county, municipal or local roads) that are non-SIS and not on the SHS. And could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP).

[7] Per FDOT 2050 Revenue Forecasting Handbook, June 2023, 22% funds to be allocated for project support. Product support includes preliminary engineering activities identified on page 20 of the 2050 Revenue Forecast Handbook, June 2023.

[8] Excludes Florida New Starts and Transit Discretionary Funds. Federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems.

[9] Revenue stream is derived from SIS project costs allocated to improvements programmed in Martin County per SIS Cost Feasible Plan, April 2023.

[10] Revenue stream is derived from Turnpike project costs allocated to improvements programmed in Martin County based of Florida Turnpike Cost Feasible Projects List, January 2025.

[11] Funding for “any area” can be used by both TMA and Non-TMA MPOs. Projects funded using these funds must be identified as "illustrative" in the LRTP.

[12] FTA transit funds considered discretionary to MPOs include Section 5310, 5311 and 5339.

[13] This program will fund up to 50 percent of the project cost. Project partially funded using TRIP can be included in the LRTPs as "illustrative" projects.

[14] HSIP funds available for short-term safety projects that address traffic crash problems involving fatal and injury crashes. Projects typically cost $1M or less. Funds allocations to be district managed and distributed based on statutory formula.

[15] FDOT estimates for these non-capacity programs provided at district level which reconcile to statewide amounts ensure that sufficient funding will be available to operate and maintain the overall state transportation system.

[16] Project partially funded using Florida New Starts Program can be included in the LRTPs as "illustrative" projects.

[17] Statewide funds that may be available for aviation projects identified in the Martin Moves 2050 LRTP. FDOT share is limited to 25% of the total project cost.

[18] FDOT uses its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by Florida Department of Environmental Protection (FDEP).

[19] Federal operating revenues from Federal Transit Administration's (FTA) Sections 5307 and 5311 are received by Marty through FDOT as a designated sub recipient. This revenue stream is included in FDOT's Non-SIS Transit Formula program. Funds from Urbanized Grant Program Section 5311 Non-Urbanized Grant Program are received by the MPO through FDOT's Statewide Rural Transit Program, which is included the 2050 Revenue Forecast Handbook and provided at districtwide level.

[20] Federal capital revenues from Federal Transit Administration's (FTA) Sections 5307 received by Marty through FDOT as a designated subrecipient. This revenue stream is included in FDOT's Non-SIS Transit Formula program. Funds from Urbanized Grant Program Section 5339 Bus & Bus Facilities Program are received by the MPO through FDOT which is included the 2050 Revenue Forecast Handbook and provided at districtwide level under Non-SIS Transit Discretionary program.

[21] Fuel taxes include local option fuel taxes (1-6 Cents, 1-5 Cents, Ninth Cent), constitutional fuel tax and county fuel tax.

[22] Transportation impact fee for the 10-year period from 2025 to 2034 is based on Martin County's Adopted FY 2025 Capital Improvement Plan (Roadway Revenue Summary on page 161 of 282 of the PDF).

[23] General Funds revenue estimate for 2025 is based on Martin County's FY 2025 Adopted Budged and for 2026 is based on the County's FY 2026 Tentative Budget. Estimates for 2027 through 2034 are consistent with 2025-2034 Marty TDP, July 2024.

[24] Farebox revenue for 2025 through 2034 is consistent with 2025-2034 Marty Transit Development Plan, July 2024.

[25] General Funds revenue estimate for transit capital investment from 2025 to 2034 is consistent with Marty 2025-2034 Transit Development Plan and Martin County's Adopted FY 2025 Capital Improvement Plan.

[26] Does not include revenue estimates and/or funds available at districtwide or statewide levels.

7. COST FEASIBILE PLAN

This chapter provides the financial, prioritization, and equity framework that supports the development of the Martin MPO's *Martin Moves 2050 LRTP.* It summarizes project costs for improvements needed in Martin County over the next 25 years, as identified in the 2050 Needs Plan; documents the project prioritization methodology and results, ensuring transparency in how projects were evaluated; and identifies projects included in the Martin MPO's *Martin Moves 2050 LRTP* Cost Feasible Plan.

Martin MPO's 2050 Cost Feasible Plan complies with federal and state requirements, including Title 23, Code of Federal Regulations (23 C.F.R. 450.324(f)), which requires long range transportation plans to be financially constrained and based on realistic revenue assumptions and *Florida FY21 FHWA/FTA Fiscal Constraint White Paper (June 2021)*, which provides guidance on demonstrating fiscal constraint in long-range plans.

As shown in **Table 7-1,** the total cost of projects included in the *Martin Moves 2050 LRTP* Needs Plan is approximately $2.316B in Present Day Cost (PDC) or $2.762B YOE dollars. These projects would be implemented over a 25-year period from 2026 to 2050. The first five-year time span of the LRTP from 2026 to 2030 is consistent with the projects included in the Martin MPO's FY 2025/26 – FY 2029/30 TIP at approximately $362.520M YOE.

Table 7-1 Martin Moves 2050 LRTP Needs Plan Cost Summary

Category	Present Day Cost (PDC, 2024/25 dollars)	Year of Expenditure (YOE)				25-Year Total	20-Year Total	PDC
		2026-2030[1]	2031-2035	2036-2040	2041-2050	2026-2050	2031-2050	Beyond 2050[2]
Transit								
*Transit Operating Cost**	**$152,955,613**	**$19,637,797**	**$23,029,780**	**$46,024,637**	**$118,693,556**	**$207,385,770**	**$187,747,973**	-
Transit Capital Cost	**$15,080,276**	**$6,880,225**	**$5,789,198**	**$3,490,931**	**$3,084,600**	**$19,244,953**	**$12,364,728**	-
Highway/Roadway**	$405,927,479	$21,039,467	$151,199,494	$143,264,604	$341,135,067	**$656,638,632**	**$635,599,165**	-
Strategic Intermodal System (SIS)***	**$511,667,285**	**$118,058,285**	**$275,357,000**	**$148,222,000**	**$23,227,000**	**$564,864,285**	**$446,806,000**	**$1,183,119,285**
SIS	*$235,687,724*	*$116,890,724*	*$545,000*	*$148,222,000*	*$23,227,000*	*$288,884,724*	*$171,994,000*	*$1,256,411,000*
Florida's Turnpike Enterprise	*$275,979,561*	*$1,167,561*	*$274,812,000*	*$0*	*$0*	*$275,979,561*	*$274,812,000*	*$1,129,927,845*
Transportation System Management & Operations (TSM&O)[3]	**$265,031**	$0	$0	**$413,448**	$0	**$413,448**	**$413,448**	-
Other (Park-and-Ride, Pedestrian Bridge)	**$23,689,472**	**$0**	**$7,657,440**	**$25,984,159**	**$45,957,576**	**$79,599,174**	**$79,599,174**	-
Freight[4]	**$44,475,000**	**$0**	**$8,514,000**	**$17,901,000**	**$51,216,000**	**$77,631,000**	***$77,631,000***	-
Safety[5]	**$18,463,750**	$0	**$9,510,525**	**$5,600,400**	**$14,474,825**	**$29,585,750**	**$29,585,750**	
Complete Streets[5]	**$241,047,824**	**$0**	**$37,462,761**	**$21,782,654**	**$12,660,301**	**$71,905,716**	**$71,905,716**	-
Non-Motorized Projects[5]	**$668,494,003**	**$23,497,106**	**$220,011,971**	**$242,019,920**	**$619,449,773**	**$1,104,978,770**	**$1,081,481,664**	-
Sidewalks	*$63,964,173*	*$3,754,493*	*$21,709,083*	*$5,116,159*	*$77,796,608*	**$108,376,344**	*$104,621,851*	-
Bicycle Corridors	*$81,397,818*	*$18,142,613*	*$23,811,193*	*$24,746,401*	*$56,131,648*	**$122,831,854**	*$104,689,241*	-
Multi-Purpose Trails and Greenways	*$523,132,011*	*$1,600,000*	*$174,491,695*	*$212,157,360*	*$485,521,517*	**$873,770,572**	*$872,170,572*	-
Infrastructure Hardening[5]	**$16,061,993**	**$0**	**$4,291,520**	**$5,000,148**	**$18,488,219**	**$27,779,887**	**$27,779,887**	
Water Based Transportation								
*Operating Cost**	**$16,640,000**	$0	$0	$6,489,600	$79,462,400	**$85,952,000**	**$85,952,000**	-
Capital Cost	**$908,800**	$0	$577,920	$1,417,728	$869,120	**$2,864,768**	**$2,864,768**	-
Aviation[6]	**$32,202,906**	**$20,871,769**	**$9,227,664**	**$4,762,157**	**$9,160,259**	**$44,021,849**	**$23,150,080**	-
Other Transportation Improvement Plan (TIP) Projects	**$168,458,326**	**$168,458,326**	**$0**	**$0**	**$0**	**$168,458,326**	**$0**	-
Capacity Projects (non SIS)	*$5,396,466*	*$5,396,466*	*$0*	*$0*	*$0*	*$5,396,466*	*$0*	-
Non-Capacity Projects	*$160,204,545*	*$160,204,545*	*$0*	*$0*	*$0*	*$160,204,545*	*$0*	-
Planning (PL Funds)	*$2,857,315*	*$2,857,315*	*$0*	*$0*	*$0*	*$2,857,315*	*$0*	-
Total Cost	**$2,316,337,758**	**$378,442,975**	**$752,629,272**	**$672,373,385**	**$1,337,878,696**	**$3,141,324,328**	**$2,762,881,353**	
Strategic Intermodal System (SIS)**	$511,667,285	$118,058,285	$275,357,000	$148,222,000	$23,227,000	**$564,864,285**	**$446,806,000**	**$1,183,119,285**
Transit Operating Cost*	$152,955,613	$19,637,797	$23,029,780	$46,024,637	$118,693,556	**$207,385,770**	**$187,747,973**	-
Water Taxi (Operating Cost)*	$16,640,000	$0	$0	$6,489,600	$79,462,400	**$85,952,000**	**$85,952,000**	-
Capital Project Cost (all modes)	$1,635,074,860	$240,746,893	$454,242,492	$471,637,148	$1,116,495,741	**$2,283,122,273**	**$2,042,375,380**	-

Notes:

* Operating cost includes total cost for the entire 5-year or 10-year period in Year of Expenditure (YOE) dollars, while Present Day Cost (PDC) reflects 25-year total operating cost for transit and 20-year total operating cost for water taxi service.

** Includes project cost for SR-710/Warfield Boulevard realignment, new intersection at SE 126th Avenue, and widening from SE 126th Avenue to Martin/Okeechobee County Line .

*** Project costs are based on SIS First and Second Five-Year Plans, April 2024 and SIS Long Range Cost Feasible Plan, April 2024 and Florida's Turnpike Enterprise Cost Feasible Plan projects, January 2025.

[1] Time band includes funds "as programmed" in the FY 2026-2030 Transportation Improvement Program (TIP). Does not include funds for transit, aviation, and SIS projects.

[2] Project costs include SIS 2045 Multimodal Unfunded Needs Plan (MMUNP), Florida Department of Transportation (FDOT), June 2017 and Florida's Turnpike Enterprise Unfunded Projects, January 2025

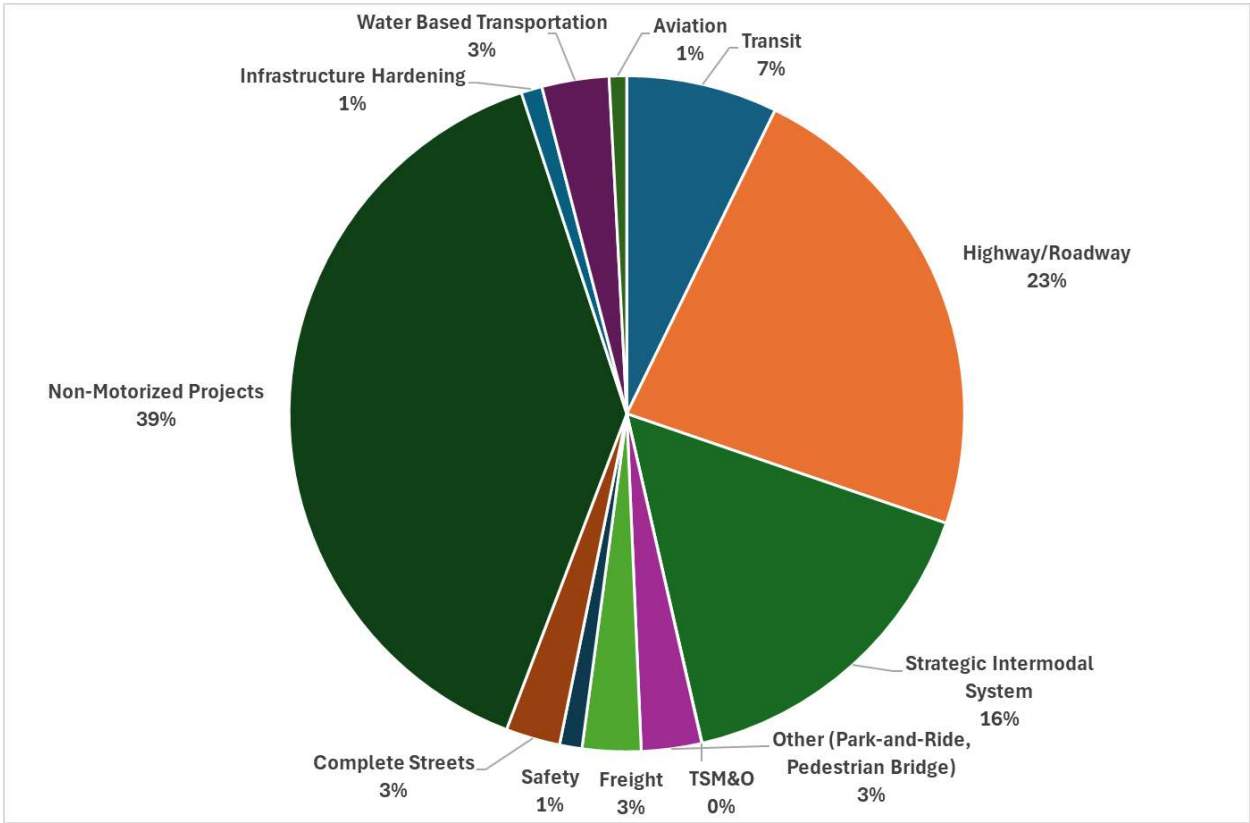
[3] Project specific cost for specific Transportation System Management & Operations (TSM&O) improvements have not be developed at this stage. Cost included here are based on US-1 Congestion Management Study for US-1 Corridor Retrofit project only.

[4] Freight project costs do not include any overlapping improvements or projects from SIS, "other" category or modes.

[5] Safety, complete streets, non-motorized and infrastructure hardening project cost are distributed over the planning period (Year 2031-2050) to maintain internal consistency in YOE dollars .

[6] Total cost for aviation project is approximately $78.57 (PDC) or $109.66 million (YOE). The summary cost in this table shows Florida Department of Transportation’s (FDOT) share of the project costs, which is estimated at 44% of the total cost.

Figure 7-1. 2050 Needs Plan Project Cost Breakdown by Mode (YOE, in millions)



Approximately 39% of the total *Martin Moves 2050 LRTP* Needs Plan cost is for roadway/highway projects, 39% for non-motorized improvements, 7% to support transit capital improvements and operations with the remaining 14% of the funds allocated for freight, TSM&O, "other" category, safety, complete streets, non-motorized, water-based transportation, and aviation projects (**Figure 7-1**).

7.1. Project Prioritization

Planning level project cost estimates were developed from various sources discussed below. The methodology used to develop project cost estimates follows FDOT's *2050 Revenue Forecasting Guidebook, June 2023* and Florida *FY21 FHWA/FTA Fiscal Constraint White Paper, June 2021* to reflect all the project costs in YOE. **Appendix C** provides cost estimates for the 2050 Needs Plan projects by mode.

7.1.1.Highway/Roadway (Non-SIS) Project Cost

Base construction cost for highway/roadway projects was derived from *Martin MPO's 2045 LRTP, October 2020* and FDOT's generic cost per mile models. Base construction cost per mile was multiplied by the length of the project (in miles). In the next step, percentages were applied for mobilization (10%) and maintenance of traffic (MOT) (10%). To account for uncertainties and limitations in developing planning level cost estimates, the scope contingency/project unknown factor (20%) was added. Finally, the total

construction cost estimates were developed to include design/preliminary engineering (15%) and construction engineering and inspection (CEI, 15% for state roads and 10% for county roads). These estimates developed in PDC were converted to YOE dollars using FDOT's inflation factors corresponding to time bands, 2025/26-2029/30, 2030/31-2034/35, 2035/36-2039/40, and 2040/41-2049/50. It should be noted that project costs for the first five-year increment 2025/26-2029/30 were consistent with FDOT's *Five-Year Tentative Work Program FY 2026 - FY2030* and Martin MPO's TIP.

7.1.2. Transit Capital and Operations & Maintenance Cost

Martin County's Marty Transit Development Plan, Major Update FY25-FY34, July 2024, the MPO's 2045 LRTP – Martin-in-Motion, 2020, and Treasure Coast 2045 Regional Long Range Transportation Plan (RLRTP) served as the foundation for deriving transit capital infrastructure and operating costs. These costs were adjusted from Present Day Cost (PDC) to Year of Expenditure (YOE) dollars using FDOT's inflation factors included in the 2050 Revenue Forecasting Guidebook, June 2023.

7.1.3. Strategic Intermodal System (SIS) Project Cost

The costs of SIS projects are consistent with the FDOT's SIS 2035-2050 Cost Feasible Plan, April 2024 and 2045 Multimodal Unfunded Needs Plan, June 2017 as well as Florida's Turnpike Enterprise Cost Feasible Plan and Unfunded Projects, January 2025. FDOT provides these cost estimates both in PDC and YOE dollars and therefore no adjustments are necessary.

7.1.4. Transportation System Management & Operations (TSM&O) Project Cost

Typically, corridor and location specific improvements are identified based on detailed technical analysis including data collection, traffic and safety evaluation along with corresponding project cost estimates. Since identifying corridor-specific improvements is outside the scope of the LRTP, cost estimates for TSM&O projects were not developed. However, cost estimate for US-1/Federal Highway from SE Indian Street to Martin/St. Lucie County Line are included based on Martin MPO's *US-1 Congestion Management Study,2024*.

7.1.5. "Other" Projects Cost

The cost for park and ride facilities are consistent with Martin MPO's *2045 LRTP, October 2020*, *Park-And-Ride Master Plan, FDOT, October 2018*, and cost for the two non-motorized grade separation projects were originally sourced from the *FEC Railroad Grade Separation Feasibility Study, Martin MPO, August 2017* and are carried forward from the currently adopted LRTP. All costs were adjusted for inflation as appropriate. These costs were adjusted for inflation as appropriate.

7.1.6. Freight Project Cost

The majority of the freight projects overlap with SIS projects. For those projects that do not overlap with the SIS facility improvements, cost was obtained from Martin MPO's

Freight and Goods Movement Study, October 2020. These costs were adjusted for inflation as appropriate.

7.1.7. Safety Project Cost

Construction cost estimates for safety projects were developed for a variety of sources, such as *FDOT Item Average Unit Cost, 2024, Martin County SS4A Action Plan* grant application, Martin MPO's *Unfunded Safety Projects Priority List, FY27-FY31* and input from the Project Steering Committee. These costs were adjusted for inflation as appropriate.

7.1.8. Complete Street Project Cost

In the initial step, base construction cost for complete streets projects was derived using FDOT's generic cost per mile models. Then, the cost of other project elements identified in the proposed cross section for a given facility were identified. Unit cost for these project elements was developed using a "top-down" approach, where unit costs are borrowed from standard industry sources. A composite unit cost was then derived, which includes base construction cost plus project specific elements. This composite unit cost was multiplied by the length of the project (in miles) to calculate total cost. Similar to highway/roadway project cost estimates, factors were added to account for mobilization (10%) and maintenance of traffic (MOT, 10%), scope contingency/project unknown (20%), design/preliminary engineering (15%), and construction engineering and inspection (CEI, 15% for state roads and 10% for county roads). Finally, the project cost in PDC was converted into YOE dollars using FDOT's inflation factors.

7.1.9. Non-Motorized Projects Cost

The methodology used to develop cost for sidewalk improvements, bicycle corridors and greenways and trails is analogous to highway/roadway (non-SIS) cost estimation procedures. In addition, project cost for certain elements were borrowed from national and statewide sources. **Appendix C** includes specific footnotes for such project elements.

7.1.10. Infrastructure Hardening Project Cost

Project cost for infrastructure hardening projects was borrowed from Martin MPO's *Transportation Network Resiliency Study, 2022* and FDOT's *Resilience Action Plan*. These costs were adjusted for inflation per FDOT's guidance.

7.1.11. Waterborne Transportation

Project cost for waterborne transportation projects was carried forward from Martin MPO's 2045 LRTP and adjusted for inflation per FDOT's guidance on inflation factors. The cost in the previous 2045 LRTP was based on assumptions included in **Appendix C** with unit costs derived from *Water Taxi Feasibility Study Report, Ulteig, 2016.*

7.1.12. Aviation Project Cost

Cost for aviation projects are sourced directly from the Martin County's *Witham Airport Field Master Plan, August 2023*

7.2. *Martin Moves 2050 LRTP* Cost Feasible Plan

This chapter explains the project prioritization methodology and documents the results, lists projects that are fully funded through reasonably expected local, state, and federal revenues over the next 20–25 years, as well as identifies "illustrative projects" and highlights unfunded needs that remain outside of the financially constrained plan.

7.2.1. Project Prioritization

As documented in **Chapter 6**, the 2050 revenue forecast indicates that approximately $701 million YOE can be reasonably expected from a combination of local, state, and federal sources over the next 20 to 25 years. These revenues represent the funds available to implement transportation improvements in Martin County. In contrast, the total cost of all projects identified in the 2050 Needs Plan is estimated at $2.762 billion YOE. This creates a significant funding gap:

- 2050 Needs Plan Projects: ≈ $2.8 billion
- Available Revenues: ≈ $0.7 billion
- Gap: ≈ $2.1 billion

Put simply, the total cost of all projects needed in the County is four times greater than the revenues reasonably expected over the planning horizon.

In addition to the overall deficit, specific statutory and policy restrictions limit how certain revenue sources may be used. For example, some local fuel tax revenues can support transit capital and operating expenses, while others are restricted to roadway, highway, bicycle, or sidewalk projects.

State and federal formula funds available for transit operations generally require a local funding match. Without sufficient local matching funds, these external funds cannot be fully leveraged. These constraints require careful alignment of revenues with eligible projects to ensure compliance with federal and state requirements while maximizing available funding.

Given the funding shortfall and the constraints tied to revenue sources, the Martin MPO developed a transparent and objective prioritization methodology explained in Section 2.1.1. This methodology ensures the following key tenets:

- Available funds are allocated to projects that provide the greatest benefit relative to cost.
- Prioritization reflects the *Martin Moves 2050 LRTP* goals and performance measures established at the outset of the planning process.
- The final Cost Feasible Plan balances fiscal constraint with community needs, addressing the highest priorities while acknowledging unfunded needs.

7.2.2.Highway/Roadway Projects

Roadway/Highway projects were prioritized using a set of 14 different performance measures and evaluation criteria relative to the *Martin Moves 2050 LRTP* goals and objectives. These evaluation criteria included rating projects' performance corresponding to travel time reliability, level of service, delay, funding, quality of life, safety (number of fatalities and injury crashes), proximity to natural and physical environmental resources, accessibility to jobs, strategic projects, and right-of-way constraints. Projects were assigned points on a scale of 1 to 4, where 1 indicated the lowest performance while 4 suggested the highest performance. In addition, projects received a one (1) point bump if they affected a Community Redevelopment Area (CRA), overlapped with a hurricane evacuation route and infrastructure hardening project. A composite score for each project was developed based on its performance relative to the evaluation criteria. Using statistical analysis - average and standard deviation, the composite scores were used to rank projects and stratify them in four priority tiers, Tier 1 through Tier 4. This tiered structure provides a clear framework for funding decisions while maintaining flexibility. Projects within any given tier may move up or down as conditions change, which enables the MPO to adapt efficiently if additional revenues or discretionary funds become available.

Table 7.2.2-1 shows highway/roadway project priorities with additional information about fully funded and programmed projects in the MPO's FY26-FY30 Transportation Improvement Program (TIP) to maintain consistency with the 1st Five-Year time of the 2050 LRTP. Detailed project performance evaluation includes scores relative to each criterion as well as composite score and ranking.

Table 7.2.2-1 Roadway/Highway Projects Prioritization

MPO Project ID Number	Street Name	From	To	Project Description	Improvement/ Project Type	Length (in miles)	Total Score	Ranking	Priority	Federal Aid System*
447555-1	SR-710/SW Warfield Boulevard	at CR-714/Martin Highway	-	Realignment of SW Martin Highway/CR-714 to Intersection with SE 126th Boulevard and SR-710	Realignment	-	Funded**	TIP	Currently Funded	On-System
447555-2	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	New Intersection	New Intersection	0.37	Funded**	TIP		On-System
447555-3	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	Add Lanes and Reconstruct	Widening	-	Funded**	TIP		On-System
453333-1	SR-710/SW Warfield Boulevard	FR FPL Access Road	CR-609/SW Allapattah Road	Add 4 Lanes to Build 6	Widening[1]	5.94	Programmed***	TIP		On-System
453333-2	SR-710/SW Warfield Boulevard	Martin/Okeechobee County Line	FPL Power Plant Access Road	Add 2 Lanes to Build 4	Widening[2]	9.81	Programmed***	TIP		On-System
453333-4	SR-710/SW Warfield Boulevard	SW Allapattah Road	SW Van Buren Avenue	Add Lanes and Reconstruct	Widening	0.84	Funded**	TIP		On-System
441636-3	SR-714/Martin Highway	at FEC Railway	-	Grade Separation	Grade Separation	-	Funded**	TIP		On-System
441700-1	Cove Road	Kanner Highway (SR-76)	US-1/SR-5	PD&E/EMO Study	PD&E Study[3]	3.20	Programmed***	TIP		Off-System
441699-1	High Meadow Avenue (CR-713)	I-95 (SR-9)	Martin Highway (SR-714)	Add Lanes and Reconstruct	Widening[4]	2.64	Programmed***	TIP		Off-System
419669-3	Willoughby Boulevard Extension	Monterey Road (SR-714)	Federal Highway (US-1/SR-5)	PD&E/EMO Study	PD&E Study[5]	0.84	Programmed***	TIP		Off-System
422681-5	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes	PD&E Study[6]	9.92	Programmed***	TIP		On-System
RD-11	SW Newfield Parkway	West Farm Road	Martin/St. Lucie County Line	2L to 4L	Widening	1.13	35	1	Tier 1	Off-System
RD-12	SW Newfield Parkway	SW Praire Avenue	SR-714/SW Martin Highway	2L to 4L	Widening	2.36	34	1		Off-System
RD-15	SW Martin Downs Boulevard	SR-714/SW Martin Highway	SW High Meadow Avenue	4L to 6L	Widening	0.98	32	2	Tier 2	On-System
RD-30	SR-714/SW Martin Highway	I-95 (SR-9)	SW 84th Avenue	2L to 4L	Widening	1.35	32	2		On-System
RD-3	SW 96th Street	SW Pennsylvania Avenue	SR-76/SW Kanner Highway	2L to 4L	Widening	0.93	28	3	Tier 3	-
RD-4	SW Bridge Road	Pratt Whitney Road	I-95	2L to 4L	Widening	2.03	28	3		Off-System
RD-9	CR-714/SW Martin Highway	SW Allapattah Road/CR-609	I-95	2L to 4L	Widening	5.36	28	3		Off-System
RD-8	SW Allapattah Road/CR-609	CR-714/SW Martin Highway	Martin/St. Lucie County Line	2L to 4L	Widening	3.11	27	3		Off-System
RD-21	NW Green River Parkway	NE Jensen Boulevard	Martin/St. Lucie County Line	2L to 4L	Widening	1.26	27	3		-
RD-1	SW Indiantown Avenue	SR-710/SW Warfield Boulevard	SR-76/SW Kanner Highway	2L to 4L	Widening	0.39	27	3		-
RD-7	SE Bridge Road/CR-708	SE Flora Avenue	SE Gomez Road	2L to 4L	Widening	1.43	25	4	Tier 4	Off-System
RD-28	Village Parkway Extension	SR-714/Martin Highway	St. Lucie/Martin County Line	New 4 Lane Road	New 4L Road	3.00	Developer Funded	Not Applicable	Not Applicable	-

Notes:

* On System and Off System roads that are Federal Aid Eligible.

** Project funded through Construction (CST) phase.

***Construction (CST) phase is not funded.

[1] Martin MPO FY26-30 TIP includes funding for PE and ROW phases for SR-710/Warfield Boulevard (FR FPL Access Road to SW Van Buren Avenue) widening project. FDOT's construction cost estimate in 2025 dollars, is approximately $70.80M.

[2] Martin MPO FY26-30 TIP includes funding for PE and ROW phases for SR-710/Warfield Boulevard (Martin/Okeechobee County Line to FPL Power Plant Access Road) widening project. FDOT's construction cost estimate in 2025 dollars is approximately $149.0M.

[3] Martin MPO FY26-30 TIP includes funding for PD&E, PE and ROW phases for Cove Road (Kanner Highway/SR-76 to US-1/SR-5) widening project. FDOT's construction cost estimate in 2025 dollars is approximately $61.4.0M.

[4] Martin MPO FY26-30 TIP includes funding for PD&E, PE and ROW phases. FDOT's construction cost estimate in 2025 dollars is approximately $23.7M.

[5] Martin MPO FY26-30 TIP includes funding for PD&E and PE phases for Willoughby Boulevard (Monterey Road/SR-714 to Federal Highway/US-1/SR-5) project - New 2L Road. FDOT's project cost estimate in 2025 dollars for the remaining phases is approx. $32.1M.

7.2.3. Transit Projects

Transit improvements follow priorities established in the Martin County's *Transit Development Plan (TDP), 2025-2034, May 2024*. This approach ensures consistency with the Florida Administrative Code (*F.A.C.) Rule 14-73.001*, which requires MPO LRTPs to incorporate and reflect local TDP priorities. The general TDP priority framework establishes a tiered approach to transit investment, emphasizing preservation of the existing system before expansion. Priorities are as follows:

1. Maintain and Provide Existing Services
    - Continuation of current fixed-route and paratransit services.
    - Focus on system reliability and operational continuity.
2. State of Good Repair (SOGR)
    - Vehicle replacements and fleet upgrades.
    - Facility maintenance and capital renewal to sustain existing service.
3. Service Innovation and Expansion
    - Introduction of micro-transit services to enhance coverage and flexibility.
    - New fixed routes and service expansions, accompanied by related capital infrastructure (e.g., bus stops, shelters, ADA improvements).

The TDP identified several significant unfunded transit projects and studies, including:

- A passenger rail station to support regional connectivity.
- A future intermodal hub to improve system integration across modes.
- Multiple planning studies to evaluate long-term service expansions and capital improvements.

7.2.4. Strategic Intermodal System (SIS) Projects

Strategic Intermodal System projects were incorporated into Martin Moves 2050 as standalone line items to ensure consistency with the Florida Department of Transportation's SIS Cost Feasible Plan and the Multimodal Unfunded Needs Plan. These projects are programmed and funded directly by FDOT at the statewide level, based on revenue forecasts and funding allocations specific to the SIS program. As such, they are not prioritized locally through the MPO's evaluation process but are instead advanced in coordination with FDOT to support statewide and regional mobility, connectivity, and economic competitiveness.

7.2.5.TSM&O Projects

TSM&O corridors were not prioritized individually as part of the *Martin Moves 2050 LRTP* Cost Feasible Plan. Instead, a portion of funds was "set aside" specifically for TSM&O projects. This funding approach provides the MPO with flexibility and efficiency in advancing TSM&O corridors as opportunities arise, based on project costs and funding availability.

The MPO will coordinate with FDOT to ensure that TSM&O corridor investments are consistent with the Department's most recent TSM&O Master Plan Update. In addition, certain TSM&O projects may require consultation and coordination with Martin County to support streamlined evaluation, design, and implementation.

By reserving dedicated funding and aligning with FDOT's regional TSM&O strategies, the Martin MPO ensures that system management and operations remain a core element of the LRTP, enhancing corridor efficiency, safety, and multimodal performance.

7.2.6. "Other" Projects

These projects include multimodal improvements that address connectivity, safety and system integration needs, such as new park-and-ride lots, pedestrian bridges/overpasses along the FEC railroad and double tracking of the FEC railroad bridge over St. Lucie County. While all these projects are included in the *Martin Moves 2050 LRTP* Cost Feasible Plan as either illustrative or unfunded, they were prioritized relative to project cost and available funding. This approach ensures that, if additional revenues or discretionary funds become available, the MPO has a framework for advancing the most cost-effective multimodal improvements.

7.2.7. Freight Projects

Most freight-related improvements in Martin County are located on facilities that are part of Florida's Strategic Intermodal System. As such, the majority of freight projects overlap with SIS projects and therefore follow the same prioritization and funding treatment as SIS investments. In addition to SIS consistency, freight projects in Martin County also align with Florida's *Freight Mobility and Trade Plan (FMTP)*.

7.2.8. Safety Improvements

Safety projects are classified as non-capacity improvements and therefore are not prioritized through the MPO's LRTP project evaluation process. The MPO in coordination with FDOT would typically advance these projects through FDOT's Safety Programs, such as Highway Safety Improvement Program (HSIP) and leverage districtwide and statewide funding initiatives.

While not subject to the LRTP prioritization methodology, safety projects are an important element of the overall transportation investment strategy. Including them in the *Martin Moves 2050 LRTP* provides recognition of their role in addressing crash reduction, system resilience, and roadway user protection. Furthermore, identifying safety projects in the LRTP demonstrates consistency with FDOT's Strategic Highway Safety Plan (SHSP), which establishes statewide goals, emphasis areas, and strategies to reduce fatalities and serious injuries across all modes.

7.2.9. Complete Streets and Non-Motorized Improvements

Complete Streets and non-motorized improvements—including bicycle corridors, sidewalks, greenways, and trails—were not prioritized separately in *Martin Moves 2050*. These types of projects are often integrated with non-capacity programs, such as Resurfacing, Rehabilitation, and Reconstruction (RRR) projects, safety projects and other roadway maintenance initiatives. In addition, greenways and trails may be advanced through statewide discretionary programs such as the Shared Use Nonmotorized (SUN) Trail Program.

- All Complete Streets projects included in *Martin Moves 2050* are identified in the MPO's *Access to Transit Study* and designated as Tier 1 projects, reflecting their importance in improving multimodal connectivity and access to transit. These projects are currently included in the LRTP as illustrative projects, pending the identification of dedicated funding sources.
- Bicycle, pedestrian, and trail projects are also considered illustrative, given funding limitations. Many of these projects may be implemented in conjunction with safety improvements to leverage additional funding sources and maximize benefits.

By incorporating Complete Streets and non-motorized projects as "illustrative" projects in the 2050 LRTP, the MPO emphasizes its commitment to a safe, interconnected multimodal transportation system, while maintaining flexibility to advance projects as funding opportunities arise**.**

7.2.10. Infrastructure Hardening Projects

Infrastructure hardening projects were prioritized based on their inclusion in state and local resiliency plans and studies. This ensures consistency with FDOT's statewide resilience framework while also reflecting locally identified vulnerabilities. Projects are stratified into three tiers based on their readiness and alignment with funding opportunities.

1. Tier 1 Projects
   - Identified in the FDOT's *Resilience Action Plan (RAP)*.
   - Considered strong candidates for PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) formula funding.
   - Can be directly supported by FDOT in the Five-Year Work Program.
2. Tier 2 Projects
   - Identified in the MPO's Transportation Network Resiliency Study, 2022.
   - Supported by hazard vulnerability and resilience documentation.
   - Well-suited for PROTECT funding but must be formally submitted to FDOT for consideration.
3. Tier 3 Project
   - A carryover from the Martin-in-Motion 2045 LRTP, October 2020.

- Included to maintain continuity in resilience planning and to preserve eligibility for future funding opportunities.

7.2.11. Waterborne Transportation Projects

These projects include a feasibility study and two potential water-taxi service projects. Given the current lack of dedicated funding, these projects were not assigned a line-item priority in the Cost Feasible Plan. Instead, funds were specifically set aside for the feasibility study. The outcome of this feasibility study will provide - an evaluation of the potential for water-taxi services in Martin County, validation of demand, operational feasibility, and cost-effectiveness, and prioritization of water-taxi projects for potential implementation, should future funding sources be identified. By advancing the feasibility study first, the MPO ensures that any future investment in water transportation is data-driven, fiscally prudent, and aligned with community needs.

7.2.12. Aviation Projects

Aviation projects were not prioritized through the MPO's 2050 LRTP evaluation process, as they are advanced by partner agencies, such as Martin County Airport (Witham Field) in coordination with FDOT. However, these projects are incorporated into the *Martin Moves 2050 LRTP* Cost Feasible Plan for consistency and eligibility purposes. Including aviation projects in the LRTP serves two important functions:

- Consistency: Ensures the MPO's plan aligns with statewide and districtwide aviation programs administered by FDOT and partner agencies.
- Funding Eligibility: Maintains eligibility of aviation projects to receive FDOT aviation funds through appropriate statewide and district programs.

7.3.2050 Cost Feasible Plan

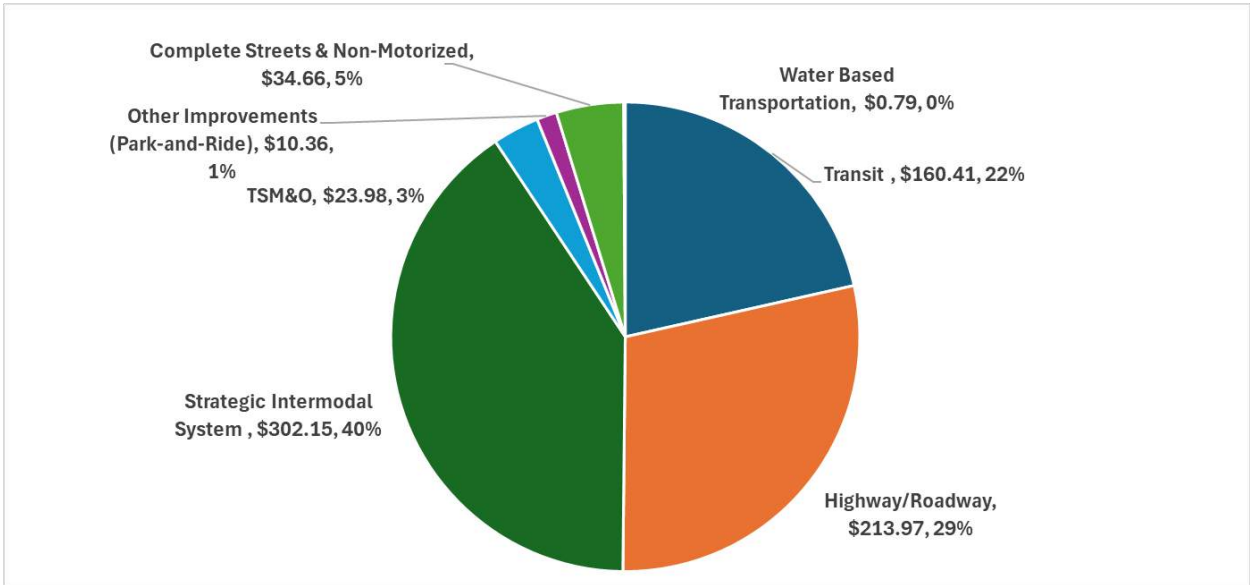
As shown in **Table 7.3-1**, the total cost of projects included in the 2050 Cost Feasible Plan is approximately $746M (YOE). These projects would be implemented over a 20-year period between 2031-2050. Further, projects included in the Martin MPO's FY 2025/26 – FY 2029/30 Transportation Improvement Program at approximately $362.520M (YOE) span the first five-year time band of the 2050 LRTP. This includes approximately $45M in "illustrative" projects.

Table 7.3-1 Martin Moves 2050 LRTP Cost Feasible Plan Summary

Category	Year of Expenditure (YOE)				25-Year Total	20-Year Total	Present Day Cost
	2026-2030[1]	2031-2035	2036-2040	2041-2050	2026-2050	2031-2050	Unfunded Needs[2]
Transit							
*Transit Operating Cost**	**$18,558,628**	**$21,764,210**	**$35,001,315**	**$91,276,575**	**$166,600,728**	**$148,042,099**	$21,762,000
Transit Capital Cost	**$6,880,225**	**$5,789,198**	**$3,490,931**	**$3,084,600**	**$19,244,953**	**$12,364,728**	-
Highway/Roadway **	$33,697,251	$75,080,000	$41,820,000	$97,070,000	**$247,667,251**	**$213,970,000**	$212,739,117
Strategic Intermodal System (SIS)***	**$118,058,285**	**$275,357,000**	**$3,565,000**	**$23,227,000**	**$420,207,285**	**$302,149,000**	**$2,581,517,357**
SIS	*$116,890,724*	*$545,000*	*$3,565,000*	*$23,227,000*	*$144,227,724*	*$27,337,000*	*$1,451,589,512*
Florida's Turnpike Enterprise	*$1,167,561*	*$274,812,000*	*$0*	*$0*	*$275,979,561*	*$274,812,000*	*$1,129,927,845*
Transportation System Management & Operations (TSM&O)[3]	**$0**	**$5,670,000**	**$6,313,448**	**$12,000,000**	**$23,983,448**	**$23,983,448**	-
Other Improvements[4] (Park-and-Ride, Railroad Bridge)	**$0**	**$0**	**$4,762,368**	**$5,593,408**	**$10,355,776**	**$10,355,776**	$17,753,472
Freight[5]	*$0*	*$0*	*$0*	*$0*	*$0*	*$0*	$44,475,000
Safety[6]	$0	**$0**	**$0**	**$0**	**$0**	**$0**	
Complete Streets[7]	**$0**	**$1,640,000**	**$4,790,000**	**$28,230,000**	**$34,660,000**	**$34,660,000**	-
Non-Motorized Projects[7]							
Infrastructure Hardening[8]	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	
Water Based Transportation							
*Operating Cost**	$0	$0	$0	$0	**$0**	**$0**	$16,640,000
Capital Cost	$0	$350,000	$440,000	$0	**$790,000**	**$790,000**	$460,800
Aviation[9]	**$7,500,000**	**$0**	**$0**	**$0**	**$0**	**$0**	-
Other Transportation Improvement Plan (TIP) Projects	**$168,458,326**	**$0**	**$0**	**$0**	**$168,458,326**	**$0**	-
Capacity Projects (non SIS)	*$5,396,466*	*$0*	*$0*	*$0*	*$5,396,466*	*$0*	-
Non-Capacity Projects	*$160,204,545*	*$0*	*$0*	*$0*	*$160,204,545*	*$0*	-
Planning (PL Funds)	*$2,857,315*	*$0*	*$0*	*$0*	*$2,857,315*	*$0*	-
Total Cost	**$353,152,715**	**$385,650,407**	**$100,183,062**	**$260,481,583**	**$1,099,467,767**	**$746,315,051**	**$2,620,380,157**
Strategic Intermodal System (SIS)**	$118,058,285	$275,357,000	$3,565,000	$23,227,000	**$420,207,285**	**$302,149,000**	**$2,581,517,357**
Transit Operating Cost*	$18,558,628	$21,764,210	$35,001,315	$91,276,575	**$166,600,728**	**$148,042,099**	$21,762,000
Water Taxi (Operating Cost)*	$0	$0	$0	$0	**$0**	**$0**	$16,640,000
Capital Project Cost (all modes)	$216,535,802	$88,529,198	$61,616,747	$145,978,008	**$512,659,754**	**$296,123,952**	$460,800

Notes:
* Operating costs include total cost for the entire 5-year or 10-year period in the Year of Expenditure (YOE) dollars.
** Includes project cost for SR-710/Warfield Boulevard realignment, new intersection at SE 126th Avenue, and widening from SE 126th Avenue to Martin/Okeechobee County Line .
*** Project costs are based on SIS First and Second Five-Year Plans, April 2024 and SIS Long Range Cost Feasible Plan, April 2024, FDOT PD&E Studies for SR-710, and Florida's Turnpike Enterprise Cost Feasible Plan projects, January 2025.
[1] Time band includes funds "as programmed" in the FY 2026-2030 Transportation Improvement Program (TIP). Funds for transit and highway/roadway (non-SIS) are based on Martin Moves 2050 LRTP Cost Feasible Plan.
[2] Project costs in Present Day Cost (PDC) include SIS 2045 Multimodal Unfunded Needs Plan (MMUNP), June 2017, Florida's Turnpike Enterprise Unfunded Projects, January 2025 and Martin Moves 2050 LRTP unfunded needs.
[3] Project specific cost for specific TSM&O improvements have not been developed at this stage. Costs reflect revenues allocated from MPO level SHS (non-SIS, in TMA) program and partial cost from US-1 Congestion Management Study for US-1 Corridor Retrofit project.
[4] "Illustrative" projects since funds from FDOT's Non-SIS Transit Discretionary program are anticipated to supplement FTA Section 5307 and Section 5309 funds. Railroad bridge over St. Lucie River is expected to be funded by private sector.
[5] Freight project costs are not included since they overlap with SIS, "other category" or modes.
[6] Safety improvements under $1M would be funded through Highway Safety Improvement Program (HSIP). Approximately $459M available at districtwide level over 25 years from 2025/26 to 2049/50. In addition, these projects could be implemented as part of roadway maintenance projects and/or overlapping capacity projects.
[7] Approximately $34.7 million allocated for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50 through local funding sources (fuel taxes) . Potential to leverage from approximately $123 million through FDOT's TALT (Any Area) funds available at districtwide level for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50.
[8] Illustrative projects to be funded through PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) formula funding. In FY 2026 FDOT is likely to receive $76M assuming proportional apportionment.
[9] Approximately $3.2B is available through FDOT's Aviation programs at statewide level over 20 years from 2030/31 to 2049/50. Project cost (FDOT share) for aviation projects as a percentage of statewide funds is approximately one percent for any given 5-year time band.

Figure 7.3-1. 2050 Cost Feasible Plan Project Cost Breakdown by Mode (YOE, in millions)



Approximately 69% of the funds are allocated for roadway improvements, 22% for transit and the remaining 9% of funds are for TSM&O, Park and Ride, Complete Streets and Non-motorized projects. It should be noted that infrastructure hardening, safety, and aviation projects would be funded through districtwide and statewide discretionary funding programs (**Figure 7.3-1**).

A summary description of *Martin Moves 2050* Cost Feasible Plan by mode or project categories along with corresponding figures and tables follows. The MPO project identification numbers on the figures cross reference the itemized projects list by mode.

7.3.1. Roadway/Highway

The Cost Feasible Plan includes funded and programmed[9] projects that are part of Martin MPO's FY26-FY30 Transportation Improvement Program (TIP), four capacity expansion projects including one new road project, one PD&E study and one developer funded new road project as summarized below.

Funded Projects, Martin MPO TIP FY26-FY30

- SR-710/SW Warfield Boulevard at Martin Highway/CR-714 Realignment
- SR-710/SW Warfield Boulevard widening from W of SE 126th Blvd to Martin/Okeechobee County Line
- SR-710/SW Warfield Boulevard at SE 126th Boulevard - new intersection

[9] Funded projects are those improvements for which construction funds are available per the MPO's FY26-FY30 TIP, while programmed projects have preliminary engineering and/or right-of-way phases funded. Programmed projects do not have construction phase funds available in the MPO's FY26-FY30 TIP.

Programmed Projects, Martin MPO TIP FY26-FY30

- High Meadow Avenue widening (Preliminary Engineering and ROW phases)
- Willoughby Boulevard Extension PD&E Study (Preliminary Engineering and Design phases)
- Cove Road widening PD&E Study (Preliminary Engineering, Design and ROW phases)

Four (4) Capacity Expansion Projects

- Cove Road (2L to 4L + Shared Use Path), "Illustrative"
- High Meadow Avenue (Add Lanes)
- SW Newfield Parkway (2L to 4L)
- Willoughby Boulevard Ext. (New 2L Road)

One PD&E Study

- SW Newfield Parkway from Prairie Avenue to SW-714/Martin Highway PD&E Study

Developer Funded New Road Project

- Village Parkway Extension (New 4L Road)

The total cost of roadway/highway projects included in the 2050 Cost Feasible Plan is approximately $213.79M. This includes an anticipated $40M in funding from FDOT's Transportation Regional Incentive Program (TRIP) for the Cove Road "illustrative" project, which is approximately 50% of the total project cost in YOE.

It should be noted that Martin MPO Joint Citizen Advisory Committee (CAC) and Bicycle/Pedestrian Advisory Committee (BPAC) during the May 2025 meeting emphasized the need to conduct a comprehensive assessment of environmental resources for all the roadway improvements included in the *Martin Moves 2050* and identify appropriate mitigation measures as projects advance from planning to project development/engineering to right-of-way acquisition to construction and operations phases.

Unfunded Roadway/Highway Needs

The following nine (9) capacity expansion projects are included in the unfunded roadway/highway needs.

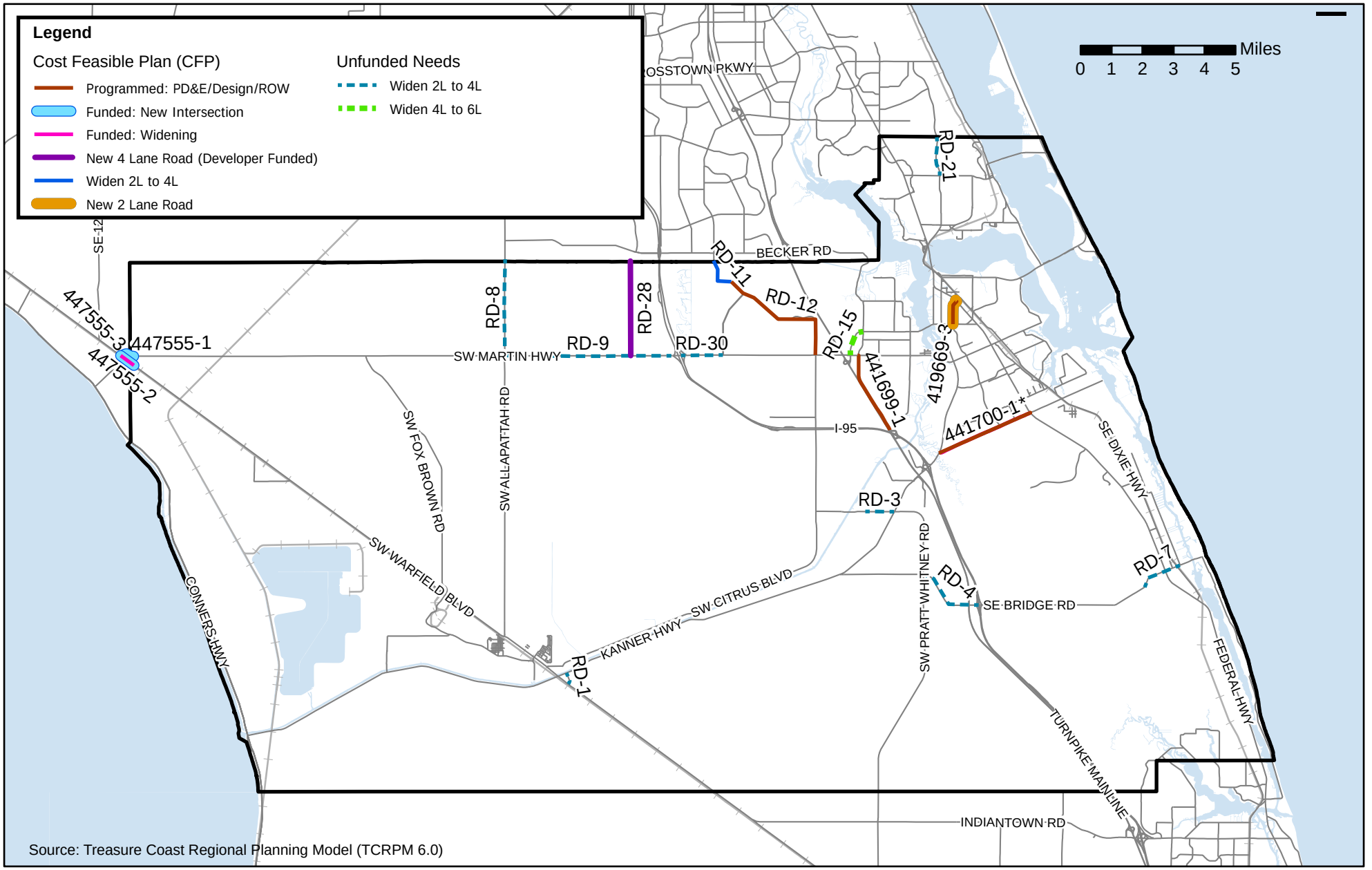
Nine (9) Capacity Expansion Projects

- SW Martin Downs Boulevard (4L to 6L)
- SR-714/SW Martin Highway (2L to 4L)
- SW 96th Street (2L to 4L)
- SW Bridge Road (2L to 4L)
- CR-714/SW Martin Highway (2L to 4L)
- SW Allapattah Road/CR-609 (2L to 4L)
- NW Green River Parkway (2L to 4L)

- SW Indiantown Avenue (2L to 4L)
- SE Bridge Road/CR-708 (2L to 4L)

Figure 7.3.1-1 and **Table 7.3.1-1** shows cost feasible roadway/highway projects, “illustrative” projects, and unfunded roadway/highway needs.

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MARTIN MPO Metropolitan Planning Organization

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Roadway/Highway Improvements

2050 Cost Feasible Plan

MARTIN MOVES 2050

MPO Policy Board Meeting 10/8/2025

Figure 7.3.1-1

Table 7.3.1-1 Roadway/Highway Improvements

2050 Cost Feasible Highway/Roadway Improvements

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Improvement Type	Priority Tier	Project Cost (Year of Expenditure)				Project Phase				Project Cost (Year of Expenditure)				Funding Source
								PDE/PE	ROW	CST	Total Cost	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
447555-1	SR-710/SW Warfield Boulevard	at CR-714/Martin Highway	-	Realignment of SW Martin Highway/CR-714 to Intersection with SE 126th Boulevard and SR-710	-	Realignment	TIP	$317,610		$6,161,000	**$6,478,610**	ROW, CST				$6,478,610				TIP - State Managed Funds
447555-2	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	New Intersection	0.37	New Intersection	TIP		$317,610	$6,722,183	**$7,039,793**	ROW, CST				$7,039,793				TIP - State Managed Funds
447555-3	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	Add Lanes and Reconstruct	-	Widening	TIP	$3,206,006			**$3,206,006**	ROW, CST				$3,206,006				TIP - State Managed Funds
441700-1	Cove Road[1]	Kanner Highway (SR-76)	US-1/SR-5	PD&E/EMO Study	3.20	Widening	TIP	$1,491,751	$7,257,000	$79,900,000	**$88,648,751**	PE, ROW	CST	CST		$8,748,751	$75,080,000	$4,820,000		TRIP (50%, $40M), STBG, Other Roads, Fuel Taxes
441699-1	High Meadow Avenue (CR-713)	I-95 (SR-9)	Martin Highway (SR-714)	Add Lanes and Reconstruct	2.64	Widening	TIP	$2,331,645	$3,064,821	$37,000,000	**$42,396,466**	PE, ROW		CST		$5,396,466		$37,000,000		STBG, Other Roads, Fuel Taxes
419669-3	Willoughby Boulevard Extension	Monterey Road (SR-714)	Martin/St. Lucie County Line	New 2 Lane Road	0.84	New 2L Road	TIP	$2,827,625		$62,300,000	**$65,127,625**	PDE, PE			CST	$2,827,625			$62,300,000	STBG, Other Roads, Fuel Taxes
RD-11	SW Newfield Parkway	West Farm Road	SW Becker Road	2L to 4L	1.13	Widening	Tier 1	$3,920,000		$30,700,000	**$34,620,000**		PDE	PE	CST				$30,700,000	Product Support, Fuel Taxes
RD-12	SW Newfield Parkway	SW Prairie Avenue	SR-714/SW Martin Highway	2L to 4L	4.30	Widening	Tier 1	$4,070,000			**$4,070,000**				PDE,PE				$4,070,000	Product Support
RD-28	Village Parkway Extension[2]	SR-714/Martin Highway	Martin/St. Lucie County Line	New 4 Lane Road	3.00	New 4L Road	Not Applicable	-	-	-	-	-	-	-	-					
															Total Cost (YOE)	**$33,697,251**	**$75,080,000**	**$41,820,000**	**$97,070,000**	
																			$247,667,251	

Notes

Project included in FDOT Five Year Work Program FY26-FY30, Nov. 2024. MPO Project ID Number is consistent with FDOT's FM#.

[1] Illustrative project since construction phase assumes 50% funding through FDOT's Transportation Regional Incentive Program (TRIP) available at districtwide level.

[2] Village Parkway Extension (RD-28) is a developer funded project.

2050 Unfunded Highway Needs

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Improvement Type	Priority Tier	Project Cost (*PDC, in 2024/25 dollars)
RD-15	SW Martin Downs Boulevard	SR-714/SW Martin Highway	SW High Meadow Avenue	4L to 6L	0.98	Widening	Tier 2	$15,644,442
RD-30	SR-714/SW Martin Highway	I-95 (SR-9)	SW 84th Avenue	2L to 4L	1.35	Widening	Tier 2	$21,251,857
RD-3	SW 96th Street	SW Pennsylvania Avenue	SR-76/SW Kanner Highway	2L to 4L	0.93	Widening	Tier3	$14,640,168
RD-4	SW Bridge Road	Pratt Whitney Road	I-95	2L to 4L	2.03	Widening	Tier3	$31,956,496
RD-9	CR-714/SW Martin Highway	SW Allapattah Road/CR-609	I-95	2L to 4L	5.36	Widening	Tier3	$46,571,702
RD-8	SW Allapattah Road/CR-609	CR-714/SW Martin Highway	Martin/St. Lucie County Line	2L to 4L	3.11	Widening	Tier3	$27,022,014
RD-21	NW Green River Parkway	NE Jensen Boulevard	Martin/St. Lucie County Line	2L to 4L	1.26	Widening	Tier3	$29,752,600
RD-1	SW Indiantown Avenue	SR-710/SW Warfield Boulevard	SR-76/SW Kanner Highway	2L to 4L	0.39	Widening	Tier3	$3,388,613
RD-7	SE Bridge Road/CR-708	SE Flora Avenue	SE Gomez Road	2L to 4L	1.43	Widening	Tier 4	$22,511,226
							Total Cost (*PDC)	**212,739,117**

* PDC - Present Day Cost. Project cost includes soft and hard construction costs.

7.3.2. Transit

Total operating expenses included in the Martin Moves 2050 LRTP Cost Feasible Plan are approximately $160.4M (YOE) over 20 years and approximately $12.4M (YOE) in capital costs. Per *Florida Rule F.A.C. Rule 14-73.001* and *Federal Regulation: 23 CFR 450.324(f)*, the transit improvements identified in this Cost Feasible Plan are consistent with Martin County's *Transit Development Plan, Major Update FY25-FY34.* The following transit service and capital improvements are included in the 2050 Cost Feasible Plan.

Transit Service & Operations ($160.4M, YOE)

- Maintain existing fixed route & paratransit service plus downtown tram service
- Restructure routes 2, 3, 4 and 20X
- New microtransit service with 4 new TNC zones
- New fixed route service
  - Kanner Highway
  - Jensen Beach Trolley

Capital & Infrastructure Improvements ($12.4M, YOE)

- Fleet replacement
- Customer facility, bus stop and ADA upgrades
- 40 new bus stops
- Equipment and software replacement
- 10+ studies/plans, Marketing campaign

Illustrative Projects

- Passenger rail station
- Intermodal hub

The "illustrative" transit projects included in the *Martin Moves 2050 LRTP* are anticipated to be advanced through the Statewide Capacity Program, specifically the Rail Program and Intermodal Access Program. These programs are managed at the statewide level and are competitive in nature. It should be noted that:

- Estimates for Non-SIS/Non-Highway modes are not guaranteed, as funding for these types of projects is more limited and subject to statewide prioritization.
- State funding through these programs requires a local match, which must be committed in order for projects to be considered for implementation.

By including "illustrative" transit projects in the 2050 LRTP, the Martin MPO demonstrates its long-term vision for regional connectivity and multimodal integration, while acknowledging that these projects are contingent upon statewide program funding availability and local match commitments.

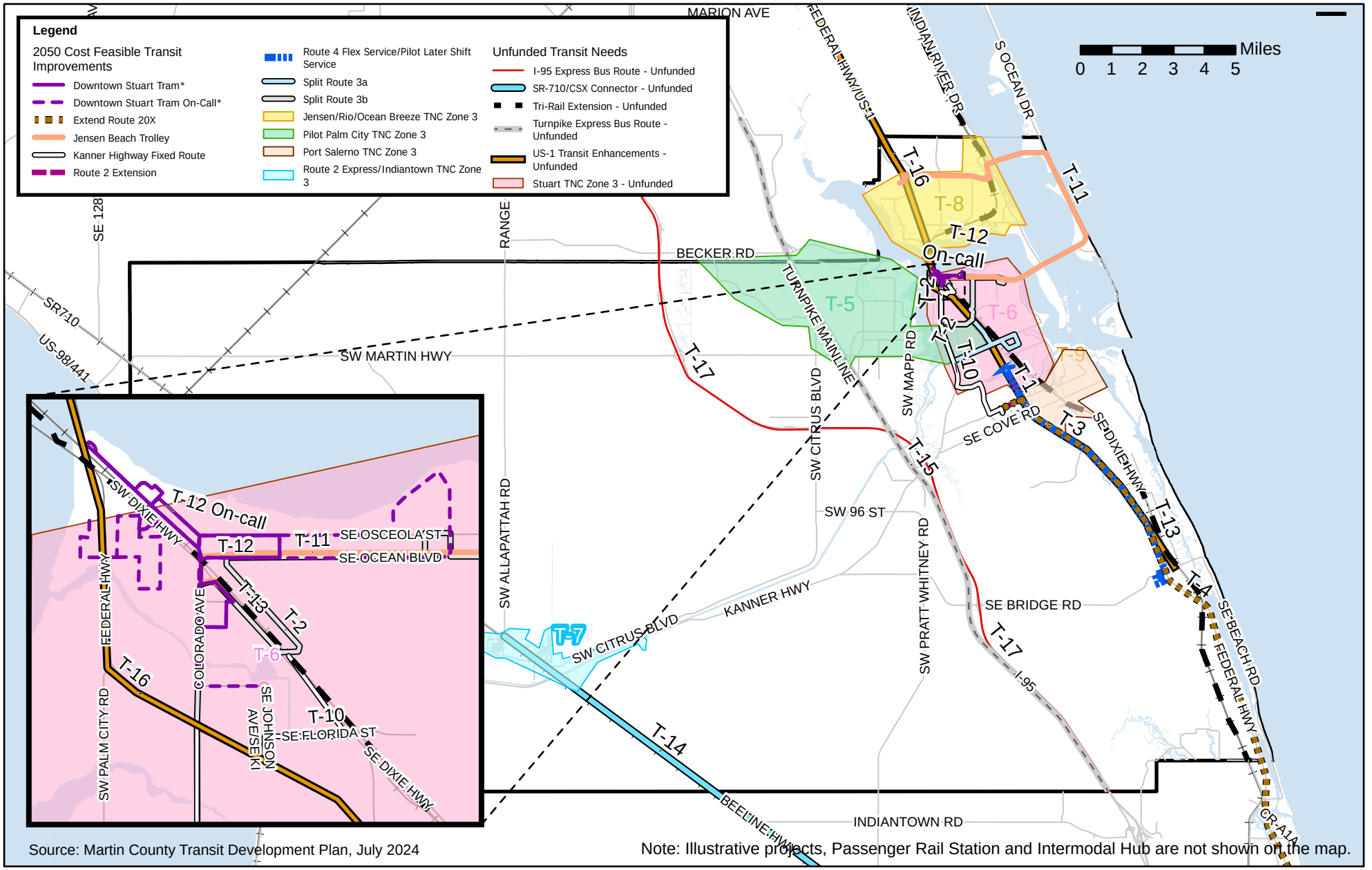
Unfunded Transit Needs

The following are unfunded transit needs in Martin County.

- New microtransit service in Stuart
- Five regional transit projects

Figure 7.3.2-1 and **Table 7.3.2-1** shows cost feasible transit projects, “illustrative” transit projects, and unfunded transit needs in Martin County.

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Source: Martin County Transit Development Plan, July 2024

Note: Illustrative projects, Passenger Rail Station and Intermodal Hub are not shown on the map.

Transit Improvements

2050 Cost Feasible Plan

MPO Policy Board Meeting 10/8/2025

Figure 7.3.2-1

Table 7.3.2-1 Transit Improvements

2050 Cost Feasible Transit Improvements

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Improvement Type/Category	Comments	Annual Operating Cost (*PDC, 2024/25 dollars)	Capital Cost *(PDC, 2024/25 dollars)	Total Cost (Year of Expenditure)				Funding Source
								2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
								1.10	1.29	1.56	1.94	
Service Improvements												
n/a	Fixed Route[1]	Systemwide	Maintain existing fixed route service	Fixed route operations	Includes reallocation of resources for route restructuring. Marty Transit Development Plan, Major Update FY 2025-2034.	$2,979,999	-	$16,389,995	$19,220,994	$23,243,992	$57,811,981	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)
T-1	Extend Route 2	Route 2	Extend route terminus to Walmart in Stuart	Route restructuring	Provides desired stop for Indiantown residents and creates transfer opportunity to Route 1 and Split Route 3.	-	-					
T-2	Split Route 3	Route 3	Split route to North and South loops and add new bus stops. North Stuart Circulator (35-minute headways) and South Stuart Circulator (40-minute headways).	Route restructuring	Increases coverage to shopping, community and medical destinations.	-	-					
T-3	Route 4 Flex Service/Pilot Later Shift Service	Route 4	Relocate terminus to Banner Lake Community Center and serve overlapping Route 1 stops (80-minute headways). Implement later service with Pilot TNC service from 5:30 pm to 8:00 pm such as through taxi partnership.	Route restructuring	As the demand for the increased service span grows, implementing could be a cost-effective solution.	-	-					
T-4	Extend Route 20X	Route 20X	Extend terminus to Tri-Rail Mangonia Park Station (80-minute headways).	Route restructuring	Extension for VA Medical Center to Tri-Rail station increases regional connectivity.	-	-					
n/a	Marketing Campaign	Countywide	Market development, communications and promotions. Leverage SFCS Program for Guaranteed Ride Home and advocating for mass transit.	Marketing	Marty Transit Development Plan, Major Update FY 2025-2034.	-	-					
n/a	Investigate Scope and Procurement for Microtransit	Systemwide	Depending on the customer experience desired, begin exploring taxi partnerships or microtransit opportunities to add later service for Route 4, Saturday service for local routes, and Palm City TNC Zone.	Procurement services	Marty Transit Development Plan, Major Update FY 2025-2034.	-	-					
n/a	Microtransit Service Capital Cost Allocation	Systemwide		New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	-	$817,776			$1,275,731		Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)
n/a	Paratransit Service	Countywide	Maintain existing paratransit service	Paratransit operations	Marty Transit Development Plan, Major Update FY 2025-2034.	$248,901	-	$1,368,956	$1,605,411	$1,941,428	$4,828,679	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)
n/a	Saturday TNC Pilot Program[2] - Routes 1, 2, 3, and 4	Routes 1, 2, 3, and 4	TNC service within 3/4-mile distance of Routes 1, 2, 3, , and 4 on weekdays from 6 am to 8 pm.	New microtransit service	Operating cost adjusted to PDC (in 2025 dollars). Marty Transit Development Plan, Major Update FY 2025-2034.	$145,396	-	$799,678	$937,805	$1,134,089	$2,820,684	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)
T-5	Pilot Palm City TNC Zone[3]	Palm City	Implement microtransit service from 6 am to 8 pm on weekdays only. The Palm City TNC Zone would increase access for areas with a high proportion of transit-dependent populations and destinations.	New microtransit service								
T-7	Route 2 Express/Indiantown TNC Zone[3]	Indiantown	A restructure of service delivery to provide for a new local TNC service in Indiantown.	New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	$116,052	-			$905,206	$2,251,409	Local (9th Cent, General Fund, Farebox), STBG,
T-8	Jensen/Rio/Ocean Breeze TNC Zone[3]	Multiple jurisdictions	This new service area would connect to Route 1 and the proposed Jensen Beach Trolley from 6:00 am to 8:00 on weekdays only.	New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	$217,620	-			$1,697,436	$4,221,828	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)
T-9	Port Salerno TNC Zone[3]	Port Salerno	This new service area in Port Salerno would connect to Route 1 and 4 from 6:00 am to 8:00 pm on weekdays only.	New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	$93,690	-			$730,782	$1,817,586	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)

Table 7.3.2-1 Continued

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Improvement Type/Category	Comments	Annual Operating Cost (*PDC, 2024/25 dollars)	Capital Cost *(PDC, 2024/25 dollars)	Total Cost (Year of Expenditure)				Funding Source
								2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
								1.10	1.29	1.56	1.94	
Service Improvements												
T-10	Kanner Highway fixed route	Multiple jurisdictions	A new fixed route service to connect the transfer station at the Robert Morgade Library to the proposed Intermodal Hub in Stuart.	New fixed route service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	-	$1,060,000			$1,653,600		Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)
					Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	$685,690	-			$5,348,382	$13,302,386	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)
T-11	Jensen Beach Trolley	Jensen Beach	New service to connect the Stuart intermodal hub to the beaches and Treasure Coast Mall and Jensen Beach.	New trolley service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	-	$1,590,000				$3,084,600	Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)
					Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	$217,630	-				$4,222,022	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)
T-12	Downtown Stuart Tram[4]	Downtown Stuart	Maintain existing tram service. Operates from 9 am to 7 pm (Mon to Thrus), 9:00 am to 9:30 pm (Fri and Sat) and 9 am to 5 pm on Sunday	Downtown circulator service	City of Stuart Tram Business Plan, 2019	$196,212	-	$1,079,168	$1,265,570	$1,530,457	$3,806,521	Local (9th Cent, General Fund, Farebox), STBG, Federal (5307 & 5311)
n/a	Intermodal hub[5]	Stuart	The hub should be in proximity to the Brightline Station and be the recognized county transportation center.	Intermodal		To Be Determined	To Be Determined					Statewide Rail Program or Intermodal Access (Non-SIS/Non-Highway Modes)
n/a	Passenger Rail Station	Stuart		Intercity Passenger Rail Station (New Facility)	City of Stuart Brightline Station Analysis, 2018	-	To Be Determined					Statewide Rail Program or Intermodal Access (Non-SIS/Non-Highway Modes)
Capital Improvements												
n/a	Customer Facility and ADA Upgrades	Countywide	Public Works Department and Marty should have a transition plan for ADA compliance of transit infrastructure. Includes upgrades to make existing passenger facilities compliant with the Americans with Disabilities Act (ADA).	ADA upgrades	Marty Transit Development Plan, Major Update FY 2025-2034.	-	$250,000	$137,500	$161,250			Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)
n/a	Add Bus Stops to Existing Routes	Systemwide	Add 40 new bus stops. • Prioritize new stops on Route 1 and 2. • New ADA compliant bus stop construction: o 30 basic stops: 5 per year o 10 enhanced stops: 2 per year • Solar powered lighting at 40 stops • 10 shelters at enhanced stops • 50 updates to at-stop static sign and information displays. • Coordinate with Area Regional Transit (ART) and Palm Tran on locations outside of Martin County	New bus stop	The need to add bus stops emerged through the precursor Transit Efficiency Study (TES) effort and from feedback from the public and elected officials and through technical analysis performed for this TDP. Typical bus stop spacing for urban transit systems nationwide is a ¼-mile spacing. The current bus stop spacing for Marty Routes 1, 2, 3, and 4, are 0.96, 2.59, 1.10, and 1.75 miles, respectively. Marty Transit Development Plan, Major Update FY 2025-2034.	-	$1,470,000	$1,360,975	$300,248			Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)
n/a	Replacement Bus Acquisition	Systemwide	Begin procurement in 2027. Scheduled replacement of 14 buses with 12-year life cycle from 2028-2034.	Fleet replacement	Capital cost adjusted to reflect PDC (in 2025 dollars). The TDP includes 2% inflation per year. Marty Transit Development Plan, Major Update FY 2025-2034.	-	$7,420,000	$4,081,000	$4,785,900			Local (Fuel Taxes, General Fund), STBG, Federal (5307 & 5339)

Table 7.3.2-1 Continued

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Improvement Type/Category	Comments	Annual Operating Cost (*PDC, 2024/25 dollars)	Capital Cost *(PDC, 2024/25 dollars)	Total Cost (Year of Expenditure)				Funding Source
								2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
								1.10	1.29	1.56	1.94	
Service Improvements												
n/a	Bus Fleet Management Plan Update	Systemwide	Guide transition/SOW for fleet and facility power transition if desired. Includes Bus Fleet Transition Study from the Marty TDP, July 2024.	Study/Plan	Marty Transit Development Plan, Major Update FY 2025-2034.	-	$40,000	$44,000				Local (Fuel Taxes, General Fund), STBG
n/a	Comprehensive Operational Analysis (COA)	Systemwide	Study to enhance transfer times, update headways. Review fare structure.	Study/Plan		-	$50,000	$55,000				Local (Fuel Taxes, General Fund), STBG
n/a	Transit Development Plan Major Update	Systemwide	Required every 5-years for state block grant funding.	Study/Plan		-	$250,000	$275,000				Local (Fuel Taxes, General Fund), STBG
n/a	Intermodal Hub Design Study	-	Begin procurement in 2026.	Study/Plan		-	$100,000	$110,000				Local (Fuel Taxes, General Fund), STBG
n/a	Route Planning and Scheduling Software	Systemwide	Annual evaluation of route schedules. One route per year for review & update coordinated service plan.	Technology		-	$270,000	$165,000	$154,800			Local (Fuel Taxes, General Fund), STBG
n/a	Replacement Equipment Trip/Sparks Hardware	Systemwide	New/replacement of on-board equipment and networks for next generation Trip Sparks Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL).	Technology		-	$292,500	$211,750	$129,000			Local (Fuel Taxes, General Fund), STBG
n/a	Additional at-stop LCD real-time bus arrival displays	Systemwide	Bus stop upgrade, $10K to $15K each	Technology		-	$450,000	$440,000	$64,500			Local (Fuel Taxes, General Fund), STBG
n/a	Transit Planning Studies and Plans	Systemwide		Studies/Plans	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	-	$510,000					Local (Fuel Taxes, General Fund), STBG
n/a	O&M Facility Planning and Design Study	Systemwide		Study/Plan		-	$150,000		$193,500			Local (Fuel Taxes, General Fund), STBG
n/a	Sustainability and Resilience Study	Systemwide		Study/Plan		-	$25,000			$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Comprehensive Financial Assessment	Systemwide		Study/Plan		-	$25,000			$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Technology Deployment Study	Systemwide		Study/Plan		-	$40,000			$62,400		Local (Fuel Taxes, General Fund), STBG
n/a	Safety and Security Audit	Systemwide		Study/Plan		-	$25,000			$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Emergency Response Planning	Systemwide		Study/Plan		-	$25,000			$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Customer Facilities and ADA Facilities Compliance	Systemwide		Study/Plan		-	$40,000			$62,400		Local (Fuel Taxes, General Fund), STBG
n/a	Triennial Review Support	Systemwide		Study/Plan		-	$10,000			$15,600		Local (Fuel Taxes, General Fund), STBG
n/a	Transit Asset Audit and Replacement Plan	Systemwide		Study/Plan		-	$80,000			$124,800		Local (Fuel Taxes, General Fund), STBG
n/a	Human Resource Recruiting, Retention and Development Study	Systemwide		Study/Plan		-	$25,000			$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Operations Scope of Work Development and Procurement Support	Systemwide		Study/Plan		-	$25,000			$39,000		Local (Fuel Taxes, General Fund), STBG
n/a	Study of Transit Values/Benefits to Martin County	Systemwide		Study/Plan		-	$40,000			$62,400		Local (Fuel Taxes, General Fund), STBG
					Annual Operating Cost (*PDC, 2024/25 dollars)	**$4,901,191**	**Total Operating Cost (YOE**)**	**$18,558,628**	**$21,764,210**	**$35,001,315**	**$91,276,575**	
						Capital Cost (*PDC, 2024/25 dollars)	**$15,080,276**					
							Capital Cost (YOE)**	**$6,880,225**	**$5,789,198**	**$3,490,931**	**$3,084,600**	

Notes

(see following page)

Table 7.3.2-1 Continued

[1] Fixed bus route bus service includes restructured routes or modifications for Marty routes 2, 3, 4, and 20X.
[2] Provide on-demand service through partnerships with Transportation Network Companies, microtransit or taxi partnership within 0.75-mile distance of existing Marty routes.
[3] Provide on-demand service through partnership with Transportation Network Companies, microtransit or taxi partnership within designated geographic areas or zones to enhance connectivity to Marty routes as well as origins and destinations.
[4] Tram operations are funded through City of Stuart General Fund (Transporation) and supplemented by CRA + advertising/sponsorship revenue. State grants via MPO/FDOT funds marketing and promotional activities as well as capital assistance.
[5] Project cost not available at this stage. Project cost could vary significantly based on development program for the facility. Design features should be centered on pedestrian and bicycle activity, local taxis, TNCs, bikeshare, bike lockers, electric charging stations, park-and-ride facilities, and private charter bus companies.
Illustrative Projects since funding through Rail Program or Intermodal Access included under Statewide Capacity Program Estimate for Non-SIS/Non-Highway Modes is not guaranteed. State funding through these programs requires local match.
* PDC - Present Day Cost
** YOE - Year of Expenditure
n/a - Not Applicable

2050 Unfunded Transit Improvements

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Improvement Type/Category	Comments	Annual Operating Cost (*PDC, 2024/25 dollars)	Capital Cost (*PDC, 2024/25 dollars)
T-6	Stuart TNC Zone[1]	Stuart	A TNC service in Stuart could increase ridership to existing routes and improve access to affordable housing units, medical services, and other origins and destinations.	New microtransit service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	$1,088,100	-
T-13	Tri-Rail Extension	FEC Railroad Corridor	From Palm Beach County to Fort Pierce	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available
T-14	SR-710/CSX Connector	CSX Railroad Corridor	Palm Beach County to SW Allapattah Road	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available
T-15	Turnpike Express Bus Route	Florida's Turnpike	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available
T-16	US-1 Transit Enhancements	US-1 Corridor	Palm Beach County Line to Brevard County Line	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available
T-17	I-95 Express Bus Route	I-95 Corridor	Palm Beach County Line to Gatlin Boulevard/I-95	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available

* PDC - Present Day Cost
[1] Provide on-demand service through partnership with Transportation Network Companies, microtransit or taxi partnership within designated geographic areas or zones to enhance connectivity to Marty routes as well as origins and destinations.

7.3.3. Strategic Intermodal System (SIS)

The following SIS projects are identified by FDOT and included in the SIS *2035-2050 Cost Feasible Plan, April 2024* and *2045 Multimodal Unfunded Needs Plan, June 2017*. It should be noted that some of these projects are included in the MPO's TIP FY26-FY30 as indicated below.

Funded Projects, Martin MPO TIP FY26-FY30

- SR-714/Monterey Road at FEC Railroad Grade Separation
- SR-710/SW Warfield Boulevard widening from CR-609/SW Allapattah Road to SW Van Buren Avenue

Programmed Projects, Martin MPO TIP FY26-FY30

- I-95 PD&E Study
- I-95 Managed Lanes (Preliminary Engineering phase)
- SR-710/Warfield Boulevard widening[10] (Preliminary Engineering and ROW phases)

SIS 2035-2045 Long Range Cost Feasible Plan, April 2024

- Interchange Modification*:* I-95 @ SR-714/Martin Highway

SIS 2045 Multimodal Unfunded Needs Plan (MMUNP), June 2017

- SR-710 widening from Martin/ Okeechobee County Line to Martin Powerplant Road
- Interchange Modification: I-95 from High Meadow Avenue to Becker Road
- Transit Improvements
  - US-1/Federal Hwy Exclusive Guideway
  - SR-710 Exclusive Guideway
  - Transit Hub at Indiantown

The SIS projects identified above are shown in **Figure 7.3.3-1** and **Table 7.3.3-1.**

Turnpike Projects

In addition, as shown in **Figure 7.3.3-2** and **Table 7.3.3-1** the following Florida's Turnpike Enterprise improvements from its *January 2025 Projects List* were included in the *Martin Moves 2050 LRTP* Needs Plan to maintain consistency.

Funded Projects, Martin MPO TIP FY26-FY30

- Turnpike Mainline widening from North of SR-714 to North of Becker Road (4L to 8L)

Programmed Projects, Martin MPO TIP FY26-FY30

- Turnpike PD&E Study *(On going)*

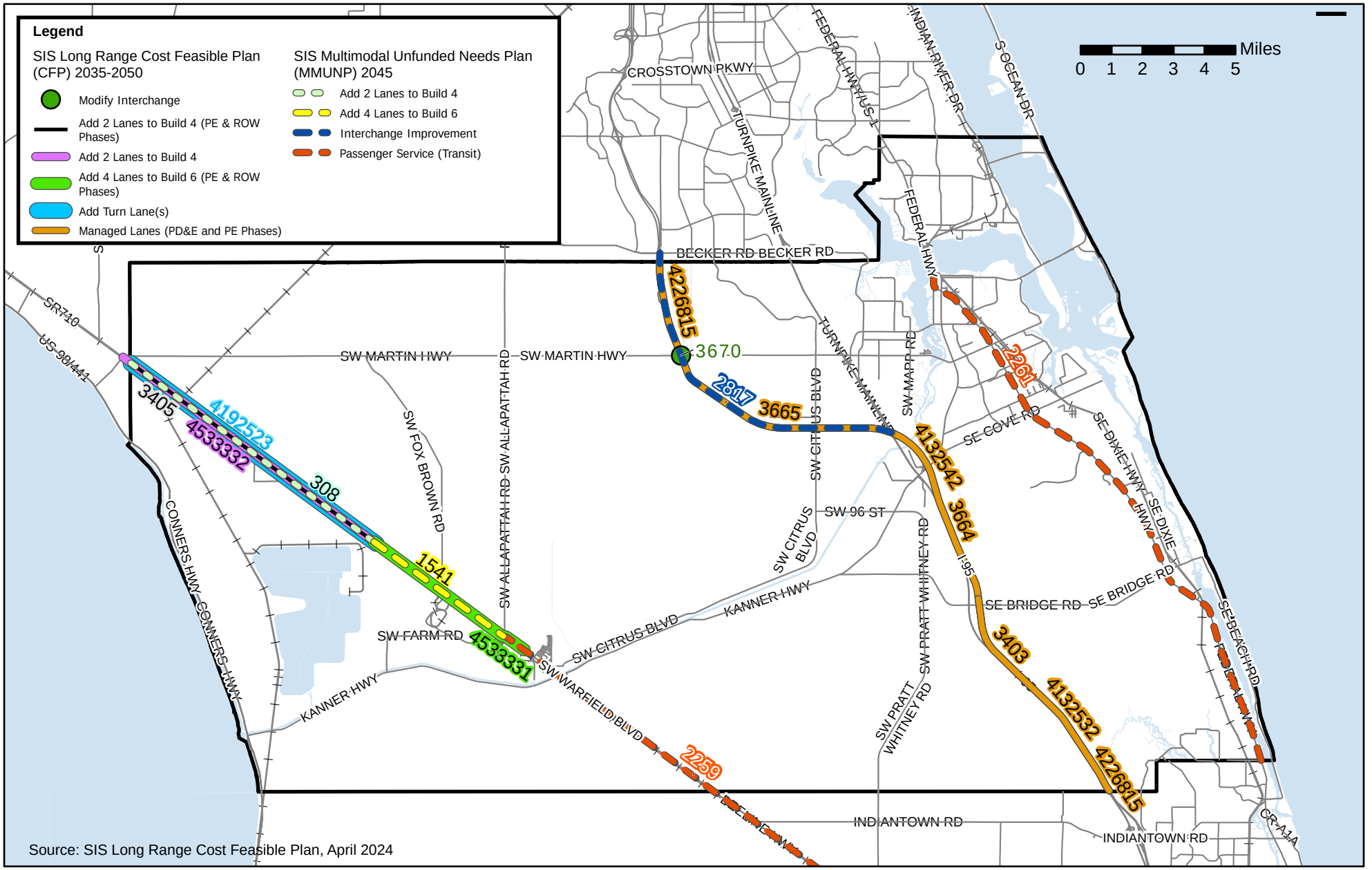
[10] Segments along SR-710 from FPL Access Road to Martin/Okeechobee County Line and FPL Access Road to CR-609/SW Allapattah Road do have construction funds available.

- New Interchange: MP 125 (at I-95) New Direct Connect Ramps from Turnpike Mainline PD&E Study

FTE Unfunded Projects, January 2025

- Right-of-Way and Construction Phase for the New Interchange: MP 125 (at I-95) New Direct Connect Ramps from Turnpike Mainline PD&E Study
- Interchange Improvement: Turnpike Mainline at SR-714
- Turnpike Mainline widening from Palm Beach/Martin County Line to SR-714 (4L to 6L)

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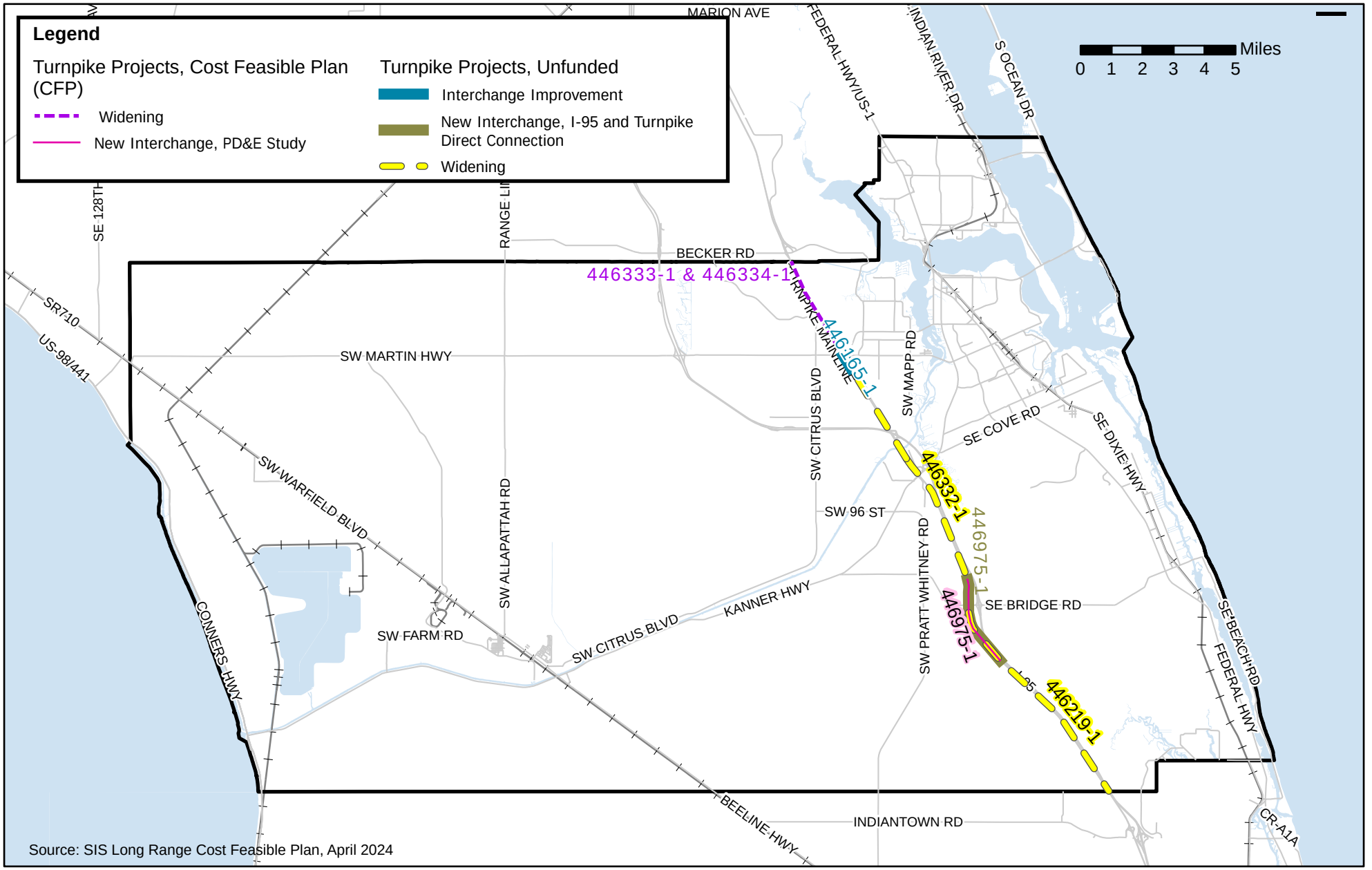
Strategic Intermodal System (SIS) Improvements
2050 Cost Feasible Plan

MARTIN MOVES 2050

MPO Policy Board Meeting 10/8/2025

Figure 7.3.3-1

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Turnpike Improvements

2050 Cost Feasible Plan

MPO Policy Board Meeting 10/8/2025

Figure 7.3.3-2

Table 7.3.3-1 Strategic Intermodal System (SIS) Improvements

2050 Cost Feasible Strategic Intermodal System (SIS)

MPO Project ID Number[1]	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (PDC, in 2024/25 dollars)	Project Cost (Year of Expenditure)					Project Phase					Funding Source
									2025/26-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	
											1.561	1.784	2.098						
4533331	SR-710/SW Warfield Boulevard	FR FPL Access Rd	CR-609/SW Allapattah Road	Add 4 Lanes to Build 6	SIS Adopted 1st & 2nd Five Year Programs	A4-6	PE and ROW phases in SIS Adopted 1st & 2nd Five Year Programs	$16,248,000	$15,703,000	$545,000				PE, ROW	ROW				State Managed Funds
4533332	SR-710	Martin/Okeechobee County Line	FPL Power Plant Access Road	Add 2 Lanes to Build 4	SIS Adopted 1st Five Year Program	A2-4	PE and ROW phases in SIS Adopted 1st Five Year Program	$4,747,700	$4,747,700					PE, ROW					State Managed Funds
453333-4	SR-710/SW Warfield Boulevard	SW Allapattah Road	SW Van Buren Avenue	Add Lanes and Reconstruct	Draft Tentative Work Program, FDOT, Dec. 2024	Widening	Draft Tentative Work Program, FDOT, Nov. 2024	$15,280,000	$15,280,000					CON					TIP - State & District Managed Funds
441636-3	SR-714	at FEC Railway	-	Grade Separation	Draft Tentative Work Program, FDOT, Dec. 2024	GRASEP	Draft Tentative Work Program, FDOT, Nov. 2024	$75,159,024	$75,159,024					PE, ROW, CON					TIP - State & District Managed Funds
4132532	I-95	Martin/Palm Beach County Line	CR-708/Bridge Road	Managed Lanes (PD&E Study)	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	$1,700,000	$1,700,000					PD&E					State Managed Funds
4132542	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes (PD&E Study)	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	$1,649,000	$1,649,000					PD&E					State Managed Funds
4226815	I-95	1-mile North of High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes (PD&E Study)	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	$2,600,000	$2,600,000					PD&E					State Managed Funds
3403 (413253-2)	I-95	Martin/Palm Beach County Line	CR-708/Bridge Road	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE		$6,516,000				$6,516,000					PE		
3664 (413254-2)	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE		$9,985,000				$9,985,000					PE		
3665 (422681-5)	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE		$6,726,000				$6,726,000					PE		
3670	I-95	at SR-714/Martin Highway	-	Modify Interchange	SIS Long Range CFP FY2035-2050	M-INCH		$2,355,000			$3,565,000					PE, CON			
4192523	SR-710	Martin/Okeechobee County Line	FPL Power Plant Access Road	Add Turn Lane(s)	SIS Adopted 1st Five Year Program	TURN	PE phase in SIS Adopted 1st Five Year Program	$52,000	$52,000					PE					District Managed Funds
							Total Cost	**$143,017,724**	**$116,890,724**	**$545,000**	**$3,565,000**	**$23,227,000**	**$0**						
													Total Cost (YOE)	**$144,227,724**					

Notes

[1] The MPO Project Identification (ID) Number corresponds to the ID included in the SIS Long Range Cost Feasible Plan, April 2024 or SIS Adopted First and Second Five-Year Program or FDOT FM# as the case may be.

Year of Expenditure (YOE) inflation factors are consistent with SIS Long Range Cost Feasible Plan.

Project included in FDOT Five Year Work Program FY26-FY30, Nov. 2024

Florida's Turnpike Enterprise Cost Feasible Plan Projects, January 2025

MPO Project ID Number[2]	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (PDC, in 2024/25 dollars)	Project Cost (Year of Expenditure)					Project Phase					Funding Source
									2025/26-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	
446975-1 & 446166-1	Turnpike Mainline (SR-91)	-	-	New Interchange: MP 125 - I-95 (New Direct Connect Ramps from Turnpike Mainline (SR-91)	Turnpike Enterprise Major Projects List, Martin County, January 2025	New Interchange	PD&E is underway, preferred alternative selected	$25,867,561	$1,167,561	$24,700,000				PD&E	PE				Florida's Turnpike Enterprise
446333-1 & 446334-1	Turnpike Mainline (SR-91)	North of Stuart/SR-714 (MP 134.8)	North of Becker Road (MP 138.5)	Widen from 4 to 8 lanes, includes interchange improvement: MP 138 - Becker Road	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	PE is underway, ROW (Phase 43) in 2031 and CON (Phase 52) in 2032 -2035	$250,112,000		$250,112,000				PE	ROW, CON				Florida's Turnpike Enterprise
							Total Cost	**$275,979,561**	**$1,167,561**	**$274,812,000**									
													Total Cost (YOE)	**$275,979,561**					

Notes

[2] The MPO Project Identification (ID) Number corresponds to the Florida Turnpike's Financial Project Identification (FPID) included in its Major Projects List, January 2025.

Table 7.3.3-1 Continued

2050 Unfunded SIS Multi-Modal Needs

MPO Project ID Number[3]	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (*PDC, in 2024/25 dollars)
1541	SR-710	Martin Powerplant Road	CR-609/Allapattah Road	Add 4 Lanes to Build 6	FDOT District 4, PD&E Study, Aug. 2025	A4-6		$70,797,400
308	SR-710	Okeechobee/Martin County Line	Martin Powerplant Road	Add 4 Lanes to Build 6	FDOT District 4, PD&E Study, Aug. 2025	A4-6	Long Term Highway Improvements, Year 2045	$148,905,112
2817	I-95	High Meadow Avenue	Becker Road	Interchange Improvement	SIS 2045 MMUNP, June 2017	M-INCH	Long Term Highway Improvements, Year 2045	$113,547,000
2701	SR-710 Exclusive Guideway Transit Hub	at Indiantown	-	Passenger Service	SIS 2045 MMUNP, June 2017	PSERV	Mid Term Transit Improvements, Year 2035, Potential SIS Facility	$11,400,000
2259	SR-710 Exclusive Guideway	Indiantown	Mangonia Park Tri-Rail Station	Passenger Service	SIS 2045 MMUNP, June 2017	PSERV	Mid Term Transit Improvements, Year 2035, Potential SIS Facility	$386,460,000
2261	US-1 Exclusive Guideway	West Palm Beach Transit Hub	Fort Pierce	Passenger Service	SIS 2045 MMUNP, June 2017	PSERV	Mid Term Transit Improvements, Year 2035, Potential SIS Facility	$720,480,000
							Total Cost (*PDC)	**$1,451,589,512**

Notes

[3] The MPO Project Identification (ID) Number corresponds to the ID included in the SIS 2024 MMUNP, June 2017.

* PDC - Present Day Cost

Florida's Turnpike Enterprise Unfunded Projects, January 2025

MPO Project ID Number[4]	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (*PDC, in 2024/25 dollars)
446975-1	Turnpike Mainline (SR-91)	-	-	New Interchange: MP 125 - I-95 (New Direct Connect Ramps from Turnpike Mainline (SR-91)	Turnpike Enterprise Major Projects List, Martin County, January 2025	New Interchange	Construction estimated that includes Direct Connection Interchange between I-95 and Florida's Turnpike and the widening of the Turnpike Mainline approx. 2 miles to the north and south of Bridge Rd. (July 2025)	$309,143,845
446165-1	Turnpike Mainline (SR-91)	at Stuart/SR-714 (MP 133)	-	Interchange Improvement: MP 133 - Stuart (SR-714)	Turnpike Enterprise Major Projects List, Martin County, January 2025	Interchange Improvement	PE (Phase 32) at $1.7M is underway; ROW ($24.245M) and CON ($141.739M) is unfunded	$165,984,000
446219-1	Turnpike Mainline (SR-91)	MP 117.7 - Palm Beach/Martin County Line	MP 125 - I-95 Connector	Widen from 4 to 6 lanes	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	PE (Phase 32) is underway; CON is unfunded	$252,521,000
446332-1	Turnpike Mainline (SR-91)	MP 125 - I-95 Connector	MP 131 - Thomas B Manuel Bridge	Widen from 4 to 6 lanes	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	PE (Phase 32) is underway; ROW ($12.16M) and CON ($260.169M) is unfunded	$272,329,000
446617-1	Turnpike Mainline (SR-91)	MP 131 - Thomas B Manuel Bridge	MP 133 - Stuart/SR-714	Widen from 4 to 6 lanes	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	ROW ($6.176M) and CON ($123.774M) is unfunded	$129,950,000
							Total Cost (*PDC)	**$1,129,927,845**

Notes

[4] The MPO Project Identification (ID) Number corresponds to the Florida Turnpike's Financial Project Identification (FPID) included in its Major Projects List, January 2025.

* PDC - Present Day Cost

7.3.4. Transportation System Management & Operations (TSM&O)

Approximately $23.6M has been 'set aside' from the State Highway System (SHS, non-SIS) program for investment in TSM&O projects on 13 roadway segments along 12 corridors over a 20-year period from 2030/31 to 2049/50. It should be noted that corridor-specific improvements have not been identified at this time. Detailed corridor level analysis would be conducted for these corridors outside of the LRTP development process to identify appropriate improvements and corresponding construction and/or project implementation costs.

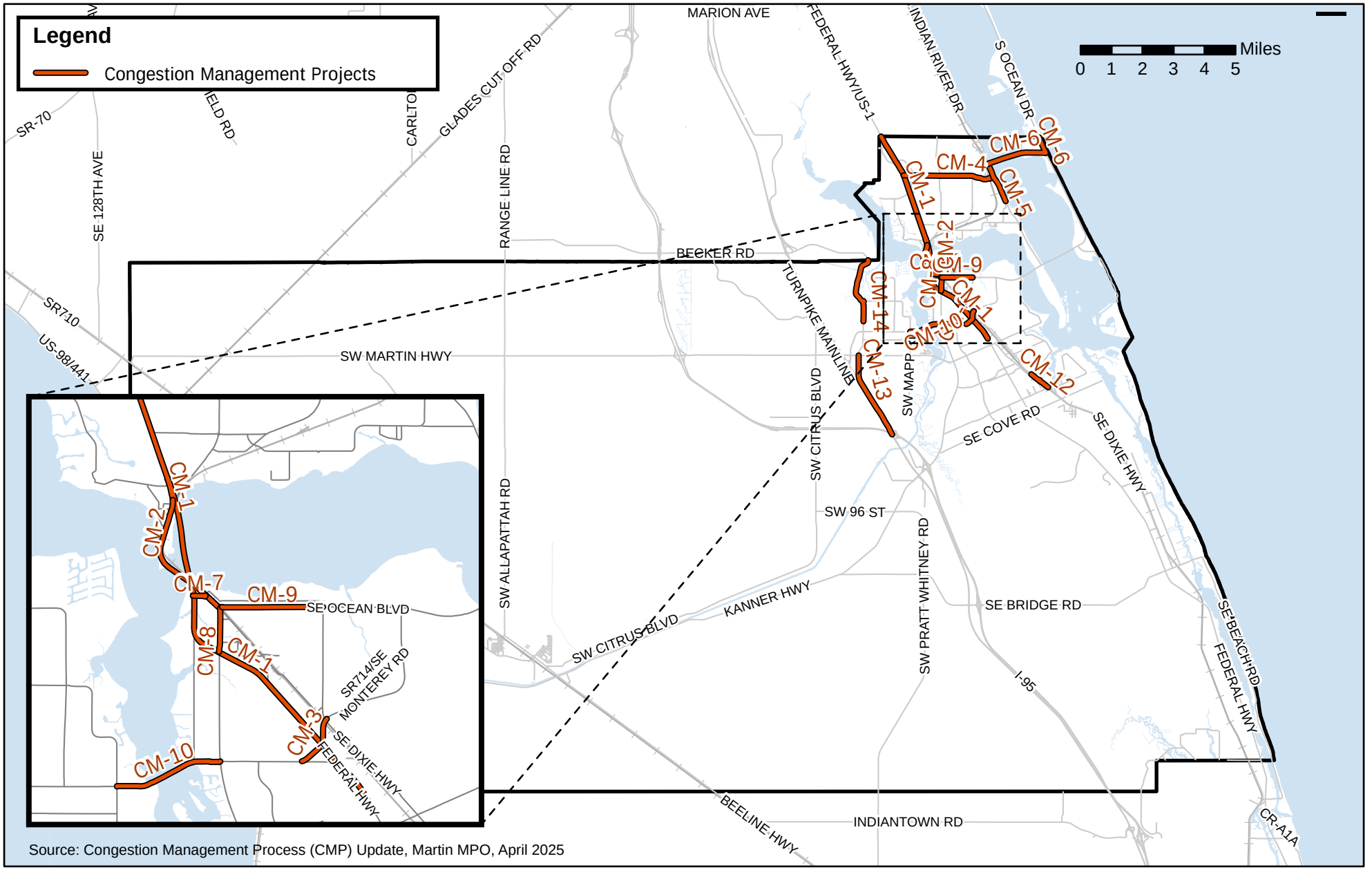
- **Thirteen (13) Roadway Segments along the following 12 corridors:**
  - CR-713/High Meadow Avenue[11]
  - CR-732/NE Causeway Blvd
  - Dixie Highway (two segments)
  - Indian River Drive
  - Jensen Beach Boulevard
  - S Colorado Ave
  - SE Monterey Road
  - SE Ocean Boulevard
  - SR-714/Martin Highway
  - SW Joan Jefferson Way
  - SW Murphy Road
  - US-1/Federal Highway

The Martin MPO and FDOT would coordinate to align the TSM&O projects to ensure efficiency between *Martin Moves 2050* Cost Feasible Plan and the Department's most recent TSM&O Master Plan Update. By reserving dedicated funding and aligning with FDOT's regional TSM&O strategies, the Martin MPO ensures that system management and operations remains a core element of the 2050 LRTP, enhancing corridor efficiency, safety, and multimodal performance.

Figure 7.3.4-1 illustrates TSM&O corridors while **Table 7.3.4-1** provides a corresponding itemized list of these corridors.

[11] CR-713/High Meadow Avenue from I-95 to SR-714/SW Martin Highway overlaps with the capacity project identified as part of Roadway/Highway needs in Section 3.1. The MPO would coordinate with the FDOT District Four to define the scope of both these projects to ensure synergy and efficiency in identifying short- and long-term improvements.

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Source: Congestion Management Process (CMP) Update, Martin MPO, April 2025

Transportation System Management & Operations (TSM&O) Improvements 2050 Cost Feasible Plan

MPO Policy Board Meeting 10/8/2025

Figure 7.3.4-1

Table 7.3.4-1 Transportation System Management & Operations (TSM&O) Improvements

2050 Cost Feasible TSM&O Improvements

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Project Cost (*PDC, 2024/25 dollars)	Project Cost/Funding (Year of Expenditure)				Funding Source
									2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
									1.10	1.29	1.56	1.94	
CM-1	SR-5/US-1/Federal Highway[1]	SE Indian Street	Martin/St. Lucie County Line	Congestion Management	7.85	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	Audible & Vibratory Edge Line Striping; Advance Vehicle Detection	$265,031			$413,448		Local (Transportation Impact Fee)
CM-2	Dixie Highway	S. Colorado Avenue	NW Palm Street	Congestion Management	1.33	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-3	SR-714/SE Monterey Road	SE Monterey Road (Ext)	SE Dixie Highway/CR-A1A	Congestion Management	0.52	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-4	SR-732/Jensen Beach Boulevard	SR-5/US-1/Federal Highway	Indian River Drive	Congestion Management	2.94	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-5	SR-732/NE Causeway Blvd	Indian River Drive	SR-A1A/NE Ocean Boulevard	Congestion Management	2.47	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-6	Indian River Drive	SR-732/Jensen Beach Boulevard	NE Dixie Highway	Congestion Management	1.33	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-7	SW Joan Jefferson Way	SR-5/US-1/Federal Highway	SW Dixie Highway	Congestion Management	0.13	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-8	S Colorado Avenue	SR-5/US-1/Federal Highway	SE Ocean Boulevard	Congestion Management	0.45	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined		$5,670,000	$5,900,000	$12,000,000	SHS[2] (non-SIS, in TMA)
CM-9	SE Ocean Boulevard	S Colorado Avenue	SE Palm Beach Road	Congestion Management	0.99	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-10	SR-714/Martin Highway/ SW Martin Downs Boulevard	SW Mapp Road	S Kanner Highway/SR-76	Congestion Management	1.07	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-12	SE Dixie Highway/CR-A1A	SE Salerno Road	SE St. Lucie Boulevard	Congestion Management	0.71	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-13	CR-713/High Meadow Avenue	I-95	CR-714/Martin Highway	Congestion Management	2.85	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					
CM-14	SW Murphy Road	SR-714/Martin Highway	Martin/St. Lucie County Line	Congestion Management	2.25	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	To Be Determined	To Be Determined					

Notes: * PDC - Present Day Cost

Project ID CM-11, SR-714/Martin Highway was identified as a congested corridor based on Year 2023 data before the completion of improvements. Therefore, it is omitted from the list of TSM&O corridors. Location and corridor specific improvements will be identified based on detailed technical analysis including data collection, traffic and safety evaluation along with corresponding project cost estimates.

[1] Project cost for CM-1 is based on Martin MPO's US-1 Congestion Management Study, 2024 with project limits from Martin/St. Lucie County Line to Cove Road. This Study includes two additional recommendations, 1) Construct joint access driveways at two locations at an estimated construction cost of $0.47M in PDC; and 2) Implement sidewalk-level separated bicycle lanes, which requires fully roadway reconstruction at $25.87M in PD

[2] Funds can be used for off-system roads (county, municipal or local roads) that are non-SIS and not on the SHS. And could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). SHS funds allocated to fund TSM&O projects. Approximately $23.57M available over a 20-year period from 2030/31 to 2049/50.

7.3.5. "Other" Improvements

The "other" improvements category includes three "illustrative" park-and-ride projects funded through a combination of federal (Transit Capital) revenues and FDOT's Non-SIS Transit Discretionary program for a total of $10.4M (YOE). In addition, the FEC Rail Bridge double tracking over St. Lucie River is also identified as an "illustrative" project, which is likely to be funded by FEC Railroad.

"Illustrative" projects

- ***Park-and-Ride Facilities[12] ($10.4M, YOE)***
  - Kanner Highway/SR-76 at I-95
  - West of I-95 between Becker Road and Martin Highway
  - West of Turnpike in vicinity of Sand Avenue
- ***FEC Rail Bridge – Double Tracking over St. Lucie River***

Unfunded Needs

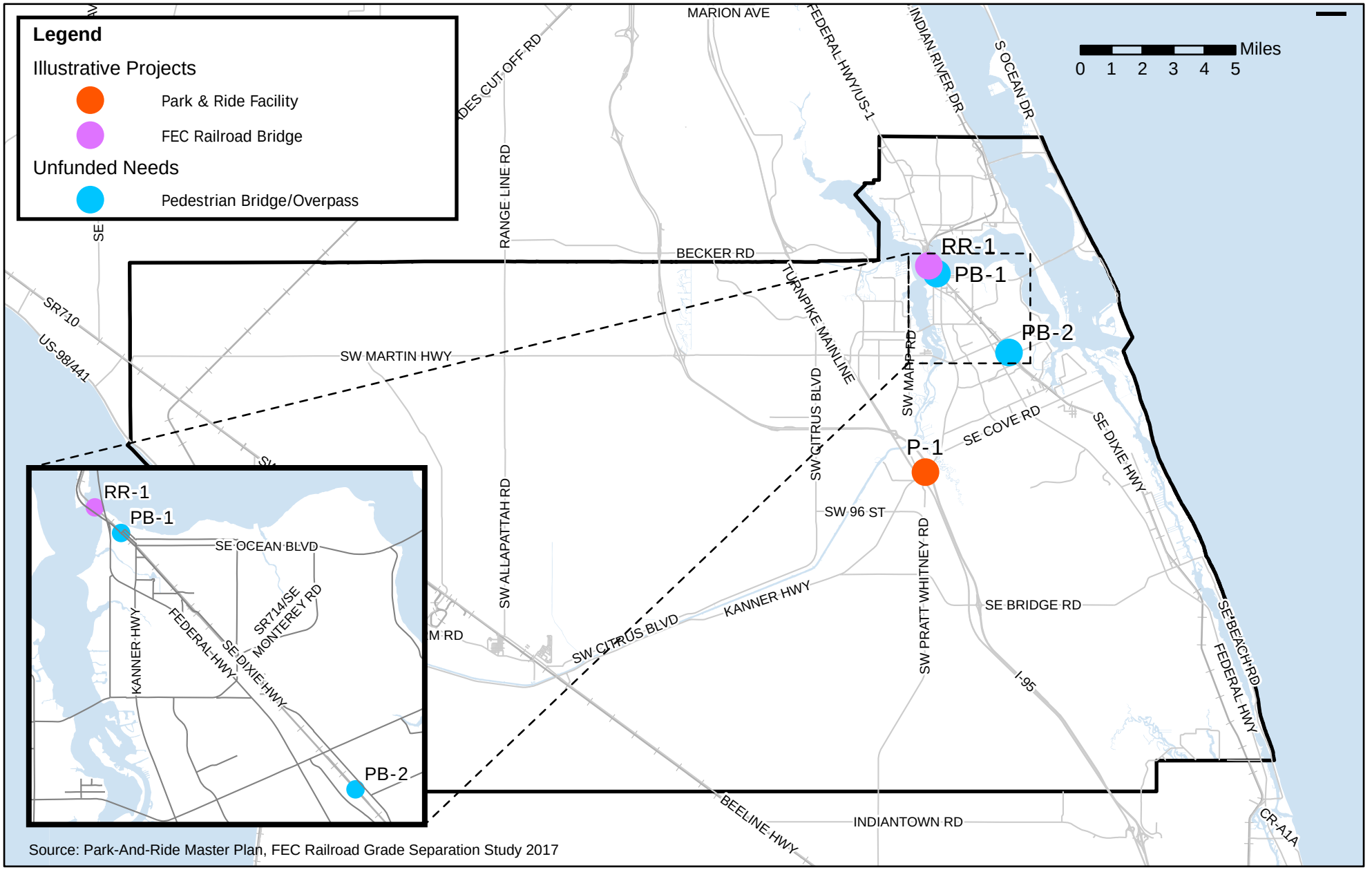
The following two pedestrian bridge/overpass projects remain in the unfunded needs category.

- ***Pedestrian Overpass along Florida East Coast (FEC) mainline***
  - Sailfish Circle Park (PNR) and Flagler Avenue
  - Railroad Avenue and Commerce Avenue

The above listed projects support regional connectivity, transit access, and multimodal integration. **Figure 7.3.5-1** and **Table 7.3.5-1** identifies these projects on the map with corresponding line items, respectively.

[12] The location of these Park-and-Ride facilities will be determined outside of the LRTP process through detailed studies conducted by the FDOT and/or MPO. Typically, Park-and-Ride feasibility studies consider several factors, such as, travel patterns, trip purpose and potential travel markets, land use, community support and integration of the proposed Park-and-Ride facility or facilities with the overall transportation network in the County as well as the region.

DRAFT



Source: Park-And-Ride Master Plan, FEC Railroad Grade Separation Study 2017

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"Other" Improvements

2050 Cost Feasible Plan

MARTIN MOVES 2050

MPO Policy Board Meeting 10/8/2025

Figure 7.3.5-1

Table 7.3.5-1 "Other" Improvements

2050 Other Improvements, Illustrative Projects

MPO Project ID Number	Project Name	From	To	Project Description	Source	Improvement Type	Comments	Total Project Cost (Year of Expenditure)				Funding Source
								2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
								1.10	1.29	1.56	1.94	
P-1	Kanner Highway/SR-76 at I-95	-	-	Facility located in southwest corner of Kanner Highway/SR 76, approximately 46,000 sq. ft. 106 parking spaces including four ADA spaces and six kiss-and-ride.	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10, 38, 43 and 44	Park-and-Ride	Cost from 2045 LRTP; includes MOT and contingency			$4,762,368		Federal Transit Capital (5307 & 5309), Non-SIS Transit Discretionary
n/a	West of I-95 between Becker Road and Martin Highway	-	-	Park-and-Ride Lot	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10	Park-and-Ride	Assumes 50 spaces @ $17,000/space				$2,796,704	Federal Transit Capital (5307 & 5309), Non-SIS Transit Discretionary
n/a	West of Turnpike in vicinity of Sand Avenue	-	-	Park-and-Ride Lot	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10	Park-and-Ride	Assumes 50 spaces @ $17,000/space				$2,796,704	Federal Transit Capital (5307 & 5309), Non-SIS Transit Discretionary
RR-1	FEC Railroad Bridge	Over St. Lucie River	-	Double tracking FEC railroad bridge over St. Lucie river	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	New Railroad Bridge/Rail Capacity						FEC/Brightline (Private)
Notes								**$0**	**$0**	**$4,762,368**	**$5,593,408**	
								Total Project Cost (YOE) for 25-year period**			**10,355,776**	

** YOE - Year of Expenditure

[1] Construction cost includes adjustments applied to base construction cost from 2045 LRTP to account for inflation @ of 5% per year for five years from 2020 to 2025.

RR-1 is a privately funded project. This project is included in freight improvements list.

Improvement and projects funded through Non-SIS Transit Discretionary program are considered illustrative since availability of funding is not guaranteed.

2050 Unfunded Needs, Other Improvements

MPO Project ID Number	Project Name	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (*PDC, in 2024/25 dollars)
PB-1	FEC Railroad Pedestrian Grade Separation	Sailfish Circle Park and Park-and-Ride Lot	Flagler Avenue	Non-motorized grade separated crossing (overpass)	Martin County Freight & Goods Movement Plan, Oct. 2020 - Mid Rnage (2026-2030), Martin MPO; FEC Railroad Grade Separation Study, Martin MPO, August 2017	Pedestrian Plaza Overpass	Cost does not include operation and maintenance of elevators; potential for partial (up to 50%) from Brightline	$10,720,512
PB-2	FEC Railroad Pedestrian Grade Separation	Railroad Avenue	Commerce Avenue	Non-motorized railroad grade separated crossing (overpass)	Martin County Freight & Goods Movement Plan, Oct. 2020 - Mid Range (2026-2030), Martin MPO; FEC Railroad Grade Separation Study, Martin MPO, August 2017	Pedestrian Overpass		$7,032,960
Notes							**Total Cost (*PDC)**	**$17,753,472**

* PDC - Present Day Cost

7.3.6. Freight

As shown in **Figure 7.3.6-1** and **Table 7.3.6-1,** the majority of the freight projects overlap with the SIS and roadway/highway projects. These overlapping projects include:

- I-95 Managed Lanes
- SR-710 Widening
- SR-714 at FEC Railroad Crossing Grade Separation
- FEC Railroad Bridge over St. Lucie River
- Cove Road and High Meadow Avenue

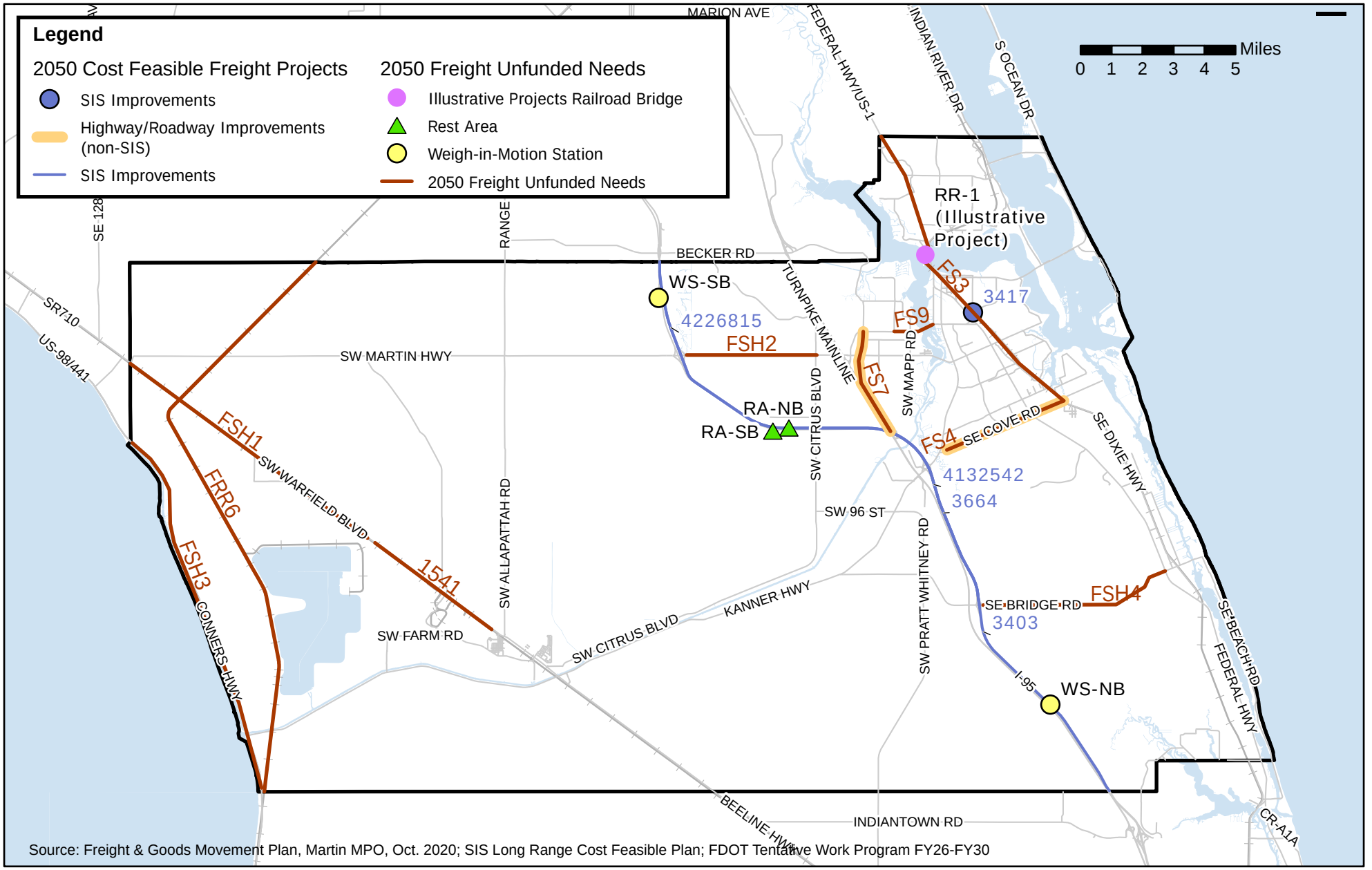
In addition, the following improvements identified in the Martin MPO's *Freight and Goods Movement Study* (October 2020), as well as projects recommended by the MPO's Freight Transportation Advisory Committee and the PSC, remain in the unfunded needs category.

Unfunded Needs

- US-27 Rail Corridor Bypass
- Three (3) Truck Parking Improvements
- Four Shoulder Widening Projects to accommodate truck parking
- Two (2) Technology-based Improvements
- I-95 Rest Areas (NB and SB)
- Countywide Signage/Truck Route Plan
- Freight Supportive Network

By recognizing both the SIS/highway overlaps and the freight-specific unfunded needs, the *Martin Moves 2050 LRTP* ensures consistency with FDOT's statewide freight programs while highlighting local priorities identified through MPO-led studies and advisory committees.

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Source: Freight & Goods Movement Plan, Martin MPO, Oct. 2020; SIS Long Range Cost Feasible Plan; FDOT Tentative Work Program FY26-FY30

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Freight Improvements

2050 Cost Feasible Plan

MM MARTIN MOVES 2050

Table 7.3.6-1 Freight Improvements

2050 Cost Feasible Frieght Projects - SIS Improvements

MPO Project ID Number[1]	Street Name/Facility	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, in 2024/25 dollars)	Project Cost (Year of Expenditure)					Project Phase					Funding Source
										2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	
												1.561	1.784	2.098						
4132542	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes (PD&E Study)	-	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	$1,649,000	$1,649,000					PD&E					State Managed
4226815	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes (PD&E Study)	-	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	$2,600,000	$2,600,000					PD&E					State Managed
441636-3	SR-714	at FEC Railway	-	Grade Separation	-	Draft Tentative Work Program, FDOT, Dec. 2024	GRASEP	Draft Tentative Work Program, FDOT, Nov. 2024	$75,159,024	$75,159,024					PE, ROW, CON					
3664	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes	-	SIS Long Range CFP FY2035-2050	MGLANE		$9,985,000				$9,985,000					PE		
3403	I-95	Martin/Palm Beach County Line	CR-708/Bridge Road	Managed Lanes	-	SIS Long Range CFP FY2035-2050	MGLANE		$6,516,000				$6,516,000					PE		
								Total Project Cost	**$95,909,024**	**$79,408,024**	**$0**	**$0**	**$16,501,000**	**$0**						
														Total Cost (YOE)**						**$16,501,000**

Notes

* PDC - Present Day Cost

** YOE - Year of Expenditure

[1] The MPO Project Identification (ID) Number corresponds to the ID included in the SIS Long Range Cost Feasible Plan, April 2024 or SIS Adopted First and Second Five-Year Program or FDOT FM# as the case may be.
Project included in FDOT Five Year Tentative Work Program FY26-FY30, Nov. 2024

2050 Cost Feasible Frieght Projects - Highway/Roadway Improvements (non-SIS)

MPO Project ID Number[2]	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, in 2024/25 dollars)	Total Cost (YOE*)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
FS4	Cove Road	Kanner Highway/SR-76	CR-A1A	Add 2 Lanes & Reconstruct 2 Lanes (4LD)	4.32	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Widening	Project IDs 'R-4, R-5, R-6' included in Martin in Motion 2045 LRTP; Draft Tentative Work Program, FDOT, Nov. 2024; Phases - PE, ROW (partial project)	-	$8,748,751	$75,080,000	$4,820,000	
FS7	High Meadow Avenue	I-95	SR-714/ Martin Highway	Add 2 Lanes & Reconstruct 2 Lanes (4LD)	2.64	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Widening	Draft Tentative Work Program, FDOT, Nov. 2024; Phases - PE, ROW	-	$5,396,466		$37,000,000	
										$14,145,217	**$75,080,000**	**$41,820,000**	**$0**
												Total Cost (YOE)**	**$131,045,217**

Notes

* PDC - Present Day Cost

** YOE - Year of Expenditure

2050 Freight Unfunded Needs

MPO Project ID Number[2]	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, in 2024/25 dollars)
1541	SR-710	Martin Powerplant Road	CR-609/Allapattah Road	Add 4 Lanes to Build 6		FDOT District 4, PD&E Study, Aug. 2025	A4-6		$70,797,400
RR-1	FEC Railroad Bridge	Over St. Lucie River	-	Double tracking FEC railroad bridge over St. Lucie river	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	New Railroad Bridge/Rail Capacity		To Be Determined
FRR-6	US-27 Corridor Rail Bypass	Miami-Dade County	FEC Railroad at SR-710	New Railroad, Rehabilitation		Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	New Railroad, Rehabilitation		-

Table 7.3.6 1 Continued

2050 Freight Unfunded Needs (continued)

MPO Project ID Number[2]	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, in 2024/25 dollars)
FP-3	Martin County I-95 NB and SB Rest Areas	-	-	Dynamic Truck Parking, Touch-Screen Kiosk	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short Range (2021-2025)	ITS		To Be Determined
FP-5	Truck Parking (Pull Offs) (700'X100'; 20 truck parking)	Regional - US 98, SR 710	-	New Parking	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	New Parking	Cost for full build truck parking varies from $180,000 to $260,000 based on recently completed projects in Florida, plus 50% for soft costs	$6,600,000
FSH1	SR-714/Martin Highway	I-95	Citrus Blvd	Widen paved shoulders from 4' to 7'	4.4	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	$2,970,000
FSH2	US-98	Palm Beach County Line	Okeechobee County Line	Widen paved shoulders from 4' to 7'	12.6	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short Range (2021-2025)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	$8,505,000
FSH3	SE Bridge Road	0.5 Miles east of I-95	Flora Avenue	Widen paved shoulders from 1' to 7'	5.00	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	$3,375,000
FSH4	SR-76/ SW Kanner Highway	US- 98	Pratt Whitney Rd	Widen paved shoulders from 4' to 7'	23.00	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	$15,525,000
FRH1	Rural Highways - West of I-95	Regional	-	TSM&O System (10 Digital Message Signs)	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	TSM&O	Assume 51x100ft DMS with support structure at $500,000 plus 50% for soft cost	$7,500,000
FRH2	Rural Highways - West of I-95	Regional	-	Provide Rural Center U-Turns Every 10 Miles	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Restriping/Lane Reconfiguration		To Be Determined
FRH3	Rural Highways - West of I-95	Regional	-	Visibility Warning System (8)	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Technology		To Be Determined
FTRP1	Highways, Local Roads	Countywide	-	Designated Truck Routes and No Thru Trucks (50)	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short Range (2021-2025)	Truck Route Plan (Signage)		To Be Determined
FS2	Stuart Area Projects	Areawide	-	FDOT TSM&O, MPO 2020 Congestion Management Projects	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short & Mid Range (2021-2030)	TSM&O	Martin in Motion, 2045 LRTP	To Be Determined

Table 7.3.6 1 Continued

2050 Freight Unfunded Needs (continued)

MPO Project ID Number[2]	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, in 2024/25 dollars)
FS3	US-1	Cove Road	St. Lucie County Line	Corridor Retrofit	8.80	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Corridor Retrofit	US-1 Congestion Management Study, 2024	$44,244,780
FS8	Bridge Road	Powerline Avenue	Federal Highway/US-1	Add 2 Lanes & Reconstruct 2 Lanes (4LD)	2.00	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Widening	Project ID 'R-10' included in Martin in Motion 2045 LRTP, cost increased by 1.28 at 5% YoY	$20,785,390
FS9	SR-714/ Martin Downs Boulevard	Matheson Avenue	Palm City Road	Add 2 Lanes & Reconstruct 4 Lanes (6LD)	1.33	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Widening	Project ID 'R-13' included in Martin in Motion 2045 LRTP, cost increased by 1.28 at 5% YoY	$72,986,267
WS-NB	I-95	Weigh-in-Motion Station (Northbound)	-	TBD	-	Project Steering Committee & I-95 Master Plan	ITS		To Be Determined
WS-SB	I-95	Weigh-in-Motion Station (Southbound)	-	TBD	-	Project Steering Committee & I-95 Master Plan	ITS		To Be Determined
RA-NB	I-95	Rest Area (Northbound)	-	Dynamic Truck Parking, Touch-Screen Kiosk	-	Project Steering Committee & I-95 Master Plan	ITS	Overlaps with Project ID FP3	To Be Determined
RA-SB	I-95	Rest Area (Southbound)	-	Dynamic Truck Parking, Touch-Screen Kiosk	-	Project Steering Committee & I-95 Master Plan	ITS	Overlaps with Project ID FP3	To Be Determined
Notes								**Total Project Cost (PDC)**	**$44,475,000**

RR-1 is included in and overlaps with projects in the "Other Improvements" category. RR-1 is a privately funded project.

Freight Needs that do not overlap with improvements/projects included in other modes or categories.

FS# - Freight Supportive Corridors identified in the Martin MPO's Freight and Goods Movement Plan, October 2020. FS3 overlaps with CM-1.

Project included in FDOT Five Year Tentative Work Program FY26-FY30, Nov. 2024

FRH1, FRH2, FRH3, FTRP1 and FS2 are areawide, countywide or regional projects that are not shown on the map.

7.3.7. Safety

Safety projects are classified as non-capacity improvements and are typically advanced by the MPO in coordination with FDOT through statewide and districtwide safety programs. The primary mechanism for funding is the HSIP, which generally supports projects under $1 million. Over the 20-year planning horizon (2031–2050), approximately $29.6 million (YOE) in HSIP funding is anticipated to be available at the districtwide level.

Additional mode-specific improvements, such as railroad crossing upgrades, are funded through appropriate districtwide or statewide programs. In many cases, safety improvements are also implemented in conjunction with roadway maintenance projects or integrated into overlapping capacity projects.

The *Martin Moves 2050* includes safety improvements for all users along the following six corridors as well as railroad crossing improvements as shown in **Figure 7.3.7-1** and **Table 7.3.7-1**. The safety improvements are projects identified in the County's *SS4A Plan*, the Martin MPO's *Vision Zero Plan* and the *Unfunded Safety Priority List*. Typical improvements include upgrading signals, adding turn lanes, installing high-emphasis crosswalks, midblock crossings, and pedestrian hybrid beacons, as well as conducting safety studies and audits, and implementing education and enforcement strategies.

Improvements for pedestrians, bicyclists, and motorists along Six (6) Corridors

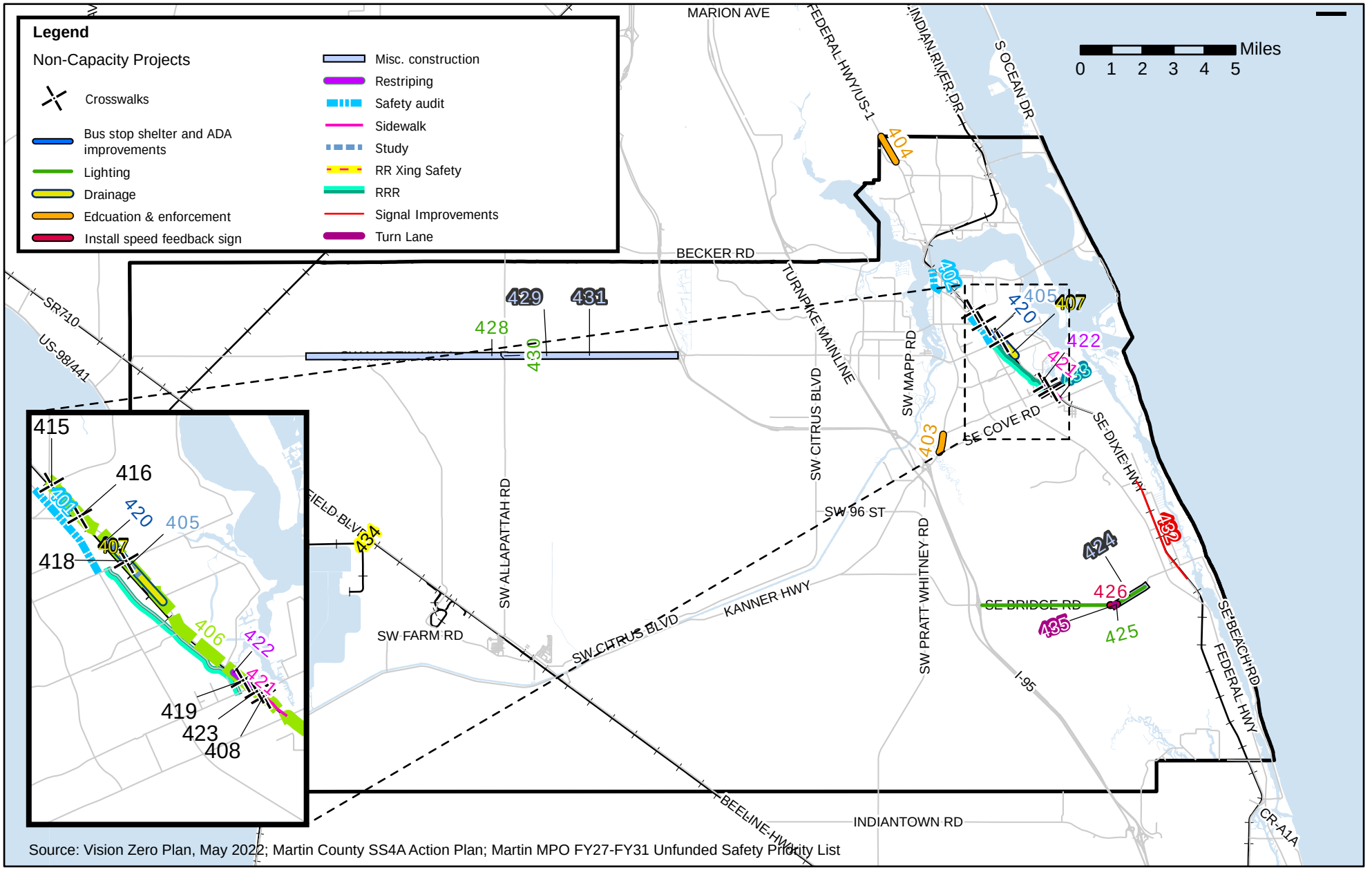
- Bridge Road
- Dixie Highway
- Kanner Highway /SR-76
- Martin Highway/SR-714
- SE Commerce Avenue
- US-1/Federal Highway

Railroad Crossing Improvements

- Countywide (2nd Train Incoming Warning System)
- Railroad Crossing Gates: SW Amarylis Avenue at CSX Crossing

These safety projects are an important element of the overall transportation investment strategy. Including them in the *Martin Moves 2050 LRTP* provides recognition of their role in addressing crash reduction, system resilience, and roadway user protection. Furthermore, identifying safety projects in the LRTP demonstrates consistency with FDOT's Strategic Highway Safety Plan (SHSP), which establishes statewide goals, emphasis areas, and strategies to reduce fatalities and serious injuries across all modes.

DRAFT



Source: Vision Zero Plan, May 2022; Martin County SS4A Action Plan; Martin MPO FY27-FY31 Unfunded Safety Priority List

Safety Improvements

2050 Cost Feasible Plan

Table 7.3.7-1 Safety Improvements

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (*PDC, 2024/25 dollars)	Project Cost (Year of Expenditure)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
										1.10	1.29	1.56	1.94
401	US 1/SE Federal Hwy	SE Indian St	SE Central Pkwy	Safety audit, safety improvements	1.28	Vision Zero Plan, May 2022	Safety audit	Lump sum	$400,000		**$516,000**	$624,000	$776,000
402	US 1/SE Federal Hwy	SR 76/Kanner Hwy	Roosevelt Bridge	Safety audit, speed reduction, safety improvements	0.84	Vision Zero Plan, May 2022	Safety audit	Lump sum	$350,000		**$451,500**	$546,000	$679,000
403	S Kanner Hwy	SE Cove Rd	SE Salerno Rd	Education, enforcement	0.59	Vision Zero Plan, May 2022	Education & enforcement	Lump sum	$500,000		**$645,000**	$780,000	$970,000
404	US 1/Federal Hwy	NW Goldenrod Rd	St. Lucie County Line	Education, enforcement	0.94	Vision Zero Plan, May 2022	education & enforcement	Lump sum	$750,000		**$967,500**	$1,170,000	
405	S Dixie Hwy	SE Delmar St	SE Aviation Way	Bike facility study, safety improvements	0.60	Vision Zero Plan, May 2022	Study	Lump sum	$100,000		**$129,000**	$156,000	$194,000
407	SE Dixie Highway	SE Normand Street	SE Kensington Street	Shift drainage inward by 3 ft	1.24	Martin County SS4A Action Plan	Drainage		$1,500,000		$1,935,000	**$2,340,000**	$2,910,000
408	SE Dixie Highway	SE Broward Street	-	Upgrade existing mid-block pedestrian crosswalk to pedestrian hybrid beacon	0.02	Martin County SS4A Action Plan	Install pedestrian hybrid beacon		$1,600,000		$2,064,000	**$2,496,000**	$3,104,000
415	SE Dixie Highway	Monterey Road	-	Upgrade existing crosswalks to high emphasis crosswalk	0.03	Martin County SS4A Action Plan	Install high emphasis crosswalk		$15,000		$19,350	**$23,400**	$29,100
416	SE Dixie Highway	SE Airport Road	-	Upgrade existing crosswalks to high emphasis crosswalk	0.02	Martin County SS4A Action Plan	Install high emphasis crosswalk		$15,000		$19,350	**$23,400**	$29,100
418	SE Dixie Highway	SE Indian Street	-	Upgrade existing crosswalks to high emphasis crosswalk	0.02	Martin County SS4A Action Plan	Install high emphasis crosswalk		$15,000		$19,350	**$23,400**	$29,100
419	SE Dixie Highway	SE Seaward Street	-	Upgrade existing crosswalks to high emphasis crosswalk	0.02	0	Install high emphasis crosswalk		$15,000		$19,350	**$23,400**	$29,100
420	SE Dixie Highway	SE Aviation Way	-	Improve bus stop boarding and alighting areas to be ADA compliant and add shelters	0.03	Martin County SS4A Action Plan	Bus stop shelter and ADA improvements	Overlaps with transit improvements	$40,000		$51,600	**$62,400**	$77,600
421	SE Dixie Highway	SE Cove Road	SE Westfield Street	Install sidewalk barriers or fencing	0.37	Martin County SS4A Action Plan	Sidewalk		$90,000		$116,100	**$140,400**	$174,600
422	SE Dixie Highway	SE Salerno Road	SE Westfield Street	Reduce width of parking spaces and install a bicycle lane	0.25	Martin County SS4A Action Plan	Restriping		$340,000		$438,600	**$530,400**	$659,600
423	SE Dixie Highway	South of SE Salerno Road	-	Upgrade existing midblock crossing to include pedestrian hybrid beacons and high-visibility crosswalks	0.01	Martin County SS4A Action Plan	Install pedestrian hybrid beacon & high visibility crosswalks	Project cost included in #408	-		-	-	-
424	SE Bridge Road	SE Powerline Avenue	SE Flora Avenue.	Extend rumble strips (centerline and shoulders)	1.13	Martin County SS4A Action Plan	Misc. construction		$1,410,000		$1,818,900	$2,199,600	**$2,735,400**
425	SE Bridge Road	I-95	SE Flora Avenue.	Install lighting	5.42	Martin County SS4A Action Plan	Lighting						
426	SE Bridge Road	SE Powerline Avenue	-	Install electronic speed feedback sign	0.02	Martin County SS4A Action Plan	Install speed feedback sign		$25,000		$32,250	$39,000	**$48,500**
427	SE Bridge Road	at Powerline Road	-	Install electronic speed feedback sign	0.01	Martin County SS4A Action Plan	Install speed feedback sign		$25,000		$32,250	$39,000	**$48,500**
428	SW Martin Highway	SW Deer Run	West of I-95	Install lighting	11.78	Martin County SS4A Action Plan	Lighting		$2,801,250		$3,613,613	$4,369,950	**$5,434,425**
429	SW Martin Highway	SW Deer Run	West of I-96	Improve road friction	11.78	Martin County SS4A Action Plan	Misc. construction						
430	SW Martin Highway	SW Allapattah	-	Intersection illumination	0.02	Martin County SS4A Action Plan	Lighting						
431	SW Martin Highway	SW Deer Run	SW Allapattah Road	Install rumble strips (centerline and shoulders)	5.50	Martin County SS4A Action Plan	Misc. construction						
432	SE Dixie Hwy	SE Osprey St	SE Gleason St	Signal improvements	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	Signal Improvements		$3,200,000		$4,128,000	$4,992,000	**$6,208,000**
433	SE Commerce Ave	SE Indian St	SE Salerno Rd	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks	2.25	Martin MPO FY27-FY31 Unfunded Safety Priority List	RRR	FDOT Cost per Mile Model (U-13) plus 50% for engineering, CEI	$1,800,000		**$2,322,000**	$2,808,000	$3,492,000
na	Railroad Crossings	County Wide	-	Second train incoming warning system	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	RR Xing Safety		TBD		-	-	-
434	SW Amaryllis Ave	CSX Crossing	-	Railroad crossing gates	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	RR Xing Safety	Cost includes precast panel, embedded trackwork, MOT, paving, signals, and soft costs	$3,000,000		**$3,870,000**	$4,680,000	$5,820,000
435	Bridge Rd	@ Powerline Drive	-	Turn lane	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	Turn Lane	FDOT Cost per Mile Model (R-28) plus 50% for engineering, CEI	$472,500		**$609,525**	$737,100	$916,650
								Total Project Cost (*PDC)	**$18,463,750**	**0**	**$9,510,525**	**$5,600,400**	**$14,474,825**
											Total Cost (YOE)**		**$29,585,750**

Notes

MPO Project ID #s 403 and 403: Implement bicycle education and speed enforcement programs.

Cost estimate for projects and initiatives identified in Martin MPO's Vision Zero Plan are lump sum for budgetary purposes.

Project cost for improvements recommended in Martin County SS4A Action Plan are based on rough order of magnitude (ROM) cost estimates prepared by Martin County for grant application purposes.

7.3.8. Complete Streets and Non-Motorized Improvements

An extensive network of complete streets and non-motorized facilities[13] is included as "illustrative" projects in *Martin Moves 2050 LRTP* Cost Feasible Plan funded at $34.7M (YOE) over 20 years from 2031 to 2050 through local revenue sources. These complete street and non-motorized improvements are shown in **Figure 7.3.8-1** and **Figure 7.3.8-2**, respectively. Detailed project description and costs for complete streets projects and non-motorized improvements are provided in **Table 7.3.8-1** and **Table 7.3.8-2, respectively**, with a summary description included below.

Fourteen (14) miles of complete streets along 13 corridors

Pedestrian Improvements

- Approximately 24 miles of sidewalks
- Four (4) new midblock crosswalks
- Three (3) pedestrian bridge improvements

Bicycle Corridors

- Approximately 88 miles of bicycle lanes
- Approximately 14 miles of buffered bike lanes
- Two (2) bike boxes

Multi-Purpose Trails and Greenways

- Approximately 492 miles of shared use path
- Approximately 98 miles of multi-purpose trails and greenways
- Three (3) shared use overpasses/bridges

From a funding and implementation standpoint, complete streets and non-motorized improvement projects are often integrated with non-capacity programs, such as Resurfacing, Rehabilitation, and Reconstruction (RRR) projects, safety projects and other roadway maintenance initiatives.

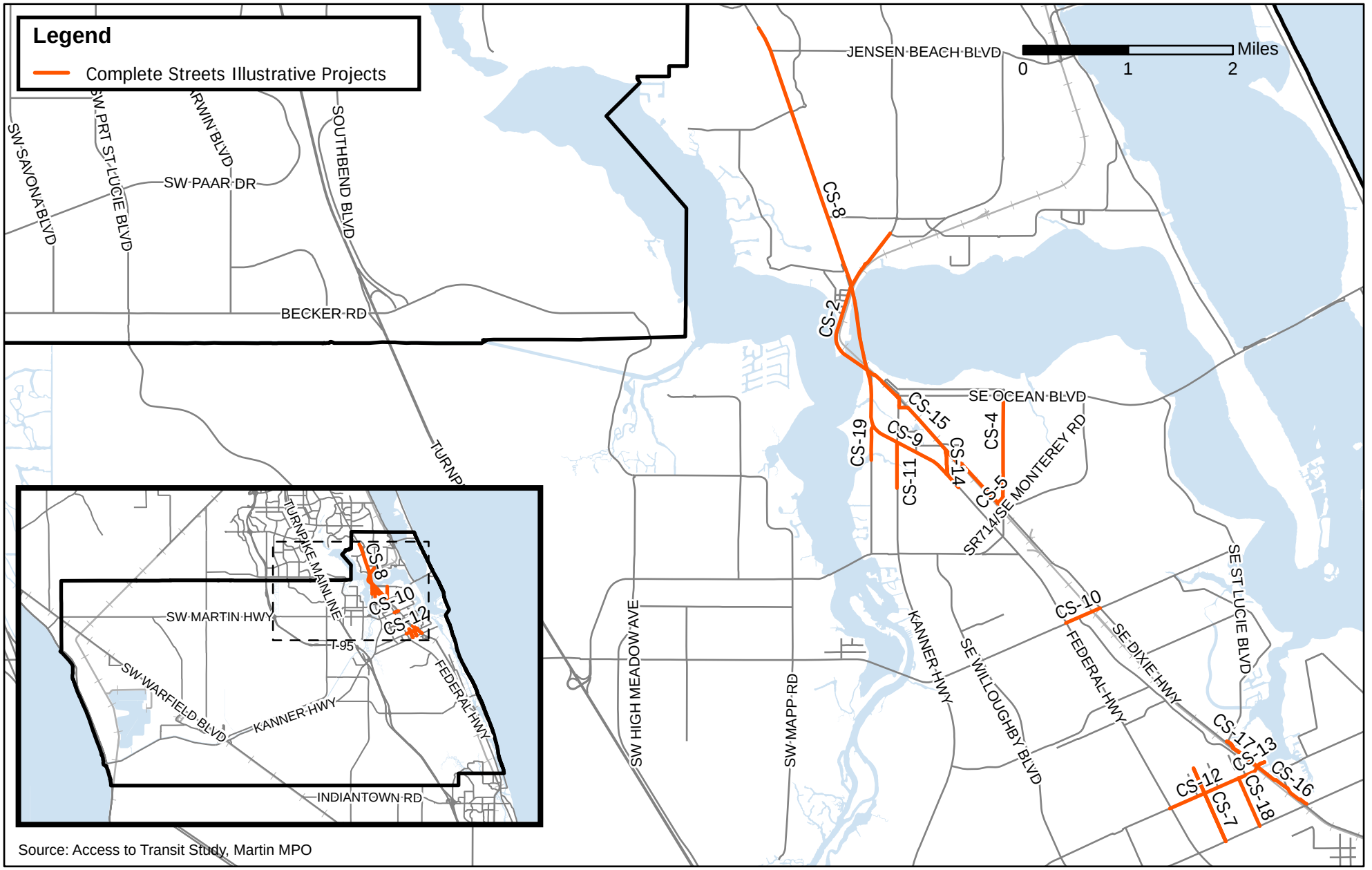
In addition, eligible shared use path projects may be advanced through statewide discretionary programs such as the Shared Use Nonmotorized (SUN) Trail Program. Approximately, $200M (YOE) is anticipated to be available over 20 years from 2031 to 2050 at statewide level through the SUN Trail Program. There is also potential to leverage from approximately $123.0M (YOE) through FDOT's TALT (Any Area) funds available at districtwide level for non-motorized and complete streets projects over 20 years from

[13] It should be noted that these projects and/or improvements are consistent with Martin MPO's *Complete Streets: Access to Transit Study, June 2020*, Tier 1 priority projects, *Hobe Sound North Corridor Shared-Use Nonmotorized (SUN) Trail Feasibility Study, Martin MPO, September 2023; Martin-in-Motion 2045 LRTP, October 2020;* and *Bicycle, Pedestrian and Trails Master Plan, December 2017* as well as input received from Martin MPO's Bicycle and Pedestrian Advisory (BPAC) Committee.

2030/31 to 2049/50. Furthermore, many of these projects may be implemented in conjunction with safety improvements to leverage additional funding sources and maximize benefits.

By incorporating Complete Streets and non-motorized projects as “illustrative” projects in the 2050 LRTP, the MPO emphasizes its commitment to a safe, interconnected multimodal transportation system, while maintaining flexibility to advance projects as funding opportunities arise.

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Source: Access to Transit Study, Martin MPO

Complete Streets Projects

2050 Cost Feasible Plan

MPO Policy Board Meeting 10/8/2025

Figure 7.3.8-1

Table 7.3.8-1 Complete Streets, Illustrative Projects

2050 Complete Streets Illustrative Projects

Approximately $34.7 million are allocated for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50 through local funding sources (fuel taxes).

Potential to leverage from approximately $123 million through FDOT's TALT (Any Area) funds available at districtwide level for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50.

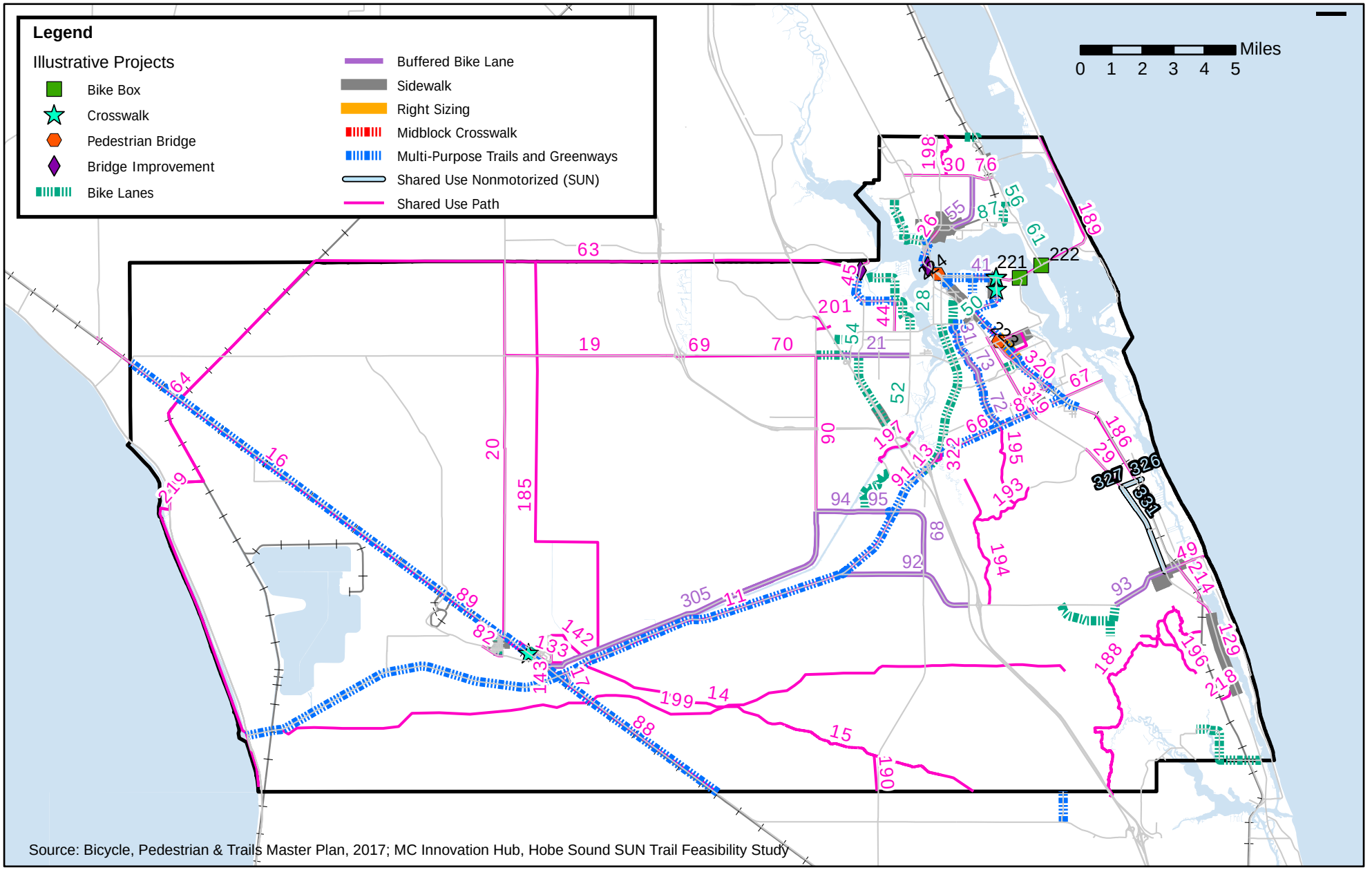
MPO Project ID Number	Segment ID[1]	Street Name	From	To	Project Description	Length (in miles)	Right-of-Way (ROW) Width (in feet)	Source	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)				Funding Source
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
										1.10	1.29	1.56	1.94	
CS-2	211	NW Dixie Hwy (SR-707)	NW Green River Pkwy	Confusion Corner	Four 12.5' travel lanes with center turn lane replaced with four 10'-11' travel lanes with landscaped median. Addition of protected bike lanes in both directions. Addition of shade trees & street lights adjacent to bike lanes.	1.98	100	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$7,739,997		$9,984,596	$12,074,396	$15,015,594	Local (fuel taxes), TALT (Any Area)
CS-4	226	SE Palm Beach Rd	SE Ocean Blvd (SR-A1A)	SE Monterey Rd	Addition of raised bike lanes in both directions. Addition of shade trees. Conversion of 5' side walks on both sides to 10' multi-use path on east side & 6' sidewalk on west side. 2' furnishing zones adjacent to sidewalk/paths.	1.09	80	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$8,735,273		$11,268,502	$13,627,026	$16,946,429	Local (fuel taxes), TALT (Any Area)
CS-5	270	SE Christie Way	SE Dixie Hwy	SE Palm Beach Rd	Conversion of 6' side walks on north side to 8' multi-use path. Addition of shade trees and street lights adjacent to existing sidewalk on south side.	0.08	0	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$76,688		$98,928	$119,633	$148,775	Local (fuel taxes), TALT (Any Area)
CS-7	286	SE Jack Avenue	Port Salerno Elementary	SE Cove Rd	New curb & gutters. Addition of shade trees & street lights adjacent to new 10' shared use path. Project assumes improvements same as SE Palm City Road (CS-19)	0.76	70	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$3,112,751		$4,015,448	$4,855,891	$6,038,736	Local (fuel taxes), TALT (Any Area)
CS-8	242	SR-5 (US-1)	NW Sunset Blvd	S end of Roosevelt Bridge	Addition of markings for existing bike lanes. Addition of sidewalks, shade trees & street lighting.	3.57	150	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$9,376,191		$12,095,287	$14,626,858	$18,189,811	Local (fuel taxes), TALT (Any Area)
CS-9	341	SR-5 (US-1)[2]	SW Joan Jefferson Way	600 feet south of SE Tressler Dr	Resurfacing (FM # 446110.1 - Unfunded)	1.42	150	Complete Streets: Access to Transit Study, Martin MPO, June 2020;	$6,000,000		$7,740,000	$9,360,000	$11,640,000	Local (fuel taxes), TALT (Any Area)
CS-10	137	SE Indian St	SR-5 (US-1)	SE Dixie Hwy (SR-A1A)	Convert 5 lane urban roadway including center turn lane to 4 lane divided facility with separated bike lanes.	0.36	100	Complete Streets: Access to Transit Study, Martin MPO, June 2020;	$2,609,148		$3,365,801	$4,070,271	$5,061,748	Local (fuel taxes), TALT (Any Area)
CS-11	268	S Kanner Hwy (SR- 76)[2]	SR-5 (US-1)	SW Manor Dr	Resurfacing (FM # 443995.1 - Unfunded)	0.44	110	Complete Streets: Access to Transit Study, Martin MPO, June 2020;	$4,385,904		$5,657,816	$6,842,010	$8,508,654	Local (fuel taxes), TALT (Any Area)
CS-12	182	SE Salerno Rd	SR-5 (US-1)	SE Dixie Hwy (SR-A1A)	Addition of street lights & landscaping on south side. Conversion of 6' sidewalk with 2' landscape to 8' multi-use path on north side.	0.93	65	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$891,499		$1,150,034	$1,390,739	$1,729,509	Local (fuel taxes), TALT (Any Area)
CS-13	311	SE Salerno Rd	SE Dixie Hwy (SR-A1A)	SE De Soto Ave	Project assumes continuation of improvements/cross section between SR 5 (US-1) and SE Dixie Hwy. (CS-12)	0.08	60	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$76,688		$98,928	$119,633	$148,775	Local (fuel taxes), TALT (Any Area)
CS-14	267	SE Cutoff Rd	SR-5 (US-1)	SE Dixie Hwy (SR-A1A)	Shared use path on one side. Shade trees and lighting.	0.23	110	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$420,658		$542,649	$656,226	$816,076	Local (fuel taxes), TALT (Any Area)

Table 7.3.8-1 Continued

MPO Project ID Number	Segment ID[1]	Street Name	From	To	Project Description	Length (in miles)	Right-of-Way (ROW) Width (in feet)	Source	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)				Funding Source
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
										1.10	1.29	1.56	1.94	
CS-15	212	SE Dixie Hwy	Confusion Corner	SE Palm Beach Rd	Addition of buffered bike lanes in both directions. Addition of shade trees & bioswales. Addition of sidewalk & street lights.	1.07	90	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$2,703,503		$3,487,519	$4,217,465	$5,244,796	Local (fuel taxes), TALT (Any Area)
CS-16	322	SE Dixie Hwy (SR-A1A)	SE Salerno Rd	SE Cove Rd	New markings along travel lanes and on-street parking lanes. New shade trees. Parklet options available.	0.61	90	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$605,313		$780,853	$944,288	$1,174,307	Local (fuel taxes), TALT (Any Area)
CS-17	325	SE Dixie Hwy (SR-A1A)	Port Salerno CRA (North Boundary)	SE Salerno Rd	Project assumes continuation of improvements/cross section between SE Salerno Road and SE Cove Road. (CS-16)	0.39	90	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$387,003		$499,234	$603,725	$750,786	Local (fuel taxes), TALT (Any Area)
CS-18	287	SE Ebbtide Ave	SE Salerno Rd	SE Cove Rd	Addition of buffered bike lanes in both directions. Addition of shade trees & bioswales. Addition of sidewalk & street lights.	0.5	65	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$1,057,863		$1,364,643	$1,650,266	$2,052,253	Local (fuel taxes), TALT (Any Area)
CS-19	130	SW Palm City Rd	SR-5 (US-1)	400 feet north of SW Indian Grove Dr	Two 12' travel lanes become two 11' travel lanes. New curb & gutters. Addition of shade trees & street lights adjacent to new 10' shared use path.	0.33	80	Complete Streets: Access to Transit Study, Martin MPO, June 2020; Martin MPO FY27-FY31 Unfunded Safety Priority List (#4)	$1,351,589		$1,743,550	$2,108,479	$2,622,083	Local (fuel taxes), TALT (Any Area)
Notes								**Total Project Cost (*PDC)**	**$49,530,068**	**Total Cost (YOE**)**	**$63,893,788**	**$77,266,906**	**$96,088,332**	

* PDC - Present Day Cost
** YOE - Year of Expenditure
[1] Segment ID cross references projects identified in Martin MPO's *Complete Streets: Access to Transit Study, June 2020*.
[2] Project cost for CS-9 and CS-11 is "as programmed" per Martin in Motion 2045 LRTP.
Base construction costs are derived using FDOT's cost per mile models and based on existing and proposed typical section included in Martin MPO's Complete Streets: Access to Transit Study, June 2020.

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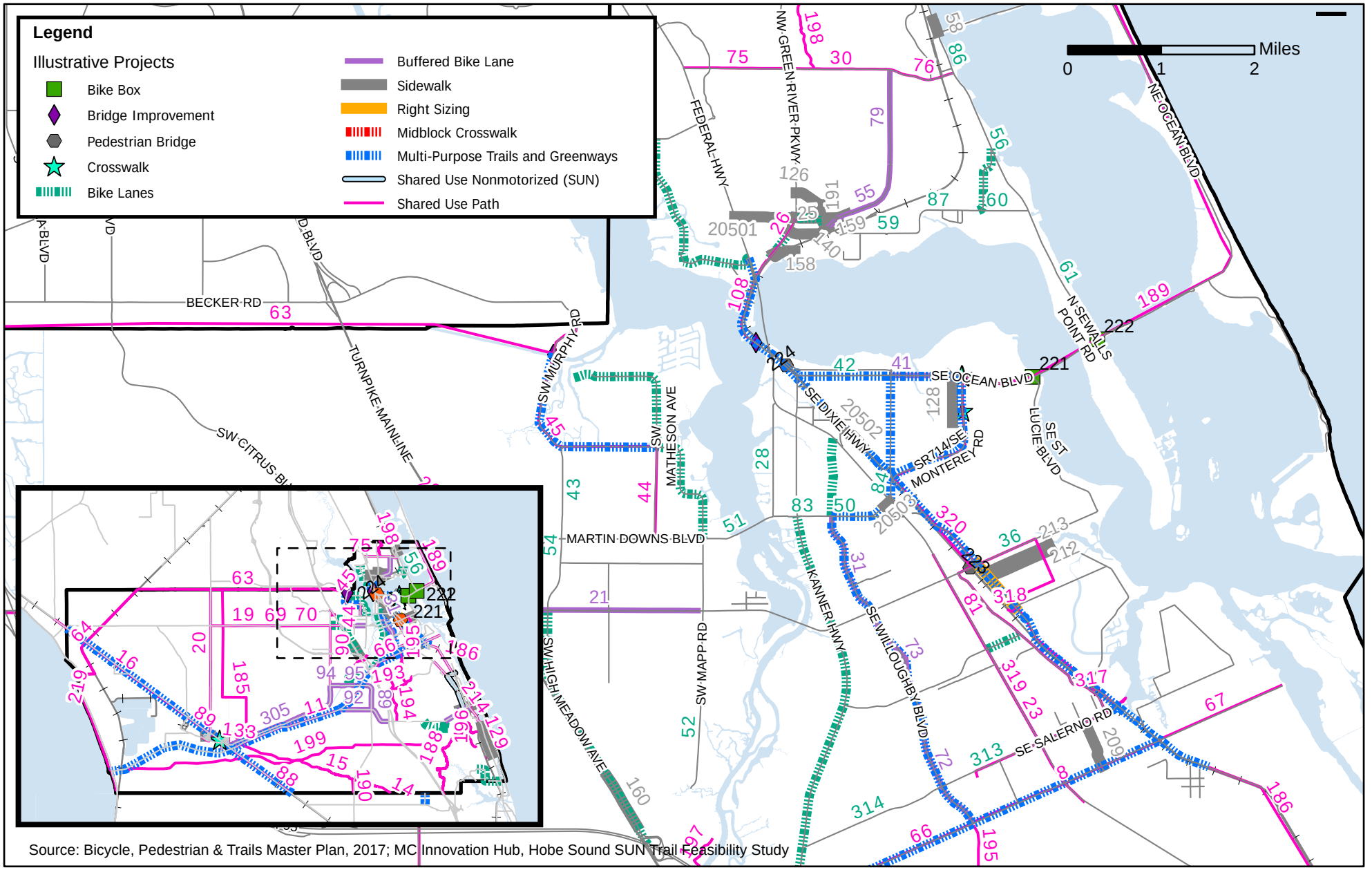
Nonmotorized Improvements

2050 Cost Feasible Plan

MPO Policy Board Meeting 10/8/2025

Figure 7.3.8-2

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Nonmotorized Improvements

2050 Cost Feasible Plan

MPO Policy Board Meeting 10/8/2025

Figure 7.3.8-3

Table 7.3.8-2 Non-Motorized Improvements

2050 Non-Motorized Improvements, Illustrative Projects

Approximately $34.7 million are allocated for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50 through local funding sources (fuel taxes).

Potential to leverage from approximately $123 million through FDOT's TALT (Any Area) funds available at districtwide level for non-motorized and complete streets projects over 20 years from 2030/31 to 2049/50.

Potential to leverage from approximately $500 million through FDOT's SUN Trail program for eligible shared use path projects over 20 years from 2030/31 to 2049/50.

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
							2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
							1.10	1.29	1.56	1.94
SIDEWALKS										
145	Anthione Way	Florida Avenue	End	Sidewalk	0.08	$80,278		$103,559	$125,234	$155,739
146	Aurora Way	Florida Avenue	End	Sidewalk	0.08	$89,046		$114,869	$138,911	$172,749
147	Begonia Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	$138,971		$179,273	$216,795	$269,604
140	Cardinal Avenue	NE Baker Road	Dixie Highway	Sidewalk	0.12	$130,334		$168,131	$203,321	$252,848
191	Cardinal Avenue	NE 15th St	SE Seneca Avenue	Sidewalk	0.14	$151,030		$194,829	$235,607	$292,998
156	Citrus Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	$139,281		$179,673	$217,279	$270,206
148	Comus Street	Lantana Avenue	End	Sidewalk	0.21	$216,775		$279,640	$338,170	$420,544
220	Crosswalk On SE Monterey Rd At SE Kingswood Terrace	-	-	Midblock Crosswalk	-	$15,125		$19,511	$23,595	$29,343
335	Crosswalk On SE Monterey Rd S Of E Ocean Blvd	-	-	Midblock Crosswalk	-	$15,125		$19,511	$23,595	$29,343
336	Crosswalk On SE Ocean Blvd E Of SE Monterey Rd	-	-	Midblock Crosswalk	-	$15,125		$19,511	$23,595	$29,343
337	Crosswalk On SW Warfield Blvd At SW Jefferson Ave	-	-	Midblock Crosswalk	-	$15,125		$19,511	$23,595	$29,343
343	Dixie Hwy	E 14th St	Dixie Hwy/S Colorado Ave	Sidewalk	0.99	$522,958		$674,616	$815,815	$1,014,539
231	East Coast Greenway Bridge/NW Dixie Hwy	-	-	Bridge Replacement	-	$15,299,573		$19,736,449	$23,867,333	$29,681,171
150	Eucalyptus Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	$139,330		$179,735	$217,354	$270,300
151	Fern Street	Lantana Avenue	Florida Avenue	Sidewalk	0.13	$139,210		$179,581	$217,167	$270,067
152	Florida Avenue	Bridge Road	Comus Street	Sidewalk	0.33	$353,063		$455,451	$550,779	$684,943
160	High Meadow Avenue	Bane Berry Drive	Swallowtrail Way	Sidewalk	0.60	$636,713		$821,360	$993,272	$1,235,223
58	Indian River Dr	NE Causeway Blvd	1,000 Ft S Of Admiral'S Way	Sidewalk	0.14	$147,907		$190,801	$230,736	$286,940
153	Mars Street	Florida Avenue	US-1/Federal Hwy/SR-5	Sidewalk	0.21	$224,619		$289,759	$350,406	$435,761
20503	SE Monterey Road	Montrey Road Triangle Entrance	US-1/Federal Hwy/SR-5	Sidewalk	0.05	$26,412		$34,072	$41,203	$51,239
25	NE Dixie Hwy	SE Green River Pkwy	NE Cardinal Ave/Savannah Rd	Sidewalk	0.43	$454,287		$586,030	$708,688	$881,317
126	NE Seneca Avenue	NE Cardinal Avenue	NW Greenriver Parkway	Sidewalk	0.29	$309,258		$398,943	$482,442	$599,961
154	Neptune Street	Florida Avenue	US-1/Federal Hwy/SR-5	Sidewalk	0.21	$224,562		$289,685	$350,316	$435,650
158	NW Alice Street	Dixie Highway	Existing Terminus Near Alice Road	Sidewalk	0.27	$280,574		$361,941	$437,696	$544,314
20501	NW Baker Road	Cavendish Ct	US-1/Federal Hwy/SR-5	Sidewalk	0.57	$301,097		$388,415	$469,712	$584,128
155	Psyche Street	Florida Avenue	End	Sidewalk	0.08	$42,557		$54,898	$66,389	$82,560
224	S Dixie Hwy At SW Flagler Ave	-	-	Pedestrian Bridge	-	$15,299,573		$19,736,449	$23,867,333	$29,681,171
144	SE Alamanda Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	$138,925		$179,213	$216,722	$269,514
212	SE Bonita Street	SE Birch Avenue	St. Lucie Boulevard	Sidewalk	0.64	$671,292		$865,966	$1,047,215	$1,302,306
213	SE Clayton Street	SE Birch Avenue	St. Lucie Boulevard	Sidewalk	0.64	$674,423		$870,006	$1,052,101	$1,308,382
149	SE Date Street	Lantana Avenue	Florida Avenue	Sidewalk	0.13	$139,435		$179,871	$217,518	$270,504
300	SE Dixie Hwy	Indian Street	Jefferson St	Right Sizing	0.34	$759,784		$980,121	$1,185,263	$1,473,981
20502	SE Dixie Hwy	E 14th St	E Florida Street	Sidewalk/Shared-Use Path	0.4	$1,247,595		$1,609,397	$1,946,248	$2,420,334
98	US-1/Federal Hwy/SR-5	SE Highborn Way	Jonathan Dickinson State Park Entrance	Sidewalk	3.31	$3,496,953		$4,511,069	$5,455,247	$6,784,089
128	SE Flamingo Avenue	SE 10th Street	SE Ocean Boulevard	Sidewalk	0.52	$552,511		$712,739	$861,917	$1,071,871
127	SE Horseshoe Road	SE Anchor Avenue	SE Kubin Avenue	Sidewalk	1.15	$1,056,481		$1,362,861	$1,648,111	$2,049,574
223	SE Indian St At Railroad Ave	-	-	Pedestrian Bridge	-	$15,299,573		$19,736,449	$23,867,333	$29,681,171
157	SE Lantana Avenue	Bridge Road	Comus Street	Sidewalk	0.34	$354,566		$457,390	$553,122	$687,857
132	SW Magnolia Street	SW 173rd Avenue	SW 168th Avenue	Sidewalk	0.39	$410,235		$529,203	$639,967	$795,856

Table 7.3.8-2 Continued

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
							2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
							1.10	1.29	1.56	1.94
BICYCLE CORRIDORS										
164	137th Street	Bridge Road	Powerline Avenue	Bike Lanes	1.91	$1,229,271		$1,585,760	$1,917,663	$2,384,787
165	Baker Road	Green River Parkway	Cardinal Avenue	Bike Lanes	0.28	$178,749		$230,587	$278,849	$346,774
305	Citrus Blvd	SW Warfield Blvd	SW 96th St	Buffered Bike Lane	10.93	$8,789,655		$11,338,654	$13,711,861	$17,051,930
167	County Line Road	NE Savannah Road	Indian River Road	Bike Lanes	0.40	$259,555		$334,826	$404,905	$503,536
137	Dixie Highway	Green River Parkway	Savannah Road	Bike Lanes	0.43	$274,224		$353,748	$427,789	$531,994
139	Dixie Highway	Wright Blvd	Green River Parkway	Bike Lanes	0.37	$237,419		$306,271	$370,374	$460,593
168	Dixie Highway	Palmer Street	Indian River Drive	Bike Lanes	0.74	$475,483		$613,373	$741,753	$922,437
59	Dixie Hwy	NE Savannah Rd	Seahorse Pl	Bike Lanes	0.97	$624,035		$805,005	$973,495	$1,210,628
87	Dixie Hwy	Seahorse Pl	NE Palmer St	Bike Lanes	0.86	$553,268		$713,716	$863,098	$1,073,340
169	Fisherman's Wharf Drive	Pennsylvania Avenue	Yachtsman Drive	Bike Lanes	0.25	$161,198		$207,945	$251,468	$312,723
170	Fork Road	US-1/Federal Hwy/SR-5	Pine Lake Drive	Bike Lanes	0.80	$513,022		$661,798	$800,314	$995,263
43	High Meadow Ave	300ft North of SW Martin Downs Blvd	SW Murphy Rd	Bike Lanes	0.97	$624,035		$805,005	$973,495	$1,210,628
54	High Meadow Ave	SW Martin Downs Blvd	750ft South of SW Martin Downs Blvd	Bike Lanes	0.79	$508,235		$655,623	$792,846	$985,975
215	High Medow Avenue	Martin Highway	I-95	Bike Lanes	2.81	$1,807,418		$2,331,570	$2,819,573	$3,506,392
56	Indian River Dr	NE Palmer St	NE Jensen Beach Blvd	Bike Lanes	1.69	$1,087,236		$1,402,535	$1,696,088	$2,109,238
57	Indian River Dr	NE Causeway Blvd	County Line Rd	Bike Lanes	0.93	$598,302		$771,809	$933,350	$1,160,705
86	Indian River Dr	NE Jensen Beach Blvd	NE Causeway Blvd	Bike Lanes	0.45	$289,501		$373,456	$451,621	$561,631
36	Indian St	SE Dixie Hwy	SE St Lucie Blvd	Bike Lane	0.77	$247,684		$319,512	$386,387	$480,507
210	Kanner Highway	Lost River	Monterey Road	Bike Lanes	5.15	$1,656,517		$2,136,906	$2,584,166	$3,213,642
171	Kitchen Creek	138th Street	Jonathan Dickson State Park Path	Bike Lanes	0.49	$318,428		$410,772	$496,747	$617,750
52	Mapp Rd	SW Silver Wolf Dr	NW Martin Hwy	Bike Lanes	2.50	$1,608,338		$2,074,755	$2,509,007	$3,120,175
172	Mapp Road	Hidden River Avenue	Martin Downs Boulevard	Bike Lanes	2.98	$1,918,457		$2,474,810	$2,992,793	$3,721,807
173	Market Place	US-1/Federal Hwy/SR-5	Commerce Avenue	Bike Lanes	0.40	$254,733		$328,606	$397,384	$494,183
216	Martin Highway	SW Citrus Boulevard	Florida Turnpike	Bike Lanes	1.12	$720,535		$929,490	$1,124,035	$1,397,838
21	Martin Hwy	Florida's Turnpike	SW Mapp Rd	Buffered Bike Lane	2.17	$1,745,064		$2,251,133	$2,722,300	$3,385,424
174	MLK, Jr Drive	Farm Road	Warfield Boulevard	Bike Lanes	0.72	$460,083		$593,507	$717,729	$892,561
51	Monterey Rd/Palm City Bridge	SW Mapp Rd	SW Palm City Rd	Bike Lane	0.80	$257,334		$331,961	$401,441	$499,228
141	NE Dixie Highway	NE Baker Road	NW Dixie Highway	Bike Lanes	0.12	$79,366		$102,382	$123,811	$153,969
60	Palmer St	NE Dixie Hwy	NE Indian River Dr	Bike Lanes	0.53	$340,968		$439,848	$531,909	$661,477
175	Pennsylvania Avenue	96th Street/CR 711	Fisherman's Wharf Drive	Bike Lanes	0.55	$352,928		$455,278	$550,568	$684,681
176	Pine Lake Drive	Fork Road	Britt Road	Bike Lanes	1.40	$899,560		$1,160,433	$1,403,314	$1,745,147
177	Powerline Avenue	138th Street	Bridge Road	Bike Lanes	0.52	$334,094		$430,981	$521,187	$648,142
68	Pratt Whitney Rd	SW Bridge Rd	SW Kanner Hwy	Buffered Bike Lane	2.81	$2,259,737		$2,915,061	$3,525,190	$4,383,890
313	Salerno Rd	SE Willoughby Blvd	US-1/Federal Hwy/SR-5	Bike Lane	1.12	$360,268		$464,745	$562,017	$698,919
314	Salerno Rd	Kanner Hwy	SE Willoughby Blvd	Bike Lanes	1.65	$1,061,503		$1,369,339	$1,655,944	$2,059,315
178	Sand Trail	Sand Avenue	Martin Downs Boulevard	Bike Lanes	0.63	$402,842		$519,666	$628,434	$781,514
55	Savannah Rd	NE Cardinal Ave	NE Pinelake Village Blvd	Buffered Bike Lane	1.05	$422,193		$544,629	$658,621	$819,054
79	Savannah Rd	NE Pinelake Village Blvd	NE Jensen Beach Blvd	Buffered Bike Lane	1.02	$410,130		$529,068	$639,803	$795,653
92	SE Bridge Rd	SW Kanner Hwy	Florida's Turnpike	Separated Bike Lane (North Side)	4.63	$10,189,871		$13,144,933	$15,896,198	$19,768,349
93	SE Bridge Rd	Powerline Ave	Gomez Avenue	Separated Bike Lane (North Side)	2.42	$5,326,023		$6,870,570	$8,308,596	$10,332,485
20504	SE Bridge Rd	US-1/Federal Hwy/SR-5	Gomez Avenue	Buffered Bike Lane	2.42	$1,946,108		$2,510,480	$3,035,929	$3,775,450
180	SE County Line Road	SE Girl Scout Camp	US-1/Federal Hwy/SR-5	Bike Lanes	3.00	$1,931,676		$2,491,863	$3,013,415	$3,747,452
50	SE Monterey Rd	SE Willoughby Blvd	US-1/Federal Hwy/SR-5	Bike Lanes	0.69	$443,901		$572,632	$692,486	$861,168
83	SE Monterey Rd	SW Palm City Rd	SE Willoughby Blvd	Bike Lanes	0.64	$411,734		$531,137	$642,306	$798,765
84	SE Monterey Rd	US-1/Federal Hwy/SR-5	East Of SE Dixie Hwy	Bike Lanes	0.31	$199,434		$257,270	$311,117	$386,902
41	SE Ocean Blvd	SE Palm Beach Rd	SE Martins Ave	Buffered Bike Lane	0.57	$458,381		$591,311	$715,074	$889,259

Table 7.3.8-2 Continued

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
							2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
							1.10	1.29	1.56	1.94
BICYCLE CORRIDORS										
42	SE Ocean Blvd	S Colorado Ave	SE Palm Beach Rd	Bike Lane	0.98	$630,468		$813,304	$983,531	$1,223,109
221	SE Ocean Blvd	At SE St Lucie Blvd	-	Bike Box	-	$12,738		$16,432	$19,871	$24,712
222	SE Ocean Blvd	At N Sewalls Point Rd	-	Bike Box	-	$12,738		$16,432	$19,871	$24,712
61	Sewalls Point Rd	SE Ocean Blvd	NE Palmer St	Bike Lanes	1.56	$1,003,603		$1,294,647	$1,565,620	$1,946,989
181	St. George Street	Yachtsman Drive	Locks Road	Bike Lanes	0.19	$120,625		$155,606	$188,174	$234,012
94	SW 96th St	SW Citrus Blvd	SW Pennsylvania Ave	Buffered Bike Lane	1.58	$1,270,600		$1,639,074	$1,982,135	$2,464,963
95	SW 96th St	SW Pennsylvania Ave	SW Kanner Hwy	Buffered Bike Lane	0.95	$763,968		$985,519	$1,191,790	$1,482,098
182	SW Adams Avenue	SW Palm Way	SW 150th Street	Bike Lanes	0.32	$203,638		$262,693	$317,675	$395,057
39	SW Farm Rd	SW 169th Ave	Railroad Ave	Bike Lanes	1.00	$643,335		$829,902	$1,003,603	$1,248,070
28	SW Palm City Rd	SW Monterey Rd	US-1/Federal Hwy/SR-5	Bike Lanes	1.21	$778,435		$1,004,182	$1,214,359	$1,510,165
31	Willoughby Blvd	SE Indian St	SE Monterey Rd	Buffered Bike Lane	1.16	$466,423		$601,685	$727,619	$904,860
72	Willoughby Blvd	SE Cove Rd	SE Pomeroy St	Buffered Bike Lane	1.56	$627,258		$809,163	$978,523	$1,216,881
73	Willoughby Blvd	SE Pomeroy St	SE Indian St	Buffered Bike Lane	1.03	$414,151		$534,255	$646,076	$803,453
217	Willoughby Boulevard	Monterey Road	US-1/Federal Hwy/SR-5	Bike Lanes	0.84	$540,401		$697,118	$843,026	$1,048,379
184	Yachtsman Drive	Fisherman's Wharf Drive	St. George Street	Bike Lanes	0.84	$538,330		$694,445	$839,794	$1,044,360
MULTI-PURPOSE TRAILS AND GREENWAYS										
X-1	Atlantic Ridge Preserve State Park Trail	-	-	Shared Use Path	6.59	$10,395,283		$13,409,916	$16,216,642	$20,166,850
193	Atlantic Ridge Trail Corridor - E/W Connector	Halpatiokee Park	Thru Atlantic Ridge to Seabranch Blvd	Shared Use Path	2.42	$3,817,388		$4,924,430	$5,955,125	$7,405,732
195	Atlantic Ridge Trail Corridor - East	Cove Road	Thru Atlantic Ridge State Park to SE Seabranch Blvd	Shared Use Path	2.76	$4,353,715		$5,616,292	$6,791,796	$8,446,207
194	Atlantic Ridge Trail Corridor - West	Halpatiokee Park	Thru Atlantic Ridge and Whiteworth Farms to Bridge Road	Shared Use Path	3.04	$4,795,396		$6,186,061	$7,480,818	$9,303,069
204	Atlantic Ridge Trail Corridor - West	Halpatiokee Park	south to Atlantic Ridge Trail E/W Connector #93	Shared Use Path	1.47	$2,318,827		$2,991,286	$3,617,369	$4,498,523
16	Bee Line Trail	SW Fox Brown Rd	SE 128th Ave	Shared Use Path	13.98	$22,052,513		$28,447,742	$34,401,921	$42,781,876
88	Bee Line Trail	Unnamed Rd	SW Kanner Hwy	Shared Use Path	6.40	$10,095,571		$13,023,287	$15,749,091	$19,585,408
89	Bee Line Trail	SW Kanner Hwy	SW Fox Brown Rd	Shared Use Path	4.66	$7,350,838		$9,482,581	$11,467,307	$14,260,625
63	C-23 Canal Trail	-	-	Shared Use Path	17.62	$27,794,369		$35,854,737	$43,359,216	$53,921,077
64	C-23 Canal Trail To Okeechobee Scenic Trail	-	-	Shared Use Path	11.73	$18,503,289		$23,869,243	$28,865,131	$35,896,381
185	C-44 Trail	Beeline Highway Corridor	St. Lucie County Line	Shared Use Path	15.08	$23,787,690		$30,686,120	$37,108,796	$46,148,118
90	Citrus Blvd	SW 96Th St	SW Martin Hwy	Shared Use Path	5.00	$7,887,165		$10,174,443	$12,303,977	$15,301,100
201	Citrus Grove Elementary Tunnel	Sand Avenue	SW Newfield Parkway via Turnpike Underpass	Shared Use Path	0.66	$1,038,632		$1,339,835	$1,620,266	$2,014,946
65	Citrus Grove Elementary Connection	SW Citrus Blvd	SW Mallard Creek Trail	Shared Use Path	0.50	$788,717		$1,017,444	$1,230,398	$1,530,110
346	Commerce Ave Greenway	SE Salerno Rd	SE Indian St	Shared Use Path	2.2	$1,735,176		$2,238,377	$2,706,875	$3,366,242
111	Cross-County Trail 1	Kanner Highway	SE Dixie Highway	Multi-Purpose Trails and Greenways	5.15	$7,049,356		$9,093,669	$10,996,995	$13,675,751
330	Cross-County Trail 1	SR-710/Warfield Blvd	SR 9/I-95	Multi-Purpose Trails and Greenways	14.00	$38,326,596		$49,441,309	$59,789,490	$74,353,596
117	Cross-County Trail 2	SW Matheson Ave	County Line Canal	Multi-Purpose Trails and Greenways	3.11	$8,513,980		$10,983,034	$13,281,808	$16,517,120
118	Cross-County Trail 2X	Alhambra Ave	SE Dixie Hwy	Shared Use Path	0.93	$1,467,013		$1,892,446	$2,288,540	$2,846,005
186	Dixie Highway/East Coast Greenway	SE Bridge Road	St. Lucie County Line	Shared Use Path	3.33	$5,252,852		$6,776,179	$8,194,449	$10,190,533
125	East Coast Greenway - Alternate 1	SE Monterey Rd	SE Ocean Blvd	Multi-Purpose Trails and Greenways	1.09	$1,719,402		$2,218,029	$2,682,267	$3,335,640
107	East Coast Greenway - Alternate 2	SE Dixie Hwy	SE Ocean Blvd	Multi-Purpose Trails and Greenways	3.40	$2,681,636		$3,459,311	$4,183,352	$5,202,374
109	East Coast Greenway - Main	SR 714/Monterey Rd	SE 5th St	Multi-Purpose Trails and Greenways	1.58	$2,492,344		$3,215,124	$3,888,057	$4,835,148

Table 7.3.8-2 Continued

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
							2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
							1.10	1.29	1.56	1.94
323	East Coast Greenway - Main	SE Grafton Ave	NW Wright Blvd	Multi-Purpose Trails and Greenways	4.68	$7,382,386		$9,523,279	$11,516,523	$14,321,830
124	East Coast Greenway - Willoughby Connector	SE Cove Rd	US-1/Federal Hwy/SR-5	Multi-Purpose Trails and Greenways	4.58	$7,224,643		$9,319,790	$11,270,443	$14,015,808
218	East Coast Greenway (thru Jonathan Dickson Park)	US-1/Federal Hwy/SR-5	Old Dixie Hwy	Shared Use Path	0.64	$1,013,763		$1,307,754	$1,581,470	$1,966,700
23	US-1/Federal Hwy/SR-5	SE Salerno Rd	SE Pomeroy St	Shared Use Path	1.15	$1,814,048		$2,340,122	$2,829,915	$3,519,253
81	US-1/Federal Hwy/SR-5	SE Pomeroy St	SE Indian St	Shared Use Path	0.87	$1,372,367		$1,770,353	$2,140,892	$2,662,391
319	US-1/Federal Hwy/SR-6	MC Innovation Hub		Shared Use Path	3.50	$2,760,508		$3,561,055	$4,306,392	$5,355,385
129	US-1/Federal Hwy/SR-5	Sand Road	Dixie Highway	Shared Use Path	3.20	$2,524,068		$3,256,048	$3,937,547	$4,896,693
321	Gaines Ave	SW Lost River Rd	SE Paulson Ave	Shared Use Path	0.29	$228,728		$295,059	$356,815	$443,732
322	Gaines Ave	SE Paulson Ave	SE Cove Rd	Shared Use Path	0.11	$86,759		$111,919	$135,344	$168,312
14	Historic Jupiter Indiantown Trail	Kanner Hwy	County Lin	Shared Use Path	8.17	$12,887,628		$16,625,040	$20,104,699	$25,001,998
326	Hobe Sound SUN Trail 2	SE Gomez Ave	CR-A1A/Dixie Hwy	Shared Use Nonmotorized (SUN)	0.19	$149,856		$193,314	$233,776	$290,721
327	Hobe Sound SUN Trail 3	CR-A1A/Dixie Highway	US-1/Federal Hwy/SR-5	Shared Use Nonmotorized (SUN)	0.51	$402,245		$518,897	$627,503	$780,356
331	Hobe Sound SUN Trail 4	CR-708/Bridge Road	SE Osprey Street	Shared Use Nonmotorized (SUN)	3.08	$2,429,247		$3,133,728	$3,789,625	$4,712,739
15	Hungryland Wildlife And Environmental Area Trail	-	-	Shared Use Path	5.44	$8,581,236		$11,069,794	$13,386,727	$16,647,597
142	Indian Mound Trail	Citrus Boulevard	Citrus Boulevard via Canal, American Street, Indian Mound Drive	Shared Use Path	1.28	$2,015,674		$2,600,220	$3,144,452	$3,910,408
143	Indian Mound Trail	Citrus Boulevard	Citrus Boulevard via Canal, American Street, Indian Mound Drive	Shared Use Path	0.99	$1,566,179		$2,020,371	$2,443,239	$3,038,387
30	Jensen Beach Blvd	SE Green River Pkwy	NE Savannah Rd	Shared Use Path	1.05	$1,656,305		$2,136,633	$2,583,835	$3,213,231
75	Jensen Beach Blvd	US-1/Federal Hwy/SR-5	SE Green River Pkwy	Shared Use Path	1.16	$1,829,822		$2,360,471	$2,854,523	$3,549,855
76	Jensen Beach Blvd	NE Savannah Rd	NE Indian River Dr	Shared Use Path	0.71	$1,119,977		$1,444,771	$1,747,165	$2,172,756
436735-3	Jonathan Dickinson State Park-Flap Grant for Trail	-	-	Bike Path/Trail	1.71	$1,348,705		$1,739,830	$2,103,980	$2,616,488
196	Jonathan Dickson State Park Trail	Flamingo Terminus	Thru Jonathan Dickson State Park	Shared Use Path	2.75	$4,341,346		$5,600,336	$6,772,500	$8,422,211
11	Kanner Hwy	SW Warfield Blvd	SW 96Th St	Shared Use Path	12.45	$9,819,520		$12,667,181	$15,318,452	$19,049,870
13	Kanner Hwy	SW Jack James Dr	SE Cove Rd	Shared Use Path	0.83	$654,635		$844,479	$1,021,230	$1,269,991
91	Kanner Hwy	Locks Rd	SW Jack James Dr	Shared Use Path	1.56	$1,230,398		$1,587,213	$1,919,420	$2,386,972
338	Kanner Hwy	US-98	SR-710	Multi-Purpose Trails and Greenways	10.70	$14,646,235		$18,893,643	$22,848,126	$28,413,696
X-2	Lake Okeechobee Scenic Trail	-	-	Multi-Purpose Trails and Greenways	1.89	$2,587,045		$3,337,288	$4,035,791	$5,018,868
219	Lake Okeechobee Scenic Trail	Palm Beach County Line	St. Lucie County Line	Shared Use Path	21.30	$33,599,323		$43,343,127	$52,414,944	$65,182,686
199	Martin - East/West Corridor	US 98	Jonathan Dickson State Park	Shared Use Path	26.31	$41,495,404		$53,529,072	$64,732,831	$80,501,084
320	MC Innovation Hub Bike/Ped Loop	Dixie Hwy		Shared Use Path	5.00	$3,943,583		$5,087,221	$6,151,989	$7,650,550
45	Murphy Rd	SE Mapp Rd	Martin/St. Lucie County Line	Shared Use Path	2.90	$4,574,556		$5,901,177	$7,136,307	$8,874,638
134	New Route	SW Indianwood Circle	SW Osceola Street	Shared Use Path	0.14	$221,278		$285,448	$345,193	$429,278
197	New Route	Locks Road	Over Canal to Mapp Road	Shared Use Path	1.79	$2,820,016		$3,637,821	$4,399,225	$5,470,831
205	New Route	Flora Avenue Terminus	Thru Jonathan Dickson State Park	Shared Use Path	1.39	$2,188,945		$2,823,740	$3,414,755	$4,246,554
316	New Route over railroad	Indian St	Indian St	Shared-Use Overpass Bridge	0.10	$2,225,393		$2,870,757	$3,471,613	$4,317,262
317	New Route over railroad, canal, and Dixie Hwy	Commerce Ave	Dixie Hwy	Shared-Use Overpass Bridge	0.10	$2,225,393		$2,870,757	$3,471,613	$4,317,262
318	New Route over railroad, canal, and Dixie Hwy	Miami Ave	Jefferson St	Shared-Use Overpass Bridge	0.10	$2,225,393		$2,870,757	$3,471,613	$4,317,262

Table 7.3.8-2 Continued

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
							2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
							1.10	1.29	1.56	1.94
26	NW Dixie Hwy	NW Wright Blvd	NE Baker Rd	Shared Use Path	0.52	$820,265		$1,058,142	$1,279,614	$1,591,314
108	NW Dixie Hwy	Speedy Point	NW Wright Blvd	Shared Use Path	0.93	$733,506		$946,223	$1,144,270	$1,423,002
188	Ocean To Lake Trail Corridor	Palm Beach County Line	FEC	Shared Use Path	11.44	$18,045,834		$23,279,125	$28,151,500	$35,008,917
214	Old Dixie Highway	US-1/Federal Hwy/SR-5	Bridge Road	Shared Use Path	1.32	$2,077,511		$2,679,989	$3,240,917	$4,030,372
190	Pratt & Whitney Trail Corridor	Palm Beach County Line	Old Jupiter Road	Shared Use Path	1.15	$1,820,413		$2,348,333	$2,839,845	$3,531,602
198	Savannah State Park Trail	Jensen Beach Boulevard	Thru Savannah State Park to St. Lucie County Line	Shared Use Path	1.74	$2,746,824		$3,543,403	$4,285,045	$5,328,838
49	SE Bridge Rd	SE Dixie Hwy	S Beach Rd	Shared Use Path	0.92	$1,451,238		$1,872,097	$2,263,932	$2,815,402
8	SE Cove Rd	SE Willoughby Blvd	SE Dixie Hwy	Shared Use Path	2.18	$1,719,402		$2,218,029	$2,682,267	$3,335,640
66	SE Cove Rd	Kanner Hwy	SE Willoughby Blvd	Shared Use Path	2.16	$1,703,628		$2,197,680	$2,657,659	$3,305,038
67	SE Cove Rd	SE Dixie Hwy	Cove Road Park	Shared Use Path	1.46	$2,303,052		$2,970,937	$3,592,761	$4,467,921
29	US-1/Federal Hwy/SR-5	SE Seabranch Blvd	2,000 Ft N Of Dharlys St	Shared Use Path	2.60	$4,101,326		$5,290,710	$6,398,068	$7,956,572
20	SW Allapattah Rd	SW Warfield Blvd	SW Martin Hwy	Shared Use Path	12.06	$19,023,842		$24,540,756	$29,677,193	$36,906,253
131	SW Famel Avenue	Marina (End)	SW Farm Road	Shared Use Path	0.65	$1,024,048		$1,321,022	$1,597,515	$1,986,653
82	SW Farm Rd	SW Andalucia Ct	SW 169th Ave	Shared Use Path	0.77	$1,214,623		$1,566,864	$1,894,813	$2,356,369
17	SW Indiantown Ave	SW Warfield Blvd	SW Kanner Hwy	Shared Use Path	0.42	$662,522		$854,653	$1,033,534	$1,285,292
19	SW Martin Hwy	SW Allapattah Rd	I-95	Shared Use Path	5.49	$8,660,107		$11,171,538	$13,509,767	$16,800,608
69	SW Martin Hwy	I-95	84th Ave	Shared Use Path	1.52	$2,397,698		$3,093,031	$3,740,409	$4,651,534
70	SW Martin Hwy	84th Ave	Florida's Turnpike	Shared Use Path	3.82	$6,025,794		$7,773,274	$9,400,239	$11,690,040
44	SW Matheson Ave	SW Martin Downs Blvd	SW Murphy Rd	Shared Use Path	0.98	$1,545,884		$1,994,191	$2,411,580	$2,999,016
133	SW Osceola Street	SW Warfield Boulevard	Citrus Boulevard	Shared Use Path	1.72	$2,717,662		$3,505,784	$4,239,553	$5,272,264
189	Treasure Coast Loop Trail Corridor (see others)	Ocean Boulevard/A1A	St. Lucie County Line	Shared Use Path	8.47	$6,680,429		$8,617,753	$10,421,469	$12,960,032
329	West Palm - Okeechobee Trail	Palm Beach/Martin County Line	Martin/Okeechobee County Line	Multi-Purpose Trails and Greenways	23.85	$32,646,047		$42,113,401	$50,927,833	$63,333,331
					Sidewalks	**$60,209,680**	**$0**	**$77,670,488**	**$93,927,101**	**$116,806,780**
					Bicycle Corridors	**$63,255,205**	**$0**	**$81,599,215**	**$98,678,121**	**$122,715,099**
					Multi-Purpose Trails and Greenways	**$521,532,011**	**$0**	**$672,776,294**	**$813,589,937**	**$1,011,772,101**
					Total for Non-Motorized Projects	**$644,996,897**	**$0**	**$832,045,997**	**$1,006,195,159**	**$1,251,293,979**
						Total Cost, PDC	**Total Cost (YOE**)**			

Notes

* PDC - Present Day Cost

** YOE - Year of Expenditure

Base construction cost for sidewalk (concrete - 5' one side, 4 inch depth, Cost Per mile Model, FDOT, 2024

Pedestrian bridge cost assumes 12' wide facility (Concrete Deck/Pre-stressed Girder - Simple Span (Medium Span Bridge)) at $155 per square foot, Cost Per mile Model, FDOT's Structures Design Guideline, Structures Manual Volume 1 (Chapter 9), 2023.

Crosswalk cost based on Martin MPO 2045 LRTP, 2020 and Pedestrian and Bicycle Cost Estimation Tool, NCDOT, 2013

Bike lane base construction cost assumes 5' paved facility.

Shared lane base construction cost assumes signing and marking only.

Buffered bike lane base construction cost reflects 5' facility with 2' buffer.

Shared use path (two directional, 12 feet) based on cost per mile model, FDOT, 2024

Shared use path (bridge) cost assumes 16' wide facility (Concrete Deck/Pre-stressed Girder - Simple Span (Medium Span Bridge)) at $155 per square foot, Cost Per mile Model, FDOT's Structures Design Guideline, Structures Manual Volume 1 (Chapter 9), 2023.

Project ID 436735-3 - Jonathan Dickinson State Park-Flap Grant for Trail - Exact alignment has not been determined. The SUP will go through the park from Park Road to Hobe Sound Wildlife Refuge (US-1 from Wildlife Refuge to Bridge Road, US-1 from Bridge Road to Osprey St., Osprey St. from US-1 to Gomez St.)

Projects X-1 and X-2 are not mapped.

Approximately $34.7M over a twenty-year period from 2030/31 to 2049/50 in YOE dollars is available from local sources. Current TIP FY26-FY30 includes $23M for non-motorized projects.

It should be noted that some of these improvements and/or projects could be implemented in conjunction with Safety Improvements to leverage other funding sources.

Matching funds from appropriate statewide and districtwide funding programs could be leveraged to implement these projects.

Hobe Sound SUN Trail 2, 3, 4 would be funded through SUN Trail State program. Project cost varies from $3.85M to $5.78M based on YOE.

7.3.9. Infrastructure Hardening

The following infrastructure hardening projects, stratified into three tiers based on their readiness and alignment with funding opportunities are included in *Martin Moves 2050 LRTP*.

Priority Tier 1 Projects

- SR-A1A (Roadway Stabilization)
- CR-707 (Bridge #890003) (Bridge Stabilization)
- SR-76/Kanner Hwy (Drainage Improvements)
- SR-A1A (Drainage Improvements)

Priority Tier 2 Projects

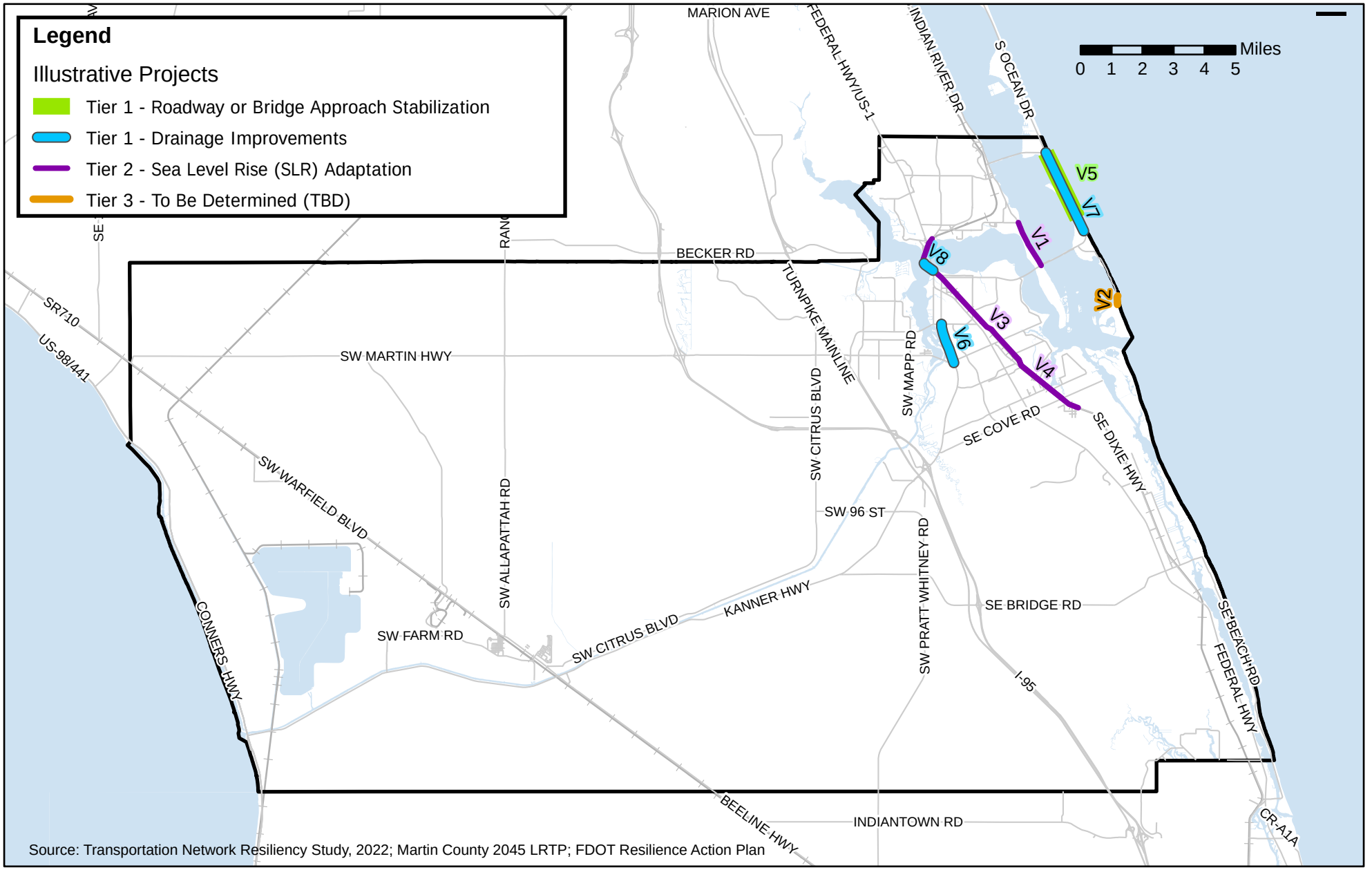
- N Sewalls Point Road (Sea Level Rise (SLR) Adaptation)
- Dixie Hwy (SLR Adaptation)

Priority Tier 3 Project

- SE MacArthur Blvd

The MPO anticipates funding these infrastructure hardening projects through PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) formula funding since they are strong candidates for this program. While PROTECT Formula Program provides $7.3B in nationwide funding across FY22-FY26, FDOT's estimated share over the five-year period is approximately $364M. In FY 2026 FDOT is likely to receive $76M assuming proportional apportionment. **Figure 7.3.9-1** shows infrastructure hardening improvements in Martin County while **Table 7.3.9-1** includes project description, costs and project eligibility relative to PROTECT program.

DRAFT



Infrastructure Hardening/ Resiliency Improvements

2050 Cost Feasible Plan

Figure 7.3.9-1

Table 7.3.9-1 Infrastructure Hardening Improvements, Illustrative Projects

2050 Infrastructure Hardening Improvements

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, 2024/25 dollars)	Total Cost (Year of Expenditure)				Funding Source	Project Eligibility	Priority Tier**
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50			
										1.10	1.29	1.56	1.94			
V5	SR A1A	NE Shore Village Terrace	SR-732/Jensen Beach Causeway	Roadway or bridge approach stabilization, Medium Tier	2.34	FDOT Resilience Action Plan	Roadway or bridge approach stabilization	FY 2024 to FY 2028	$3,205,223		$4,134,738			PROTECT - Resilience Improvements (Formula or Discretionary)	Elevating roadways, resizing drainage, adding green infrastructure, stabilizing bridges	[1]Tier 1
V6	SR-76/Kanner Hwy	South of Indian Street	Monterey Road	Drainage Improvements, Medium Tier	1.32	FDOT Resilience Action Plan	Drainage Improvements	Unfunded	TBD		TBD					[1]Tier 1
V7	SR-A1A	Colusa Court	SR-732/Jensen Beach Causeway	Drainage Improvements, Medium Tier	2.81	FDOT Resilience Action Plan	Drainage Improvements	Unfunded	TBD		TBD					[1]Tier 1
V8	SR-707	Bridge #890003		Roadway or bridge approach stabilization	0.37	FDOT Resilience Action Plan	Roadway or bridge approach stabilization	Unfunded	$9,530,010		$12,293,713					[1]Tier 1
V1	N Sewalls Point Road	SR-A1A (NE Ocean Boulevard)	SE Palmer Street	Coastal protection, elevate road, resize drainage, divert stormwaters	1.57	Transportation Network Resiliency Study, 2022	SLR Adaptation	Project Cost adjusted from Year 2020 dollars to Year 2024/25	$3,326,760			$5,189,745		PROTECT - At-Risk Coastal Infrastructure	Relocating, protecting, or hardening assets vulnerable to coastal storms or sea level rise	[2]Tier 2
V3	Dixie Highway	Grafton Avenue	Wright Boulevard	Enhance stormwater infrastructure, add green infrastructure	7.74	Transportation Network Resiliency Study, 2022	SLR Adaptation		TBD			TBD		PROTECT - Resilience Improvements (Formula or	Elevating roadways, resizing drainage, adding green infrastructure, stabilizing bridges ; Relocating, protecting, or	[2]Tier 2
V4	Dixie Highway***	Cove Road	Jefferson Street	Elevate road, coastal protection, bridge rehab and protection	2.12	Transportation Network Resiliency Study, 2022	SLR Adaptation	Cost for V4 would be included in V3	-	Project overlaps with MPO Project ID Number V4						[2]Tier 2
V2	SE MacArthur Boulevard	SE South Marina Way	Approximately 1500 feet North		0.28	2045 LRTP	TDB		TBD				TBD	PROTECT - At-Risk Coastal Infrastructure ; Planning Grants	Relocating, protecting, or hardening assets vulnerable to coastal storms or sea level rise; scope includes engineering & hazard modeling	[3]Tier 3
								Total Cost, PDC	**$16,061,993**							

Notes:

* PDC - Present Day Cost

** Priority assigned based on inclusion of the project in state and local plans/studies.

*** Project ID V4 is a segment of Project ID V3.

[1] Tier 1 projects are identified in the FDOT Resilience Action Plan (RAP). These projects are strong candidates for PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation formula funding and can be directly supported by FDOT in the Five-Year Work Program.

[2] Tier 2 projects are a good fit for receiving PROTECT funding but need to be formally submitted to FDOT District 4. These projects have been identified in the *MPO's Transportation Network Resiliency Study, 2022* with supporting hazard vulnerability and resilience documentation.

[3] Tier 3 project is a carryover from the *Martin-in-Motion 2045 LRTP, 2020*.

7.3.10. Waterborne Transportation

Waterborne transportation projects were identified based on *Martin and St. Lucie Regional Waterways Plan, Martin MPO, December 2014* .Except the feasibility study for waterborne transportation at approximately $0.79M (YOE), none of the other waterway projects are included in *Martin Moves 2050 LRTP* Cost Feasible Plan.

Water based transportation feasibility study to investigate the viability of water taxi services including routes, connectivity, operating plan, evaluate infrastructure improvement needs as well as develop initial concept plans and update rough order of magnitude capital and operating costs.

The outcome of this feasibility study will provide an evaluation of the potential for water-taxi services in Martin County, validation of demand, operational feasibility, and cost-effectiveness, and prioritization of water taxi projects for potential implementation, should future funding sources be identified. By advancing the feasibility study first, the MPO ensures that any future investment in water transportation is data-driven, fiscally prudent, and aligned with community needs.

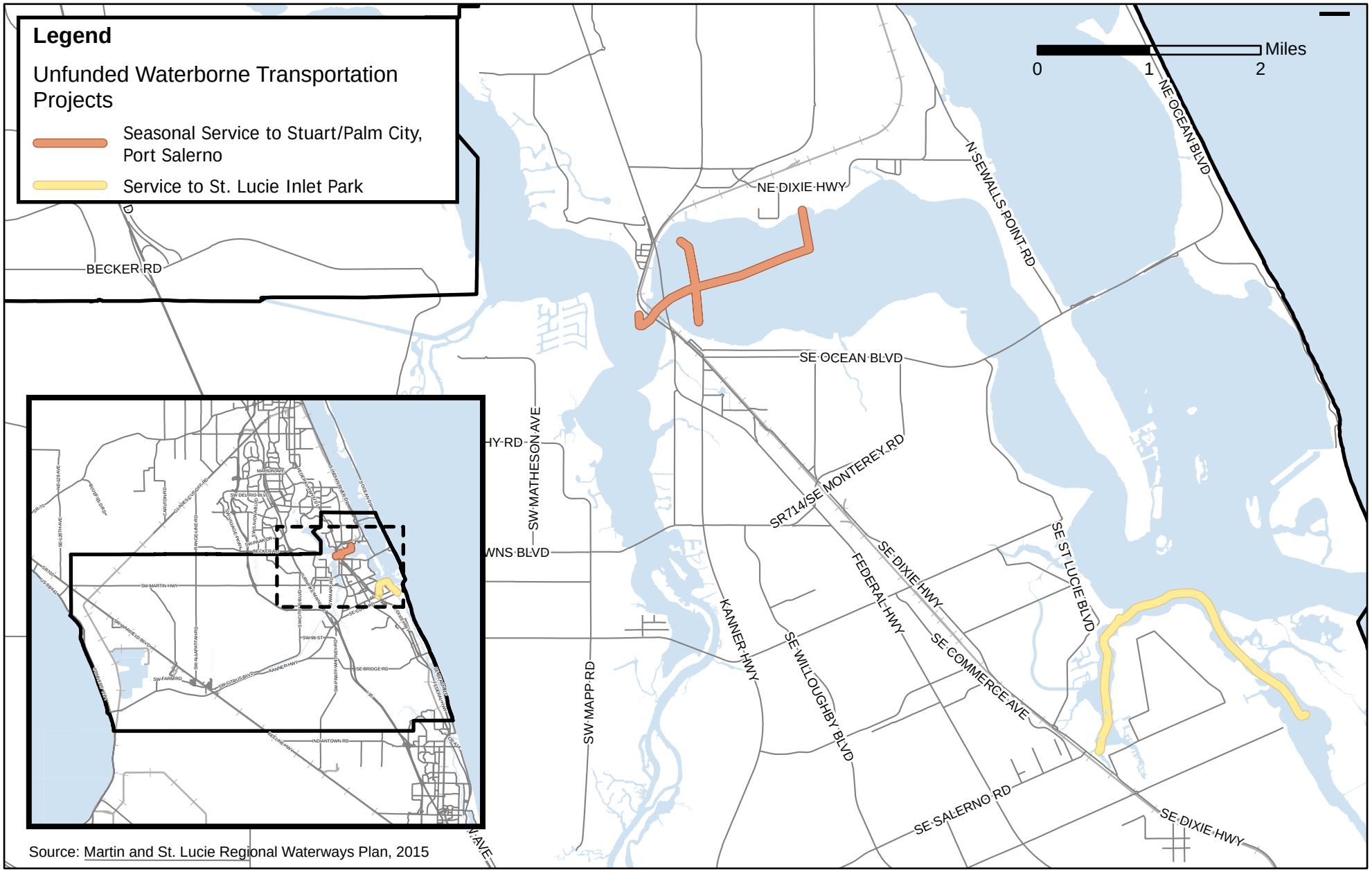
Unfunded Needs

As shown in **Figure 7.3.10-1** and **Table 7.3.10-1,** the following water taxi service projects and remain as unfunded needs.

Water Taxi Service

- Sandsprit Park to St. Lucie Preserve State Park
- Seasonal and/or Special Events/Festivals around key nodes
- Stuart/Palm City
- Port Salerno/Manatee Pocket
- Stuart/Jensen/Rio

DRAFT



Source: Martin and St. Lucie Regional Waterways Plan, 2015

Waterborne Projects

2050 Cost Feasible Plan

Table 7.3.10-1 Waterborne Transportation

2050 Cost Feasible Waterborne Transportation Projects

MPO Project ID Number	Project Name	From	To	Project Description	Improvement Type	Comments	Capital Cost (PDC*)	Annual Operating Cost (PDC*)	Total Cost (YOE**)				Funding Source
									2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	
									1.10	1.29	1.56	1.94	
n/a	Water based Transportation Feasibility Study	Martin County	-	Countywide Study	Feasibility Study	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-49	$448,000	-		$350,000	$440,000		Local (9th Cent Fuel Tax), Non-SIS Transit Discretionary

Notes:
* PDC - Present Day Cost
** YOE - Year of Expenditure

2050 Unfunded Waterborne Transportation Projects

MPO Project ID Number	Project Name	From	To	Project Description	Improvement Type	Comments	Capital Cost (PDC*)	Annual Operating Cost (PDC*)
W-1	Water taxi service to St. Lucie Inlet State Park	Sandsprit Park	St. Lucie Inlet Preserve	From Sandsprit Park or potentially Pirate's Cove Marina or Fish Market or Restaurant(s) stop at Manatee Pocket	Water Taxi Service	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-23 to 3-34	$153,600	-
							-	$352,000
W-2	Water taxi service (seasonal or for waterfront special events and festivals only)	around key nodes such as Stuart/Palm City, Port Salerno/Manatee Pocket, Stuart/Jensen/Rio	-	Potential routes include Stuart Floating Dock to Harborage Marina, Harborage Marina to Sunset Bay Marina, Stuart Floating Dock to Stuart Harbor/Rio Town Center, Sandsprit Park to Pirate's Cove Marina/Fish Market Restaurants	Water Taxi Service	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-23 to 3-34	$307,200	-
							-	$480,000
							$460,800	**$832,000**

Notes:
* PDC - Present Day Cost
Assumptions for water taxi service project cost are based on Martin in Motion, 2045 LRTP and adjusted for inflation at 5% per year for five years from 2020 to 2024/25 (1.28).
Water tax service to St. Lucie Inlet State Park (one route)
1. Two vessels (20 passengers capacity/vessel) @ $60,000 per vessel
2. Annual operating cost estimates at $275,000 (includes fuel, 2-person crew, admin staff and maintenance). The route operates 7 days a week for 12 hours daily for nine (9) months.
3. Capital cost for landside improvements is not included.
Water taxi service (seasonal or special event) (three routes)
1. Four vessels (20 passengers capacity/vessel) @ $60,000 per vessel
2. Annual operating cost estimates at $125,000 per (including fuel, 2-person crew, admin staff and maintenance). The route operates 7 days a week for 12 hours daily for nine (4) months.
3. Capital cost for landside improvements is not included.
Source: Derived from Water Taxi Feasibility Study Report, Ulteig, 2016 (www.reapmatters.org)

7.3.11. Aviation

Martin Moves 2050 LRTP Cost Feasible Plan includes the 49 capital improvement projects to be implemented over a period of 20 years as listed below, which is consistent with the *Witham Field Airport Master Plan, August 2023.*

- ***Capital Improvements***
  - 16 Short-Term Projects, 2023-2027
  - 13 Intermediate-Term Projects, 2028-2032
  - 20 Long-Term Projects, 2033-2042
- ***Funding Sources: FAA, FDOT and Local***
  - 26 Projects, FY26-FY30
  - Six (6) Projects, FY31-FY35
  - 12 Projects, FY26-FY40
  - Five (5) Projects, FY41-FY50

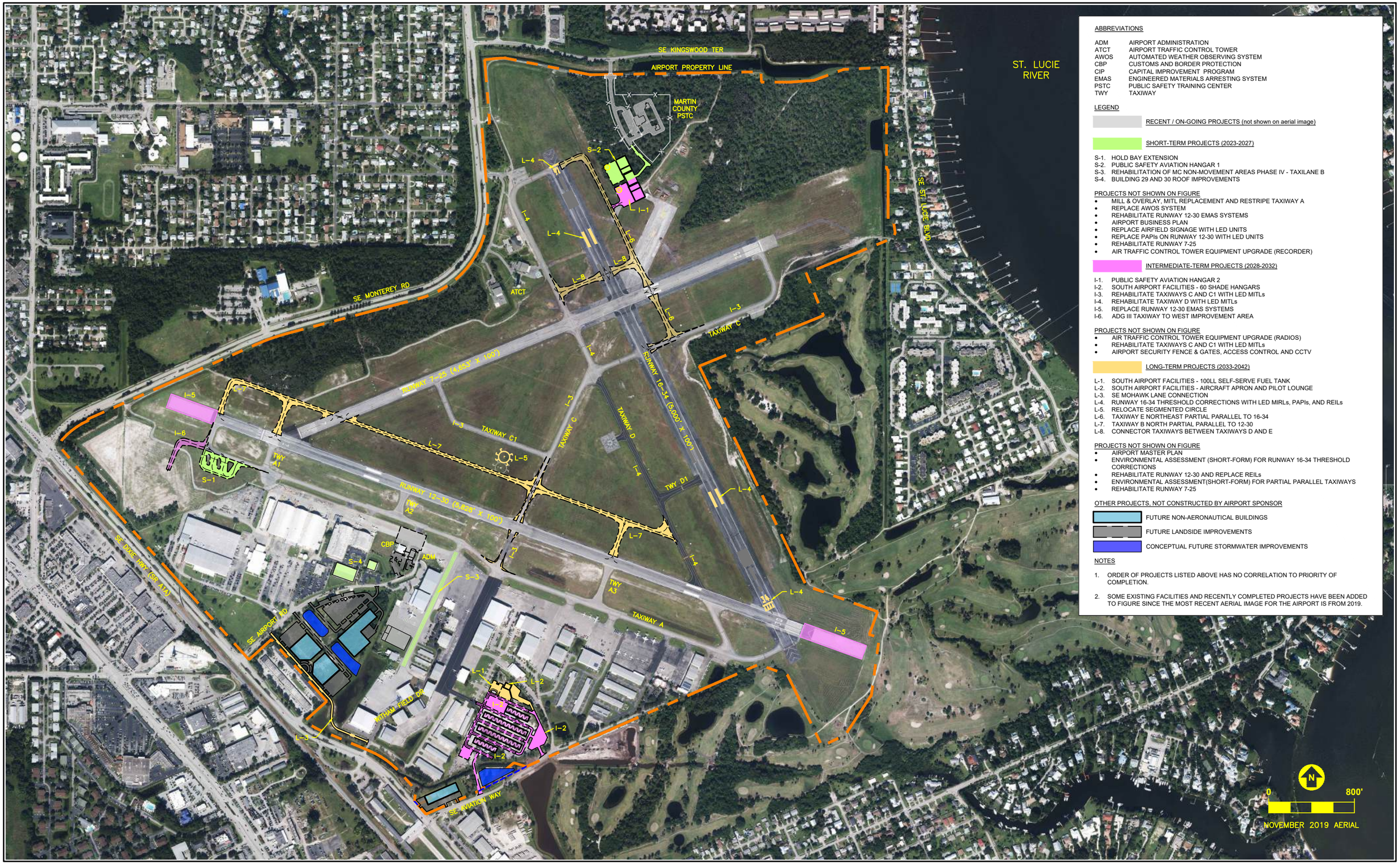
Aviation projects would be advanced by partner agencies, such as Martin County Airport (Whitham Field) in coordination with FDOT. However, these projects are incorporated into *Martin Moves 2050* Cost Feasible Plan for consistency and eligibility purposes. Including aviation projects in the LRTP serves two essential functions:

Consistency: Ensures the MPO's plan aligns with statewide and districtwide aviation programs administered by FDOT and partner agencies.

Funding Eligibility: Maintains eligibility of aviation projects to receive FDOT aviation funds through appropriate statewide and district programs.

The MPO anticipates receiving funding through FDOT Aviation programs, which have projected revenues of $3.2B over 20 years from 2031 to 2050.

Figure 7.3.11-1 borrowed from the Master Plan shows short-, intermediate-, and long-term aviation projects. These projects are listed in **Table 7.3.11-1.**



ABBREVIATIONS

ADM	AIRPORT ADMINISTRATION
ATCT	AIRPORT TRAFFIC CONTROL TOWER
AWOS	AUTOMATED WEATHER OBSERVING SYSTEM
CBP	CUSTOMS AND BORDER PROTECTION
CIP	CAPITAL IMPROVEMENT PROGRAM
EMAS	ENGINEERED MATERIALS ARRESTING SYSTEM
PSTC	PUBLIC SAFETY TRAINING CENTER
TWY	TAXIWAY

LEGEND

RECENT / ON-GOING PROJECTS (not shown on aerial image)

SHORT-TERM PROJECTS (2023-2027)

S-1. HOLD BAY EXTENSION
S-2. PUBLIC SAFETY AVIATION HANGAR 1
S-3. REHABILITATION OF MC NON-MOVEMENT AREAS PHASE IV - TAXILANE B
S-4. BUILDING 29 AND 30 ROOF IMPROVEMENTS

PROJECTS NOT SHOWN ON FIGURE
- MILL & OVERLAY, MITL REPLACEMENT AND RESTRIPE TAXIWAY A
- REPLACE AWOS SYSTEM
- REHABILITATE RUNWAY 12-30 EMAS SYSTEMS
- AIRPORT BUSINESS PLAN
- REPLACE AIRFIELD SIGNAGE WITH LED UNITS
- REPLACE PAPIs ON RUNWAY 12-30 WITH LED UNITS
- REHABILITATE RUNWAY 7-25
- AIR TRAFFIC CONTROL TOWER EQUIPMENT UPGRADE (RECORDER)

INTERMEDIATE-TERM PROJECTS (2028-2032)

I-1. PUBLIC SAFETY AVIATION HANGAR 2
I-2. SOUTH AIRPORT FACILITIES - 60 SHADE HANGARS
I-3. REHABILITATE TAXIWAYS C AND C1 WITH LED MITLs
I-4. REHABILITATE TAXIWAY D WITH LED MITLs
I-5. REPLACE RUNWAY 12-30 EMAS SYSTEMS
I-6. ADG III TAXIWAY TO WEST IMPROVEMENT AREA

PROJECTS NOT SHOWN ON FIGURE
- AIR TRAFFIC CONTROL TOWER EQUIPMENT UPGRADE (RADIOS)
- REHABILITATE TAXIWAYS C AND C1 WITH LED MITLs
- AIRPORT SECURITY FENCE & GATES, ACCESS CONTROL AND CCTV

LONG-TERM PROJECTS (2033-2042)

L-1. SOUTH AIRPORT FACILITIES - 100LL SELF-SERVE FUEL TANK
L-2. SOUTH AIRPORT FACILITIES - AIRCRAFT APRON AND PILOT LOUNGE
L-3. SE MOHAWK LANE CONNECTION
L-4. RUNWAY 16-34 THRESHOLD CORRECTIONS WITH LED MIRLs, PAPIs, AND REILs
L-5. RELOCATE SEGMENTED CIRCLE
L-6. TAXIWAY E NORTHEAST PARTIAL PARALLEL TO 16-34
L-7. TAXIWAY B NORTH PARTIAL PARALLEL TO 12-30
L-8. CONNECTOR TAXIWAYS BETWEEN TAXIWAYS D AND E

PROJECTS NOT SHOWN ON FIGURE
- AIRPORT MASTER PLAN
- ENVIRONMENTAL ASSESSMENT (SHORT-FORM) FOR RUNWAY 16-34 THRESHOLD CORRECTIONS
- REHABILITATE RUNWAY 12-30 AND REPLACE REILs
- ENVIRONMENTAL ASSESSMENT(SHORT-FORM) FOR PARTIAL PARALLEL TAXIWAYS
- REHABILITATE RUNWAY 7-25

OTHER PROJECTS, NOT CONSTRUCTED BY AIRPORT SPONSOR

FUTURE NON-AERONAUTICAL BUILDINGS

FUTURE LANDSIDE IMPROVEMENTS

CONCEPTUAL FUTURE STORMWATER IMPROVEMENTS

NOTES

1. ORDER OF PROJECTS LISTED ABOVE HAS NO CORRELATION TO PRIORITY OF COMPLETION.
2. SOME EXISTING FACILITIES AND RECENTLY COMPLETED PROJECTS HAVE BEEN ADDED TO FIGURE SINCE THE MOST RECENT AERIAL IMAGE FOR THE AIRPORT IS FROM 2019.

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Source: ESA, 2023.

Aviation Projects

Figure 7.3.11-1

Table 7.3.11-1 Aviation Projects

2050 Cost Feasible Aviation Projects

MPO Project ID Number[1]	Project Description	Total Project Cost (YOE*)	Funding Source			Partial Project Cost (YOE*) - FDOT Share of Total Project Cost			
			FAA	FDOT	Local[2]	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
-	Replace AWOS System (Design & Construct)	$413,500	$372,150	**$20,675**	$20,675	$20,675			
-	Rehabilitate Runway 12-30 EMAS Systems	$1,500,000	$1,350,000	**$75,000**	$75,000	$75,000			
-	Airport Business Plan	$259,288	$0	**$207,430**	$51,858	$207,430			
S-4	Building 29 and 30 Roof Improvements	$518,575	$0	**$414,860**	$103,715	$414,860			
S-1	Hold Bay Extension (Design)	$155,573	$140,015	**$7,779**	$7,779	$7,779			
S-3	Rehabilitation of MC Non-Movement Areas Phase IV - Taxilane B (Design)	$155,573	$140,015	**$7,779**	$7,779	$7,779			
-	Replace Airfield Signage with LED Units (Design)	$103,715	$0	**$82,972**	$20,743	$82,972			
S-1	Hold Bay Extension (Construct)	$1,505,952	$1,355,357	**$75,298**	$75,298	$75,298			
S-3	Rehabilitation of MC Non-Movement Areas Phase IV - Taxilane B (Construct)	$1,839,413	$1,655,472	**$91,971**	$91,971	$91,971			
-	Replace Airfield Signage with LED Units (Construct)	$623,894	$0	**$499,116**	$124,779	$499,116			
-	Replace PAPIs on Runway 12-30 with LED Units (Design)	$53,784	$48,406	**$0**	$5,378	$0			
-	Replace PAPIs on Runway 12-30 with LED Units (Construct)	$290,067	$261,060	**$14,503**	$14,503	$14,503			
S-2	S-2 Public Safety Aviation Hangar 1	$3,235,361	$0	**$2,588,289**	$647,072	$2,588,289			
-	Rehabilitate Runway 7-25 (Construct)	$4,599,424	$0	**$3,679,539**	$919,885	$3,679,539			
-	Air Traffic Control Tower Equipment Upgrade (Recorder)	$115,709	$0	**$92,567**	$23,142	$92,567			
-	Environmental Assessment (Short-Form) for South Airport Facilities	$173,563	$156,207	**$8,678**	$8,678	$8,678			
I-1	Public Safety Aviation Hangar 2	$3,096,190	$0	**$2,476,952**	$619,238	$2,476,952			
I-2	South Airport Facilities - Infrastructure (Design & Construct)	$4,440,272	$0	**$3,552,218**	$888,054	$3,552,218			
none	Air Traffic Control Tower Equipment Upgrade (Radios)	$120,007	$0	**$96,006**	$24,001	$96,006			
I-3	Rehabilitate Taxiways C and C1 with LED MITLs (Design)	$497,863	$0	**$398,290**	$99,573	$398,290			
none	Airport Security Fence & Gates, Access Control and CCTV	$1,630,500	$0	**$1,304,400**	$326,100	$1,304,400			
I-2	South Airport Facilities - 60 Shade Hangars (Design & Construct)	$2,240,381	$0	**$1,792,305**	$448,076	$1,792,305			
I-5	Financial Feasibility & Categorical Exclusion for Replacing Runway 12-30 EMAS Systems	$124,466	$112,019	**$6,223**	$6,223	$6,223			
I-3	Rehabilitate Taxiways C and C1 with LED MITLs (Construct)	$3,872,686	$0	**$3,098,149**	$774,537	$3,098,149			
I-5	Replace Runway 12-30 EMAS Systems (Design)	$451,813	$406,632	**$22,591**	$22,591	$22,591			
I-4	Rehabilitate Taxiway D with LED MITLs (Design)	$322,724	$0	**$258,179**	$64,545	$258,179			
I-4	Rehabilitate Taxiway D with LED MITLs (Construct)	$3,226,633	$0	**$2,581,307**	$645,327		$2,581,307		
I-5	Replace Runway 12-30 EMAS Systems (Construct)	$24,500,992	$22,050,893	**$1,225,050**	$1,225,050		$1,225,050		

Table 7.3.11-1 Continued

MPO Project ID Number[1]	Project Description	Total Project Cost (YOE*)	Funding Source			Partial Project Cost (YOE*) - FDOT Share of Total Project Cost			
			FAA	FDOT	Local[2]	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
I-6	ADG III Access Taxiway To West Improvement Area (Design & Construct)	$1,138,644	$0	**$910,915**	$227,729		$910,915		
L-1	South Airport Facilities - 100LL Self-Serve Fuel Tank (Design & Construct)	$2,160,265	$0	**$1,728,212**	$432,053		$1,728,212		
L-2	South Airport Facilities - Aircraft Apron and Pilot Lounge (Design & Construct)	$1,463,805	$0	**$1,171,044**	$292,761		$1,171,044		
L-3	SE Mohawk Lane Connection (Design & Construct)	$2,013,920	$0	**$1,611,136**	$402,784		$1,611,136		
None	Airport Master Plan	$803,360	$723,024	**$40,168**	$40,168			$40,168	
L-4	Environmental Assessment (Short-Form) for Runway 16-34 Threshold Corrections	$241,008	$216,907	**$12,050**	$12,050			$12,050	
L-4	Runway 16-34 Threshold Corrections with LED MIRLs, PAPIs, and REILs (Design & Construct)	$4,765,934	$4,289,341	**$238,297**	$238,297			$238,297	
none	Rehabilitate Runway 12-30 and Replace REILs (Design)	$583,244	$524,919	**$29,162**	$29,162			$29,162	
none	Rehabilitate Runway 12-30 and Replace REILs (Construct)	$8,641,588	$7,777,430	**$432,079**	$432,079			$432,079	
L-6	Environmental Assessment (Short-Form) for Taxiway E Northeast Partial Parallel to 16-34	$172,832	$155,549	**$8,642**	$8,642			$8,642	
L-6	Taxiway E Northeast Partial Parallel to 16-34 (Design)	$448,131	$0	**$358,505**	$89,626			$358,505	
L-5	Relocate Segmented Circle (Design & Construct)	$197,178	$0	**$157,742**	$39,436			$157,742	
L-7	Environmental Assessment (Short-Form) for North Partial Parallel Taxiway B	$179,252	$161,327	**$8,963**	$8,963			$8,963	
L-6	Taxiway E Northeast Partial Parallel to 16-34 (Construct)	$4,275,969	$0	**$3,420,775**	$855,194			$3,420,775	
L-7	Taxiway B North Partial Parallel to 12-30 (Design)	$929,558	$836,603	**$46,478**	$46,478			$46,478	
L-8	Environmental Assessment (Short-Form) for Connector Taxiways Between Taxiways D and E	$185,912	$167,321	**$9,296**	$9,296			$9,296	
L-7	Taxiway B North Partial Parallel to 12-30 (Construct)	$10,605,007	$9,544,507	**$530,250**	$530,250				$530,250
L-8	Connector Taxiways Between Taxiways D and E (Design)	$192,818	$0	**$154,255**	$38,564				$154,255
none	Rehabilitate Runway 7-25 (Design)	$385,637	$0	**$308,509**	$77,127				$308,509
L-8	Connector Taxiways Between Taxiways D and E (Construct)	$2,259,791	$0	**$1,807,833**	$451,958				$1,807,833
none	Rehabilitate Runway 7-25 (Construct)	$7,949,265	$0	**$6,359,412**	$1,589,853				$6,359,412
	Total Cost, YOE	**$109,661,036**	$52,445,154	**$44,021,849**	$13,194,040	$20,871,769	$9,227,664	$4,762,157	$9,160,259
	Total Cost, PDC	**$78,567,357**	$36,778,089	**$32,202,906**	$9,586,367			**Partial Project Cost (FDOT Share), YOE**	**$44,021,849**
Source: Witham Field Airport Master Plan, August 2023								**Partial Project Cost (FDOT Share), PDC**	**$32,202,906**

Notes:

[1] The MPO Project Identification (ID) Number corresponds to the ID number included in Figure 8-1 Capital Improvement Program and Tables 8-2, 8-3 and 8-4, Whitham Field Airport Master Plan.

[2] Estimates for the local share are dependent upon the availability of funding from both FAA and FDOT.

* YOE - Year of Expenditure. An inflation factor of 3.75 percent has been applied for each year a project is programmed beyond the 2023 cost estimate.

Martin MPO FY26-30 TIP includes $7.5M for aviation projects. Approximately $5.8M or 77% of the total funds is state funds.

Approximately $3.2B is available through FDOT's Aviation programs at statewide level over 20 years from 2030/31 to 2049/50. Project cost (FDOT share) as a percentage of statewide funds is approximately one percent for any given 5-year time band.

7.4.Agency Coordination and Public Involvement

Consistent with the Public Involvement Plan (PIP) approved in October 2024, the Martin MPO conducted extensive outreach and coordination activities at the outset of the Martin Moves 2050 LRTP process to ensure that the Draft 2050 Cost Feasible Plan was reviewed by partner agencies and presented to the public for input.

7.4.1. Agency Coordination

The MPO hosted a virtual Project Steering Committee (PSC) meeting on August 25, 2025, via Zoom. Representatives from Martin County and FDOT District Four actively participated in reviewing the Draft 2050 LRTP Cost Feasible Plan alongside MPO staff. The meeting provided a platform to discuss project priorities, funding assumptions, and technical analyses prior to public release.

7.4.2. Public Information Meeting

An in-person public information meeting was held on August 26, 2025, from 4:30 p.m. to 6:30 p.m. at the City of Stuart Commission Chambers (121 SW Flagler Avenue, Stuart, FL 34949). The meeting followed an open house format to encourage one-on-one engagement with attendees.

The venue was centrally located, convenient, and accessible to all groups. The MPO advertised the meeting through a variety of channels, including media notifications; flyers and press release; yard signs and electronic billboard messages; project website; and social media outreach

7.4.3. Martin MPO Advisory Committees and Policy Board Meetings

The Draft 2050 LRTP Cost Feasible Plan have also been presented to the following MPO Advisory Committees and the MPO Policy Board, all of which were open to the public:

- September 3, 2025: Citizen and Technical Advisory Committee meetings
- September 8, 2025: Bicycle and Pedestrian Advisory Committee meeting
- September 15, 2025: Policy Board meeting

7.5. Environmental Mitigation and ETDM

The LRTP shall include a discussion of types of potential environmental mitigation activities as required by federal regulations for highway projects.

23 Code of Federal Regulation § 450.324 - Development and content of the metropolitan transportation plan.

(f) The metropolitan transportation plan shall, at a minimum, include:

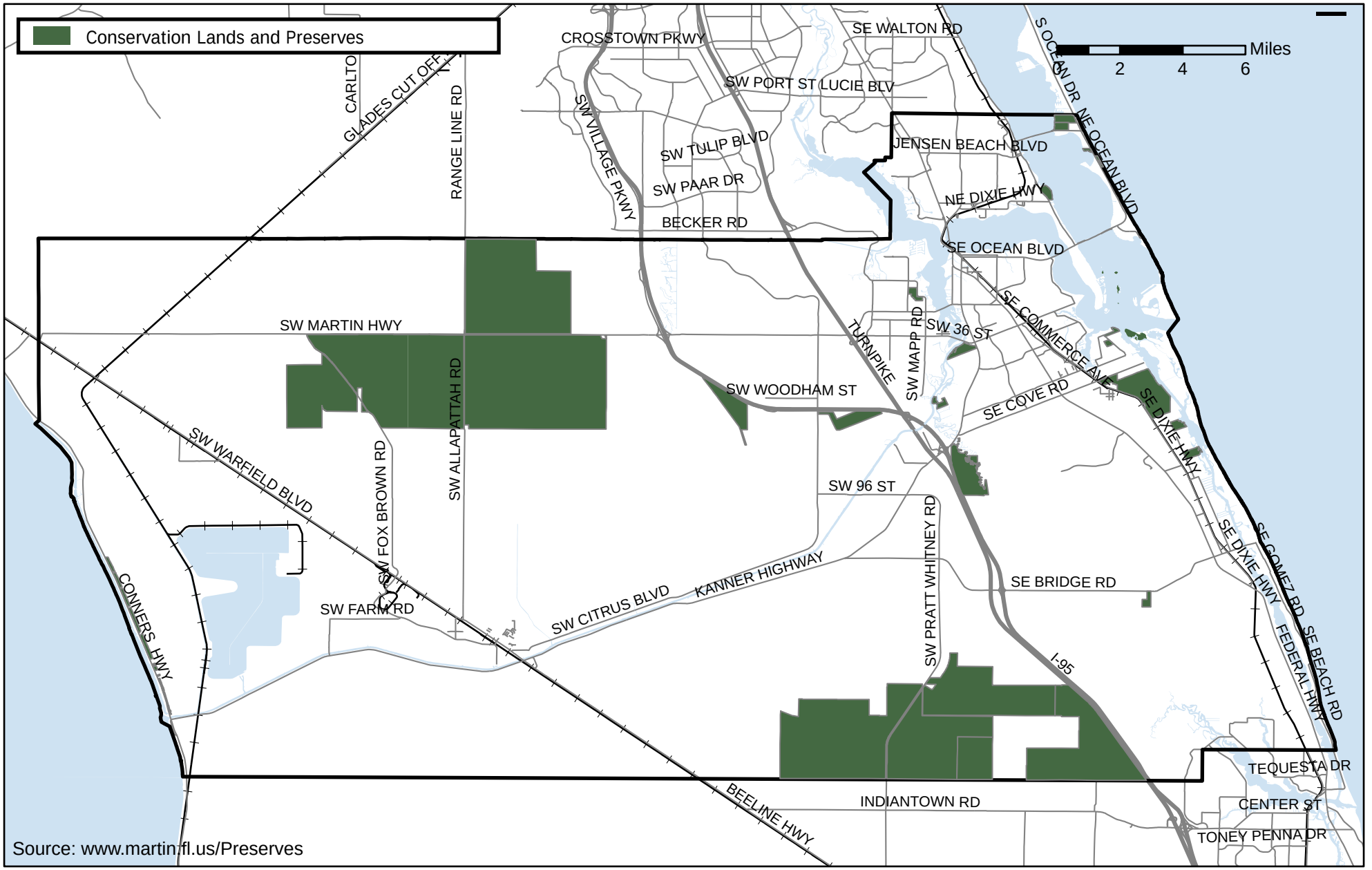
- **(10)** A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by

the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with ap applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.

Three main mitigation strategies that are generally applied in sequential order are avoidance, minimization, and compensatory mitigation.

- Avoidance mitigation strategies include selecting the least-damaging project alternative, location, and extent which is compatible with the project purpose and need. Avoidance measures are carefully considered during the project planning stages in choosing the appropriate practical alternatives and project footprint.
- Minimization strategies manage the severity of a project's impact on resources at the selected site. Minimization strategies include the incorporation of design and risk avoidance measures and reducing impacts as much as possible when impacts are not avoidable. Minimization can include impacting resource areas of lower quality instead of a higher-quality area.
- Compensatory mitigation is the mitigation of a resource impact by providing a replacement or substitute resource for impacts that are to remain. Compensatory mitigation is achieved through restoration, establishment, enhancement, or preservation of resources in order to offset unavoidable impacts after all appropriate and practicable avoidance and minimization has been achieved. Compensatory mitigation can be provided through mitigation banks, in-lieu fee programs, and permittee-responsible mitigation. There are four mitigation banks that service areas within Martin County: Loxahatchee, Bear Point, RG Reserve, and Bluefield Ranch.

Martin County is committed to the preservation of its native habitat by avoiding and minimizing impacts to the greatest extent possible. Martin County's Land Development Regulations state that the County shall ensure that a minimum of 25 percent of the existing native upland habitat will be preserved. On sites where endangered, unique, or rare native habitats occur, a greater amount of upland areas shall be preserved. No preservation areas that shall be credited to upland preservation requirements shall be located within areas within right-of-ways. All wetlands within Martin County are protected. A minimum buffer of 50 feet (75 feet if connected to surface waters of the state) shall be maintained around wetlands to protect the area from negative impacts or alterations (**Figure 7.5-1**).



Conservation Lands and Preserves

Martin County

MPO Policy Board Meeting 10/8/2025

Page 592

Figure 7.5-1

7.5.1. Efficient Transportation Decision Making (ETDM)

The Efficient Transportation Decision Making (ETDM) process enables resource protection agencies and the public to provide early input to the Florida Department of Transportation and MPOs about potential effects of proposed transportation projects. The process was developed to ensure that transportation projects are planned and implemented to protect environmental resources. The ETDM is used as a screening tool to provide additional commentary and assurance that mitigation requirements are identified and considered as projects are advanced. Coordination has occurred with the Florida Department of Transportation in submitting the approved Martin County Draft 2050 Cost Feasible Plan for the ETDM process.

The following resources were reviewed for the environmental mitigation documentation:

7.5.2. Martin County Comprehensive Growth Management Plan 2025

Within the Martin County Comprehensive Growth Management Plan, the Coastal Management Element establishes guidelines for the preservation of the County's coastal and estuarine areas. A shoreline protection zone is established to be 75 feet laterally upland from the mean high-water line and includes mangrove species. Shoreline protection zones are protected from construction and building maintenance activities. Along with the Loxahatchee River, other water bodies that are protected include aquatic preserves, Outstanding Florida Waters, Class 1 waters, marine sanctuaries, estuarine sanctuaries, and manatee sanctuaries or areas of critical manatee habitat. The uplands of the Coastal Ridge and adjacent coastline along the Indian River from the south County line to the St. Lucie Inlet have been designated an aquatic preserve and manatee sanctuary by the Florida Department of Environmental Protection.

Chapter 9 of the Comprehensive Growth Management Plan includes the Conservation and Open Space Element to address the goals regarding the preservation and provision of the County's public open spaces. The County's Ecosystem Restoration and Management Division preserves, restores, maintains, and enhances environmental resources. The County manages approximately 35,000 acres of environmentally sensitive lands, which protect unique, rare or endangered habitat, assure survival of listed wildlife species, protect scenic water corridors, and provide public access and open space. As an overall environmental constraint due to strict regulations for future land uses and to preserve wetland and upland habitats, all development must preserve wetlands and native uplands on-site, with relationship to off-site regional natural resources. Activities that adversely affect wetlands are extremely restricted or prohibited. According to the future land use analysis, of the 347,258 acres of land in 2017 in Martin County, 65,682 acres, or 18.9%, are wetlands.

7.5.3. Florida Coast Management Program Guide, 2024

The Florida Coastal Management Program (FCMP) is a guide to promote the effective protection and use of the land and water resources of Florida's coastal zone. The Department of Environmental Protection (DEP) is designated as the lead agency pursuant to the federal Coastal Zone Management Act. One of the state's aquatic preserves is located in Martin County from Jensen Beach to Jupiter Inlet, and 4.2 miles of shoreline within Martin County is managed under the FCMP under the Martin County Shore Protection Project.

7.5.4. Allapattah Flats Management Area Ten-Year General Management Plan 2014-2024

The Allapattah Flats Management Area Ten-Year General Management Plan guides the South Florida Water Management District (SFWMD) in the management of the Allapattah Complex, a natural water storage and treatment area in western Martin County. The C-23 canal along the Martin County/St. Lucie County line provides drainage for Allapattah Flats. The plan guides District land management to ecologically beneficial and cost-effective land management practices. Land was purchased with funding from the Save Our Everglades Trust Fund, Martin County, the Natural Resources Conservation Service Wetlands Reserve Program, and the District's Everglades ad valorem tax. The acquisition and restoration of these lands by the District are vital to the restoration of the Everglades and will provide benefit to the Indian River Lagoon through water storage in natural wetland systems.

7.5.5. Loxahatchee River National Wild and Scenic River Management Plan, 2024

The Loxahatchee River is a 10.3-mile-long river federally designated as a Wild and Scenic River and provides essential habitats that support a variety of ecological resources. The Loxahatchee River National Wild and Scenic River Management Plan ensures that special consideration and review are given to the watershed surrounding the river. The goals of the plan are to preserve and enhance the river's unique natural values, restore the river's historical hydrology, and reverse the deleterious impacts of saltwater intrusion on the river's ecosystems. The 2024 plan update reviews watershed changes, the river's National Wild and Scenic status, and monitoring results from 2011–2020. It establishes revised goals and strategies aligned with ecosystem needs and Comprehensive Everglades Restoration Plan (CERP) objectives for the next decade. Key priorities include monitoring and managing ecosystem services to protect resources, adapting practices to support ecological and recreational values, and updating the plan regularly based on outcomes and new scientific research.

7.5.6. Land Management Plan Amendment Savannas Preserve State Park, 2017

The Savannas Preserve State Park is located in both St. Lucie and Martin Counties, with the southern portion of the park located within northeastern Martin County. The purpose of Savannas Preserve State Park is to preserve and protect environmentally unique and

irreplaceable lands associated with the North Fork of the St. Lucie River corridor, freshwater basin marsh and scrub ridge characteristic of the southeast Florida coast for the perpetual enjoyment of Florida residents and visitors. This plan serves as the basic statement of policy and direction for the management of Savannas Preserve State Park as a unit of Florida's state park system.

7.5.7. Martin and St. Lucie Regional Waterways Plan, 2014

The Martin and St. Lucie Regional Waterways Plan identifies and prioritizes waterway access needs and facilities of the regional waterways system to promote and maximize its economic vitality and public benefit. The plan supports the continuation of many of the counties' ongoing programs related specifically to the protection of natural systems, recreation and environmental enhancement, public access, and economic development. The plan also highlights a series of key activities that go beyond the ongoing restoration and enhancement activities and recommends that they be prioritized in the next five to ten years.

7.5.8. Martin Grade Scenic Corridor Management Plan, 2014

The Martin Grade Scenic Corridor is a roughly 12-mile long two-lane, minor arterial roadway in western Martin County. The Corridor Management Plan (CMP) was developed under the Corridor Advisory Group and with community input through Martin County agencies and MPO. The CMP's vision is that the "Martin Grade Scenic Corridor's rare Old-Florida ambiance, scenic beauty, and natural environment are preserved, maintained and enhanced for the enjoyment of countless generations." The plan proposes protecting this resource through education, awareness, and integration into the local tourism economy as well as addressing fundraising and sustained community support. The plan aims to preserve the canopy trees and other scenic resources along the corridor and envisions a greenway along the Grade, which helps to integrate the Scenic Corridor into the larger tourism economy in the area, and provides access to outdoor, low-impact recreational opportunities in publicly conserved lands. An objective of the CMP is to ensure that protection for the Martin Grade is included in the Martin County Growth Management Plan and Land Development Regulations.

7.5.9. Atlantic Ridge Preserve State Park Unit Management Plan 2005

The Atlantic Ridge Preserve State Park Unit Management Plan serves as the basic statement of policy and direction for the management of Atlantic Ridge Preserve State Park. The park consists of two sections, the Atlantic Ridge and the Medalist. Both are located in Martin County about 2.5 miles southwest of Port Salerno and six miles south of Stuart. The plan consists of two interrelated components, resource management and land use. The resource management component provides a detailed inventory and assessment of the natural and cultural resources of the park. The land use component is the recreational resource allocation plan for the unit.

7.5.10. The Central and Southern Florida Project Comprehensive Review Study, 2000

The Central and Southern Florida Project was authorized by Congress in 1948 and has been updated to enhance the quality of the environment, protect water quality in the South Florida ecosystem, improve protection of the aquifer, improve the integrity, capability, and conservation of urban and agricultural water supplies, and improve other water-related purposes. The lead agency of this study, the U.S. Army Corps of Engineers, consulted with other federal agencies and scientists to provide a comprehensive plan for the restoration, protection, and preservation of the water resources of central and southern Florida, including the Everglades.

7.5.11. Comprehensive Everglades Restoration Plan, 2000

The Comprehensive Everglades Restoration Plan is a framework for preserving and protecting the South Florida ecosystem while providing for other water-related needs of the region, including water supply and flood protection. The U.S. Army Corps of Engineers conducted a series of planning studies in partnership with the South Florida Water Management District is underway to determine the next generation of restoration projects as part of the plan. The Loxahatchee River Watershed Restoration Project seeks to restore and sustain the overall quantity, quality, timing, and distribution of fresh water to the federally designated "National Wild and Scenic" Northwest Fork of the Loxahatchee River for current and future generations. This project also seeks to restore, sustain and reconnect the wetlands and watersheds that form the historic headwaters for the river.

7.6.System Performance Report

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450,[14] an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports

The Martin MPO 2050 Long-Range Transportation Plan was adopted on October 8, 2025. Per the Planning Rule, the System Performance Report for the Martin MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets in **Appendix G**.

[14] The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

Appendix A
Public Involvement Plan (PIP)

MARTIN MPO
Metropolitan Planning Organization

PUBLIC INVOLVEMENT PLAN (PIP)

2050 Long Range Transportation Plan (LRTP)









MARTIN MOVES 2050

Technical Memorandum #1
AUGUST 2024

Table of Contents

1. INTRODUCTION 1
1.1. Who We Are: Martin Metropolitan Planning Organization (MPO) 1
1.1.1. The Citizen Advisory Committee (CAC) 2
1.1.2. The Technical Advisory Committee (TAC) 2
1.1.3. The Bicycle and Pedestrian Advisory Committee (BPAC) 2
1.1.4. Freight Transportation Advisory Committee (FTAC) 2
1.1.5. The Local Coordinating Board for the Transportation Disadvantaged (LCB-TD) 2
1.2. Purpose of the Long-Range Transportation Plan (LRTP) 3
2. PUBLIC AND STAKEHOLDER INVOLVEMENT 3
2.1. Public Involvement Goals 4
2.2. Public Involvement and Outreach Activities 5
2.2.1. Project Identity 5
2.2.2. Social Media 6
2.2.3. Project Webpage 6
2.2.4. Stakeholder Interviews and Focus Groups 6
2.2.5. Informational Booths 6
2.2.6. Project Video 6
2.2.7. Project Steering Committee (PSC) 6
2.3. Martin MPO Governing Board and Advisory Committee Meetings 7
2.4. Municipal, Community Redevelopment Agency (CRA), Community and HOA Meetings 8
2.4.1. Open Houses 8
2.4.2. Surveys 8
2.4.3. Targeted Outreach 8
2.4.4. Media Relations 9
2.4.5. Informational Materials 9
2.4.6. MCTV Television 9
2.4.7. Documentation 9
2.5. Key Stakeholders 9
2.6. Public Outreach Assessment 9
APPENDIX A – Environmental Justice Maps 10
APPENDIX B – Elected Officials and Stakeholders 18

List of Figures

Figure 1.1-1 Key MPO Planning Tasks..... 1
Figure 2.1-1 2050 Long Range Transportation Plan Goals..... 4

List of Tables

Table 2.2.7-1 Project Steering Committee Membership..... 7
Table 2.3-1 MPO Meetings Timeline..... 7

1. INTRODUCTION

The Public Involvement Plan (PIP) emphasizes the importance of meaningful public involvement, particularly in the early planning stages. Ensuring full representation from all affected communities is crucial for successful project delivery. Providing equitable access to public involvement opportunities ensures that underserved and overburdened populations are included in the decision-making process. This PIP serves as a critical tool to facilitate the dissemination of information, gather input from the public, and engage with local government, agencies, and residents regarding the Martin Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP). This plan is developed and maintained by the Martin MPO to fulfill the requirements of state and federal laws by providing a resource for public involvement and input in the multimodal transportation planning process. While including information from the MPO's PIP, this specific plan is tailored to the outreach and documentation needs of the 2050 LRTP project. Its primary objective is to ensure that the study accurately reflects the values and needs of the communities it serves. Through the public involvement process, the community will be engaged and be provided opportunities for input. All public involvement activities will be documented to aid in the development of Martin County's future multimodal transportation network blueprint.

The 2050 LRTP aims to identify transportation needs and ensure Martin County can accommodate future growth, provide safe and efficient mobility for all users, and develop a strategic investment plan for enhancing all modes of transportation, including roadways, public transportation, shared rides, and bicycle and pedestrian facilities. The LRTP PIP is pivotal to the success of the project, ensuring public participation in each phase of the planning process. It identifies community stakeholders, including those in underserved and low-income communities, transportation-disadvantaged individuals, environmental groups, the business community, tourism officials, and other interested parties. The plan also establishes public involvement goals, outlines public outreach strategies, and identifies metrics to track and measure the effectiveness of various outreach activities.

1.1. Who We Are: Martin Metropolitan Planning Organization (MPO)

The Martin MPO, established in 1993, operates under the governance of a nine-member Policy Board. This board serves the Metropolitan Planning Area, which, according to the U.S. Census Bureau's 2020 data, has a population of 158,431. The Policy Board supervises a staff responsible for various planning tasks, including those listed below in **Figure 1.1-1.**



Figure 1.1-1 Key MPO Planning Tasks

The Martin MPO acts as the liaison between the State of Florida, the federal government, and various agencies for transportation and multi-modal transportation projects. The Martin MPO collaborates with the Palm Beach County Transportation Planning Agency (TPA), St. Lucie County Transportation Planning Organization (TPO), Indian River County MPO, and the Heartland Regional Transportation Planning Organization (HRTPO), which covers Okeechobee County,

Glades County, and other counties west of Lake Okeechobee. Martin County encompasses the incorporated municipalities of Stuart, Sewall's Point, Jupiter Island, Indiantown, and Ocean Breeze.

The Martin MPO Governing Board relies on multiple advisory committees to review information during the policy-making process. These advisory committees consist of subject matter experts, state officials, and residents of Martin County.

1.1.1. The Citizen Advisory Committee (CAC)

The CAC is composed of 12 voting members, with three citizens-at-large, five members appointed by the Martin County Board of County Commission, and one each appointed by the City of Stuart, Town of Sewall's Point, Village of Indiantown, and Town of Jupiter Island. The CAC represents the entire Martin County population and is tasked with providing a public perspective in the decision-making process of the MPO. The CAC reviews and comments on transportation planning documents and issues that will be presented to the MPO Governing Body.

1.1.2. The Technical Advisory Committee (TAC)

The TAC consists of 12 members, including representatives from the Martin County Public Works Department, Martin County Growth Management, City of Stuart Planning Department, City of Stuart Public Works Department, Town of Sewall's Point, Village of Indiantown, Town of Ocean Breeze Park, Town of Jupiter Island, Witham Airport Management, Treasure Coast Regional Planning Council, and the School District Transportation Office. The TAC pools together a diverse range of local and state government professional expertise for the MPO Governing Body. It advises the Board on all technical matters, such as transportation plans, studies, and implementation programs.

1.1.3. The Bicycle and Pedestrian Advisory Committee (BPAC)

The BPAC is a 20-member committee, including 16 voting members and four non-voting members. It consists of seven members appointed by the Martin County MPO Administrator, five members appointed by the Martin County BOCC, two appointed by the City of Stuart, one appointed by the Town of Sewall's Point, one appointed by the Village of Indiantown, and four ex-officio/non-voting members, one each representing the Martin County Sheriff's Office, City of Stuart Police Department, Town of Sewall's Point Police Department, and the Florida Department of Transportation (FDOT) - District Four. The BPAC is made up of Martin County residents interested in bicycle and pedestrian activities. The committee plays a crucial role in advising the MPO on all matters related to bicycles and pedestrians. BPAC reviews planning documents and identifies any issues or conflicts that need to be addressed by the MPO Governing Body.

1.1.4. Freight Transportation Advisory Committee (FTAC)

The FTAC consists of 20 representatives with expertise in matters related to the various aspects of the freight industry including, but not limited to, shipping, warehousing, trucking, airport or water-based transportation operations, freight forwarding, logistics, rail, industrial real estate, commercial deliveries, and wholesale activity. The FTAC provides guidance and makes recommendations to the MPO Policy Board on topics, such as, safety, infrastructure planning and design, commercial loading and parking, land use management, educational events, traffic and delivery management, noise reduction, truck parking, education and enforcement, marine industries, and waterway initiatives, MPO Priorities, and emerging technologies.

1.1.5. The Local Coordinating Board for the Transportation Disadvantaged (LCB-TD)

The LCB-TD committee consists of 17 voting members and an unspecified number of non-voting members. This includes two citizen advocates, one each representing the FDOT, Florida

Department of Children and Families (DCF), Florida Division of Vocational Rehabilitation or Division of Blind Services, public education community, a representative from the Veterans' Service Office, an economically disadvantaged representative, a disabled representative, an elderly representative, an at-risk children representative, Florida Department of Elder Affairs, Florida Agency for Health Care Administration, private transportation industry representative, a representative from the Regional Workforce Development Board, a local medical community representative, and the Agency for People with Disabilities. The LCB-TD, established by Florida Statute, serves as the administrative entity responsible for offering information, advice, direction, and support to the Community Transportation Coordinator (CTC) for the provision of transportation services to disadvantaged populations.

1.2. Purpose of the Long-Range Transportation Plan (LRTP)

The Martin County MPO is responsible for crafting and updating the 2050 Long Range Transportation Plan (LRTP) to align with federal planning requirements that are essential for securing and utilizing federal transportation funds. This LRTP is a strategic look into the future of transportation. The plan sets goals and objectives to enhance the region's transportation infrastructure. Building upon the foundation laid by the 2045 Transportation Plan, which prioritized key areas such as improving road maintenance, improving the public transit system, and constructing bicycle infrastructure on roads and greenways, the 2050 LRTP aims to propel Martin County's transportation network forward into a new era of efficiency, equity, safety, and sustainability.

The 2050 LRTP encompasses a range of technical analyses, including forecasting travel demand, devising strategies to manage congestion, enhancing freight movement, promoting complete streets, addressing potential impacts of climate change and extreme weather events on the transportation network, and boosting travel and tourism. This process will involve crafting both a Financial Plan and a 20-year Cost Feasible Plan. Our overarching objectives are to establish a safe, efficient multimodal transportation system that sustains and enhances the quality of life while addressing the public's needs and concerns.

2. PUBLIC AND STAKEHOLDER INVOLVEMENT

The Martin MPO has a Public Participation Plan (PPP) that sets forth the standards for public engagement in transportation planning and decision-making processes. It delineates procedures for involving relevant agencies, governments, stakeholders, and the public and identifies transportation enhancements endorsed by the communities they are meant to benefit. Expanding upon the foundation laid by the Martin MPO PPP, the 2050 LRTP plan outlines a comprehensive approach to community involvement, including:

- Providing timely information to the public
- Ensuring timely public notice of meetings, workshops, and advisory committee appointments
- Ensuring full public access to key decisions
- Supporting early and ongoing involvement of the public in developing transportation plans and improvement of programs

2.1. Public Involvement Goals

The goals of the 2050 Long Range Transportation Plan, (LRTP) include (**Figure 2.1-1**):

Equitable Distribution of Information and Communication: Ensure all members of the public from all affected communities and stakeholders receive clear, timely and accurate information regarding the plan and its progress.

Promoting Regional Collaboration: Establish a goal for collaborative and cooperative consensus among local and regional stakeholders to identify challenges within Martin County. Assist Martin County and local governments in exploring efficient methods to enhance infrastructure and manage capacity effectively. In addition, integrate input gathered from key stakeholders, agencies and interested parties regarding community needs and perspectives into the decision- making process.

Stakeholder Engagement and Understanding: Maintain an open, two-way line of communication with stakeholders to ensure their comfort and understanding of the process. This will include having an interactive project webpage, social media engagement, and consistent and responsive team interactions.

Opportunity: Facilitate opportunities to gather, solicit and assess critical stakeholder input regarding the future of transportation management in Martin County. Utilize public involvement activities to formulate a comprehensive transportation plan for Martin County, local municipal partners, and the broader region.

Figure 2.1-1 2050 Long Range Transportation Plan Goals

As part of our stakeholder engagement efforts, the Martin MPO, supported by the project team, will conduct a series of interviews, and focus groups. These activities aim to gather valuable input from key stakeholders to inform strategic investments in transportation improvements and address various needs.

We will identify key stakeholders and invite them to participate in one-on-one interviews or small group sessions. These interactions will provide insights into a range of topics, including freight, travel and tourism, mobility, and accessibility for the aging population, and enhancing transportation system resilience in the face of extreme weather events or climate change.

The project team will conduct one-on-one stakeholder interviews, while MPO staff will facilitate focus group meetings with stakeholder organizations such as the United Way and Council on

Aging, among others. These engagements will enable us to gather diverse perspectives and valuable feedback to shape our transportation planning efforts.

A Project Steering Committee (PSC) comprising of technical experts from the Martin MPO and its partner agencies will be assembled specifically for the 2050 LRTP. This PSC will guide the LRTP process. The public outreach efforts toward these groups will help shape the recommendations for planned improvements.

Part of the outreach for this study includes identifying and involving traditionally underserved communities and underrepresented populations. To ensure those groups are not only included

but welcomed and heard, this PIP identifies and includes low-income, transportation disadvantaged, elderly populations, minority residents, and disabled persons who may be impacted by the multimodal components of the LRTP. Extensive Environmental Justice efforts will ensure that these populations are not adversely affected by future multimodal transportation recommendations.

Appendix A includes maps identifying concentration areas for Environmental Justice population groups and those groups who are protected by Title VI. Additionally, the PIP includes environmental community stakeholders who manage or oversee each of the environmentally sensitive lands listed by Martin County, the Nature Conservancy, U.S. Fish and Wildlife, Florida Fish and Wildlife Conservation Commission, and Florida Department of Environmental Protection

Those lands include:

- The Nathaniel P. Reed Hobe Sound National Wildlife Refuge, 13640 US Highway 1, Hobe Sound, FL 33475
- Seabranch Preserve State Park, Trailhead, 6093 SE Dixie Highway, Stuart, FL 34997
- Jonathan Dickinson State Park, 16450 SE Federal Highway, Hobe Sound, FL 33455
- St. Lucie Inlet Preserve State Park, 4810 SE Cove Road, Stuart, FL 34997
- Savannas Preserve State Park, 2498 NE Savannah Road, Jensen Beach, FL 34957
- Jensen Beach to Jupiter Inlet Aquatic Preserve, Offshore Island, Port Salerno, FL 34997
- Nature Conservancy Blowing Rocks, 575 S. Beach Road, Hobe Sound, FL 33455
- Peck Lake Park, 8108 SE Gomez Avenue, Hobe Sound, FL 33455
- Maggy's Hammock, 3845 SE Kubin Ave., Stuart, FL 34997
- Lake Okeechobee Ridge Park, US Highway 441, Port Mayaca, 34956
- Kiplinger Nature Preserve. 4146 S. Kanner Highway, Stuart, Fl 34997
- John and Mariana Jones Hungryland Wildlife and Environmental Area, 4146 S. Kanner Highway, Stuart, FL, 34997
- Hawk's Hammock, 7201 Markel St., Palm City, FL 34990
- Halpatiokee Regional Park, 7645 Lost River Road, Stuart, Fl 34997, and
- Dupuis Wildlife and Environmental Area, 23500 SW Kanner Highway, Canal Point, 33438

2.2. Public Involvement and Outreach Activities

A range of methods and approaches will be used to communicate and engage the stakeholders and residents of Martin County in the 2050 Long Range Transportation Plan.

2.2.1. Project Identity

To distinguish the 2050 Long Range Transportation Planning Project from other initiatives, a project identity and brand will be developed and implemented early on. This will include the creation of a new logo and slogan which will be consistently used on all project materials throughout the study and in the final report.

2.2.2. Social Media

Project information will be disseminated using the MPO's established social media accounts. The project team will coordinate with the Martin MPO regarding content for social media to help engage the community, promote the opportunity for feedback, and provide key project updates and meeting information. Social media content can include explanatory graphics, video simulations, 3-D project renderings, and other high-impact visuals.

2.2.3. Project Webpage

A project specific ADA-accessible webpage will be developed to distribute information regarding the LRTP and to help receive public feedback. The webpage will be used to spotlight the plan including project schedule, public meetings, project video and latest project information and announcements. The number of visits and time spent on the webpage will be monitored using Google Analytics. Stakeholders will be encouraged to submit comments and input through the webpage. The webpage will utilize the project identity and branding and will be easy to navigate and will be updated periodically throughout the project.

2.2.4. Stakeholder Interviews and Focus Groups

The Martin MPO, with input and support from the project team, will conduct stakeholder interviews and focus groups. Key stakeholders will be identified and invited to participate in one-on-one or small group sessions to provide input and insights. These contributions will help identify strategic investments in transportation improvements and address specific needs. The project team plans to utilize focus groups and stakeholder interviews to gather input on various aspects, including freight, travel and tourism, mobility, accessibility needs of the aging population, and enhancing transportation system resilience to extreme weather events and climate change. The project team will conduct one- on-one stakeholder interviews while MPO staff facilitate meetings with focus groups from stakeholder organizations such as the United Way and Council on Aging, among others.

2.2.5. Informational Booths

The Martin MPO will continue to seek opportunities to host a booth at local events to gather a wide variety of feedback and include people who may not normally participate or attend scheduled MPO activities. Specifically, the MPO will seek to host an event booth at places such as the Treasure Coast Mall, the Indian River State College registration and the Martin County Fair.

2.2.6. Project Video

The project team will produce a concise and impactful video to inform the public about the 2050 LRTP and encourage involvement and feedback. This video will explain the importance of feedback in transportation planning and highlight opportunities for residents to participate. It will be featured on the project webpage and distributed through the Martin MPO.

2.2.7. Project Steering Committee (PSC)

At the beginning of the project, a project-specific steering committee (PSC) will be established, comprising technical experts from the Martin MPO and partner agencies. The PSC will include representatives from the following agencies: Martin MPO, Martin County Public Works, City of Stuart, Martin County Growth Management Department, and FDOT District Four, as shown in **Table 2.2.7-1**.

Table 2.2.7-1 Project Steering Committee Membership

Agency
• Martin MPO • Martin County Public Works • City of Stuart • Martin County Growth Management Department • FDOT District Four

The PSC will convene at key milestones throughout the LRTP development process. The project team will ensure the PSC receives all necessary information and materials to provide meaningful input and recommendations. Meetings with the PSC will involve discussions on LRTP goals, objectives, and performance measures, presentation of study information and technical analysis results, feedback collection, financial analysis results, and guidance seeking for multimodal improvements. All technical components and public input gathered by the project team will be shared with the PSC before being presented to the MPO Advisory Committees and MPO Governing Board.

2.3. Martin MPO Governing Board and Advisory Committee Meetings

As shown in **Table 2.3-1**, the project team will make presentations at major milestones and at regularly scheduled Martin MPO meetings to update the groups on the progress of the plan and gather necessary feedback. The meeting calendar will be updated as necessary, and presentations and outcomes will be detailed and documented by the project team.

Table 2.3-1 MPO Meetings Timeline

Project Phase	Type Of Meeting	Timeframe	Intended Outcome(S)
Public Involvement Plan (PIP)	TAC, CAC	Oct. 7, 2024	Public involvement plan and Visioning open house announcement
	BPAC	Oct. 7, 2024	
	Governing Board	Oct. 21, 2024	
	FTAC	Nov. 8, 2024	
Goals, Objectives, Policies and Performance Measures (GOPPMs)	TAC, CAC	Dec. 2, 2024	GOPPMs
	BPAC	Dec. 2, 2024	
	Governing Board	Dec. 16, 2024	
2050 Needs Plan	LCB-TD	Mar. 3, 2025	Outreach Activities Update Project costs Financial analysis Funding plan
	TAC, CAC, BPAC	Apr. 7, 2025	
	Governing Board	Apr. 21, 2025	
Draft 2050 Cost Feasible Plan (CFP)	TAC, CAC	Sept. 3, 2025	Project prioritization Project costs Draft 2050 CFP
	BPAC	Sept. 8, 2025	
	Governing Board	Sept. 15, 2025	
Final 2050 Cost Feasible Plan (CFP)	TAC, CAC, BPAC	Oct. 20, 2025	Recommended short- and long- term improvements Financial plan
	Governing Board	Oct. 27, 2025	

All materials are provided to committee members in advance and available to the public. Feedback will be taken from these meetings in addition to community outreach opportunities.

2.4. Municipal, Community Redevelopment Agency (CRA), Community and HOA Meetings

The Martin MPO currently engages in active participation with the Martin/Stuart Chamber of Commerce, providing updates on Martin MPO plans, programs, and funding issues. Historically, the Martin MPO Administrator attends the monthly Transportation committee meetings of the Stuart/Martin Chamber of Commerce. Additionally, Chamber of Commerce directors and staff are included on the Martin MPO mailing list and receive information regarding open houses, meetings, and surveys.

2.4.1. Open Houses

The MPO and its team will organize three visioning public open houses at various ADA- compliant venues across Martin County, including locations in Indiantown, Stuart, and another central location. By hosting these meetings in different locations, the MPO aims to engage a broader audience and gather input that reflects the entire County. Additionally, one open house will be dedicated to presenting the 2050 Cost Feasible Plan as part of this project. During these meetings, the project team will actively encourage participation, discussion, and feedback.

To educate and inform the public about the LRTP and the planning process, presentations and project materials will be made available. Advanced notice of upcoming meetings will be provided, including invitational letters sent via email to elected and appointed officials, agency staff, and other interested parties. The team will collaborate with local groups to enhance outreach efforts, and the events will be publicized through the project webpage, MPO social media channels, and other targeted outreach opportunities.

Data and information collected from these meetings will be incorporated into the plan. Comment cards will be provided, and attendees will be asked to sign in, providing their contact information. This information will enable participants to stay informed about project developments and allow for any necessary follow-up. Additional meetings will be organized as needed and determined by the Martin MPO.

2.4.2. Surveys

The Martin MPO has utilized and may continue to employ surveys to collect feedback from the public regarding plans and programs, as well as to assess the effectiveness of various outreach methods. During meetings, the Martin MPO may distribute brief surveys to attendees to gauge interest, demographics, and the effectiveness of meeting notices, handouts, and the website. Additionally, the Martin MPO has access to an online survey system, which can be utilized to conduct surveys via the Martin MPO website, project webpage, or portable tablets at events, to gather public feedback on regional transportation planning issues. Surveys can be provided in Spanish to ensure participation from non-English speaking residents.

2.4.3. Targeted Outreach

These groups will be identified early in the process, and outreach efforts will be directed towards ensuring their inclusion in the transportation planning process. This outreach will encompass email communications, direct mail, and flyer distributions. Our team will provide a 24-hour contact point for questions regarding the transportation plan and will promptly address any inquiries or concerns. All comments received and questions answered will be documented for the project record.

The Martin MPO will utilize its extensive mail and email database to disseminate information to

the public, announce upcoming meetings and events, and gather input. This database, in conjunction with the Martin MPO's existing mail and email lists, will facilitate the distribution of transportation planning information. The Public Involvement Plan (PIP) also contains contacts for various stakeholders. Notifications, as needed, will be sent via electronic mail to members in the Martin County/Martin MPO community databases. In cases where no email address is available, direct mail will be utilized to contact the stakeholder. Documents and project information will be translated into Spanish as required for this project.

2.4.4. Media Relations

The Martin MPO will disseminate project press releases and information about public open houses to established media contacts. Throughout the process, the MPO will actively engage with the media to promote the project and extend project opportunities to a broader audience. The team will assist the MPO by providing key messages, talking points, and proactive communication throughout the project.

2.4.5. Informational Materials

Throughout the project, informational materials will be developed to facilitate the distribution of information. These materials will be available in both printed format and on the project webpage for convenient access. Copies of the materials will also be provided to key stakeholders, local agencies, and community groups.

2.4.6. MCTV Television

The Martin MPO will leverage the Martin County public access television channel (MCTV) to broadcast project information, gather input, and promote open house events. The project video will also be featured on this channel, alongside the current broadcasting of board meetings.

2.4.7. Documentation

Thorough project documentation is essential for every project. The Martin MPO highly regards input from residents throughout the transportation planning process, which will be carefully documented and integrated into the plan. All comments, questions, concerns, and coordination will be documented and submitted to the MPO upon completion of the project.

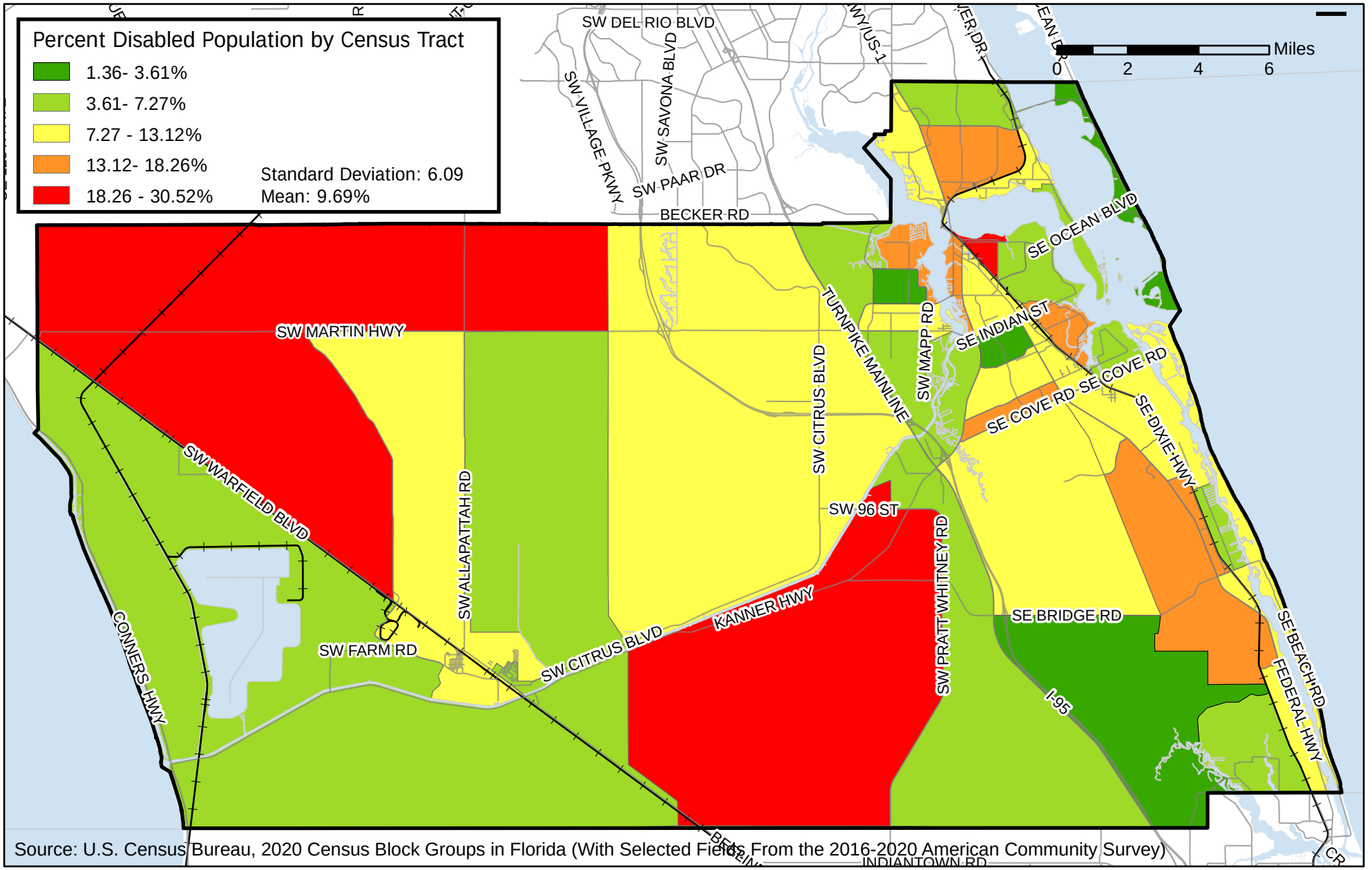
2.5. Key Stakeholders

Stakeholders are residents who live and visit Martin County and will be able to identify potential issues, needs, and possible solutions early in the development of the LRTP. Key stakeholders have been identified for inclusion in the public involvement process. This plan also identifies traditionally underserved groups including low-income, transportation disadvantaged, disabled, and younger generations. Contacts from the Martin County trucking industry and freight haulers who rely on Martin County roads and infrastructure are also included. This document will be updated throughout the LRTP process. Additional stakeholders will be added as they are identified. Please see **Appendix B**.

2.6. Public Outreach Assessment

The public involvement outreach and activities will be continuously assessed and adjusted as needed throughout the project. This will aid in determining the effectiveness of the public involvement efforts employed during the study. Evaluation methods will include monitoring participation and outreach at meetings and events to ensure engagement and equal opportunity for our target audience. This evaluation will involve tracking attendance and feedback, analyzing webpage usage and analytics, and recording attendee zip codes and email addresses from sign-in sheets. Additional methods, such as geofencing, will be utilized to reach specific populations and evaluate their feedback.

APPENDIX A – Environmental Justice Maps



Source: U.S. Census Bureau, 2020 Census Block Groups in Florida (With Selected Fields From the 2016-2020 American Community Survey)

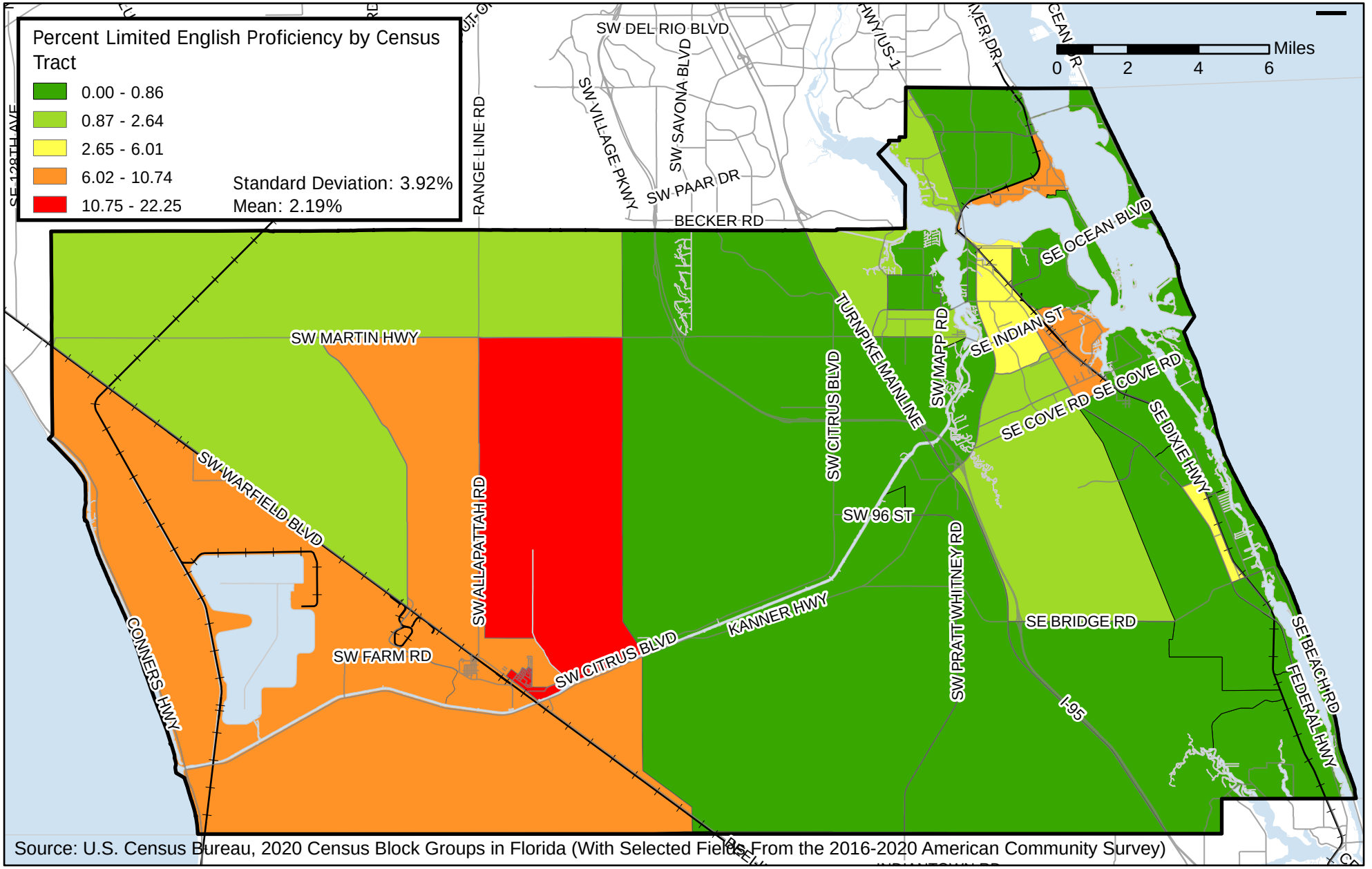
MARTIN MPO Metropolitan Planning Organization

TYLin

Disabled Population

Martin County

MARTIN MOVES 2050



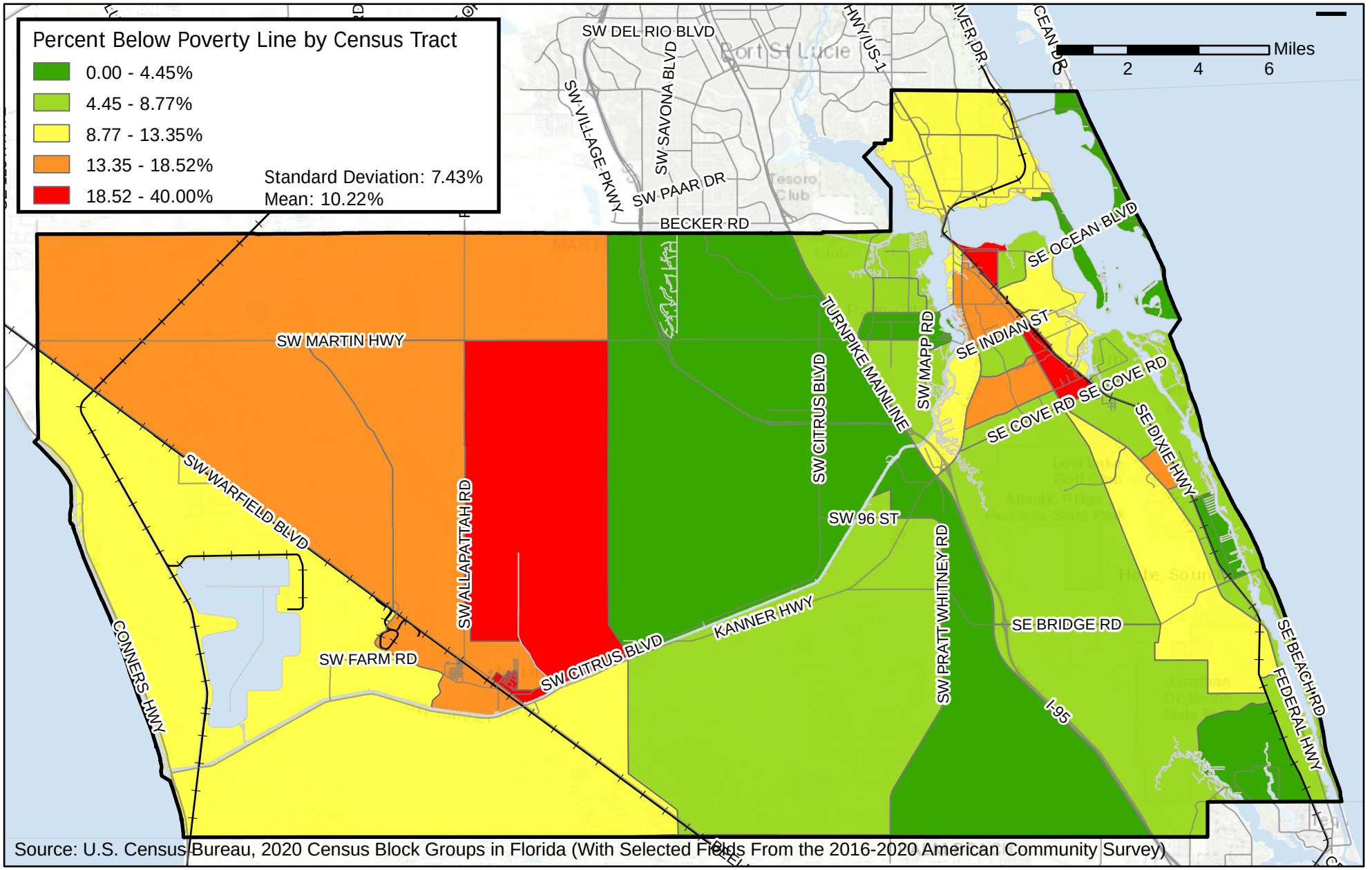
Limited English Proficiency Population

Martin County

MPO Policy Board Meeting 10/8/2025

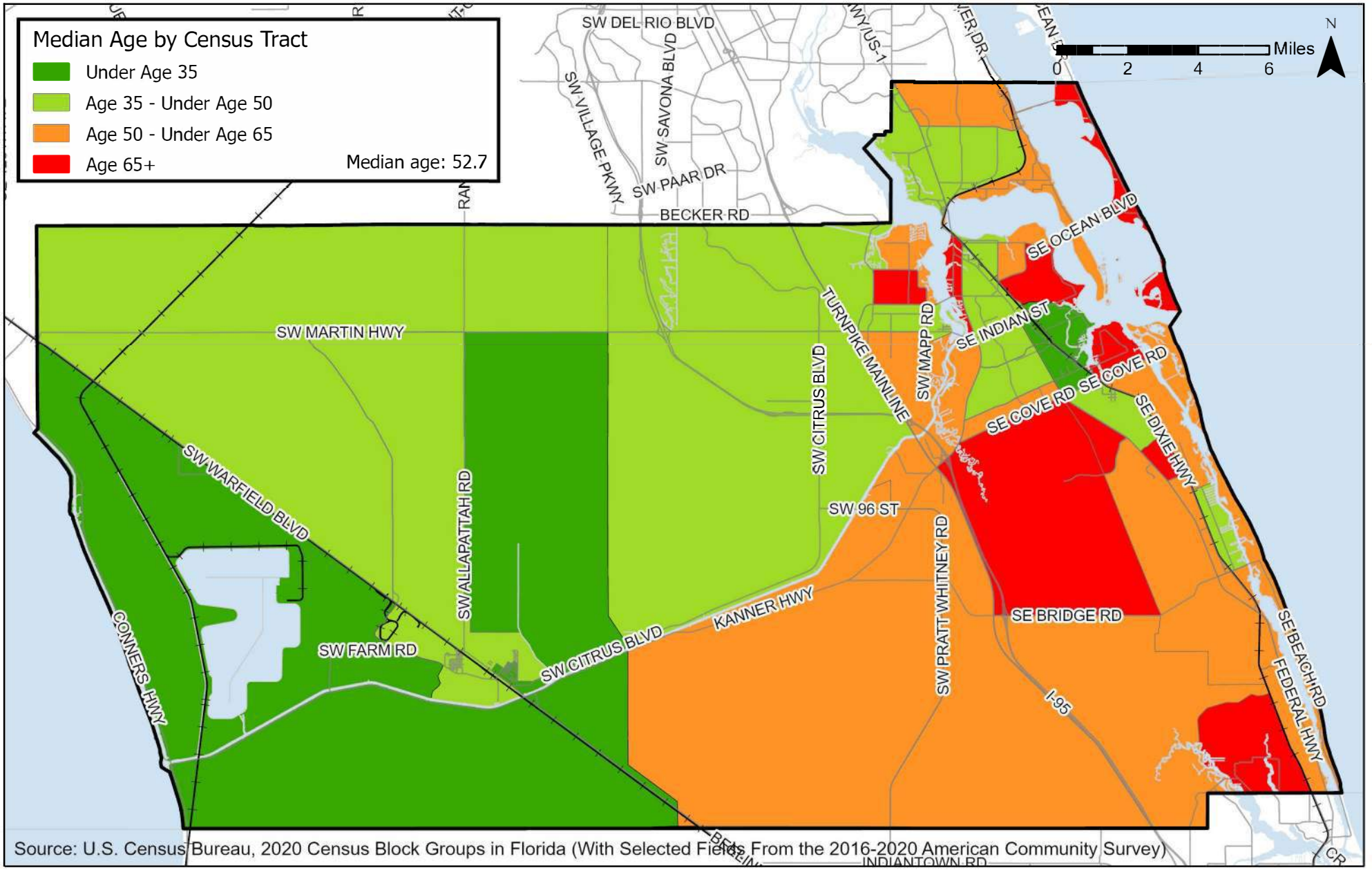
232 of 692

Figure 2



Low Income Households

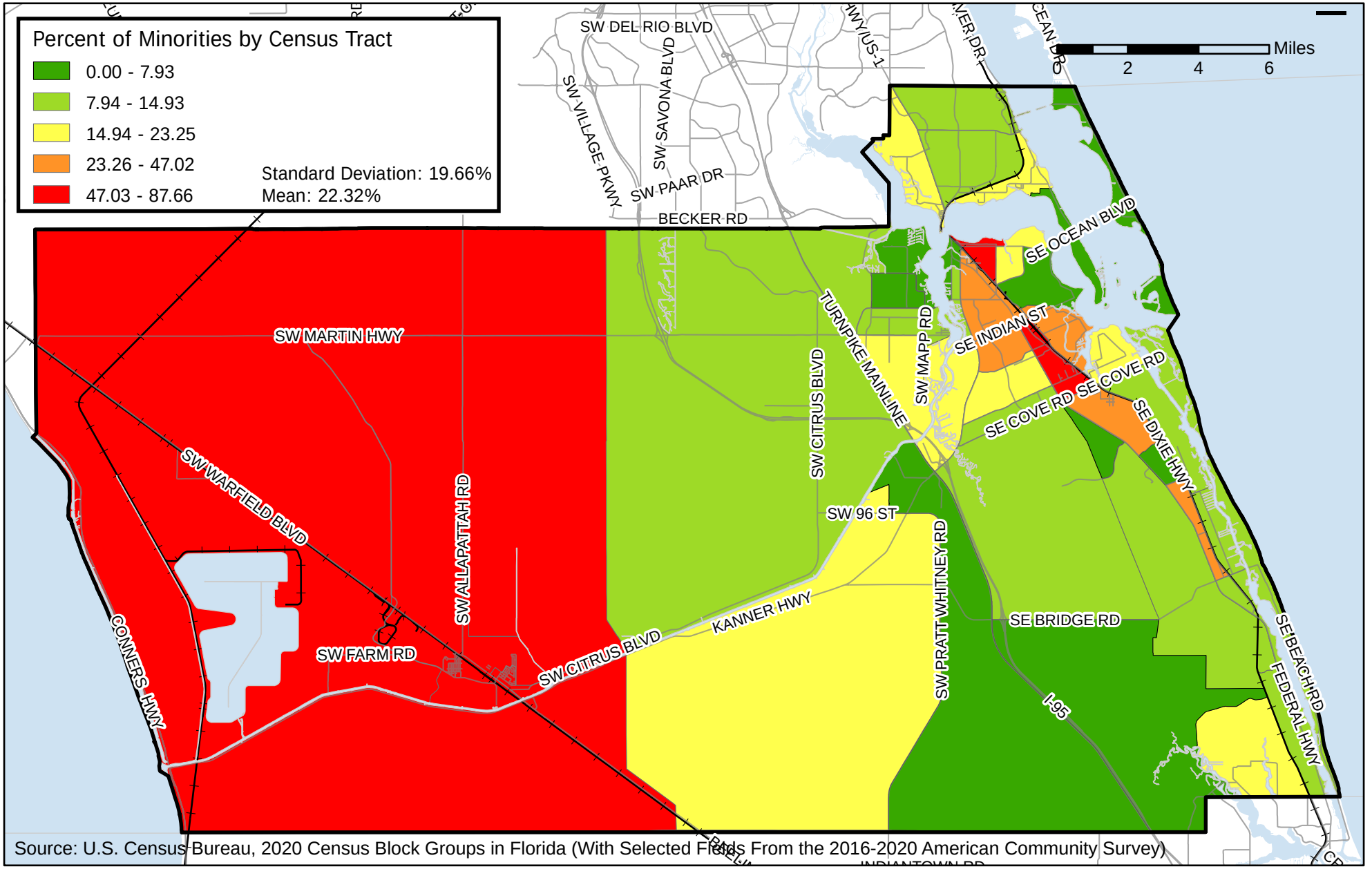
Martin County



Median Age

Martin County

Figure 4

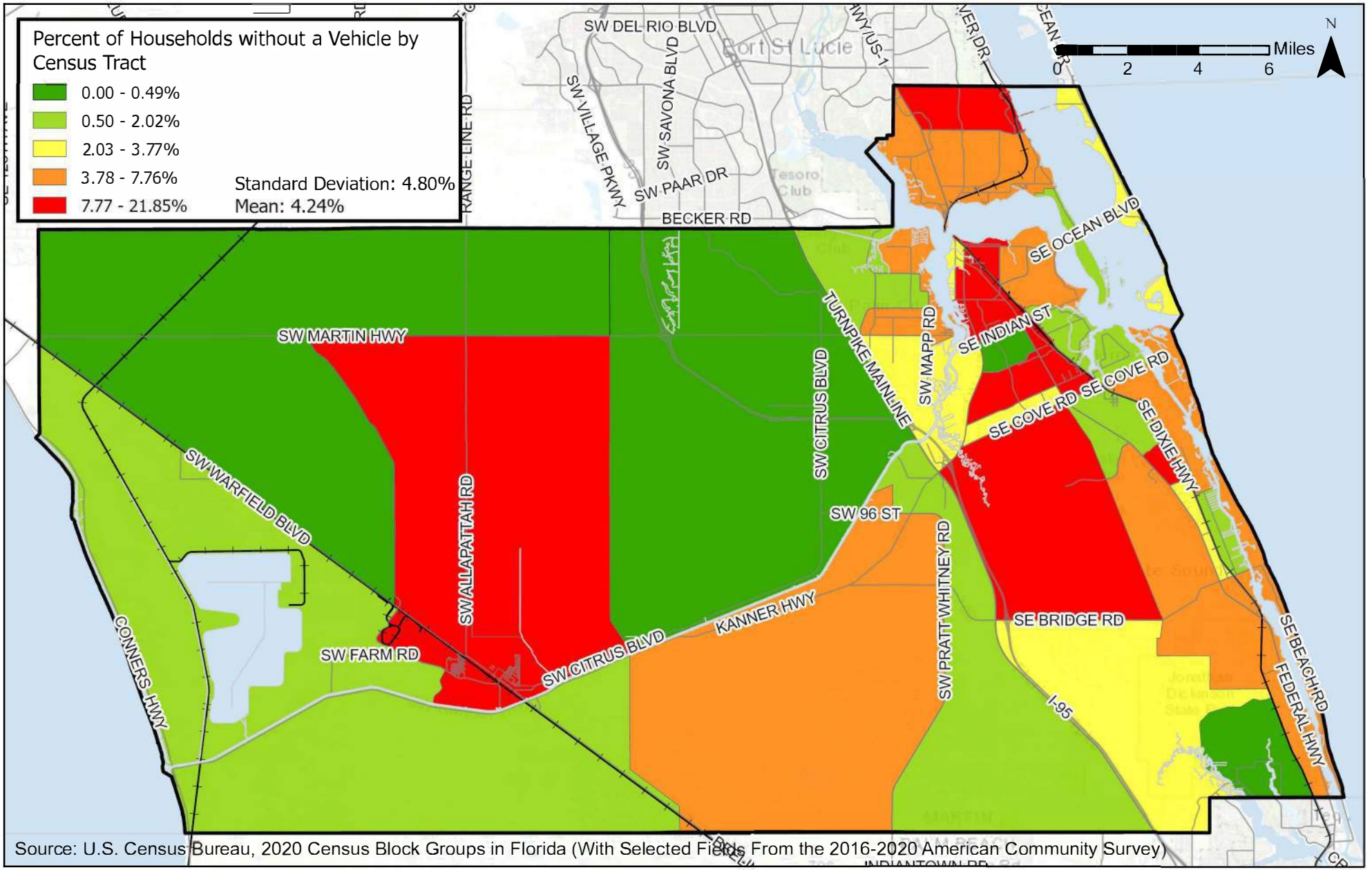


Source: U.S. Census Bureau, 2020 Census Block Groups in Florida (With Selected Fields From the 2016-2020 American Community Survey)

Minority Population

Martin County

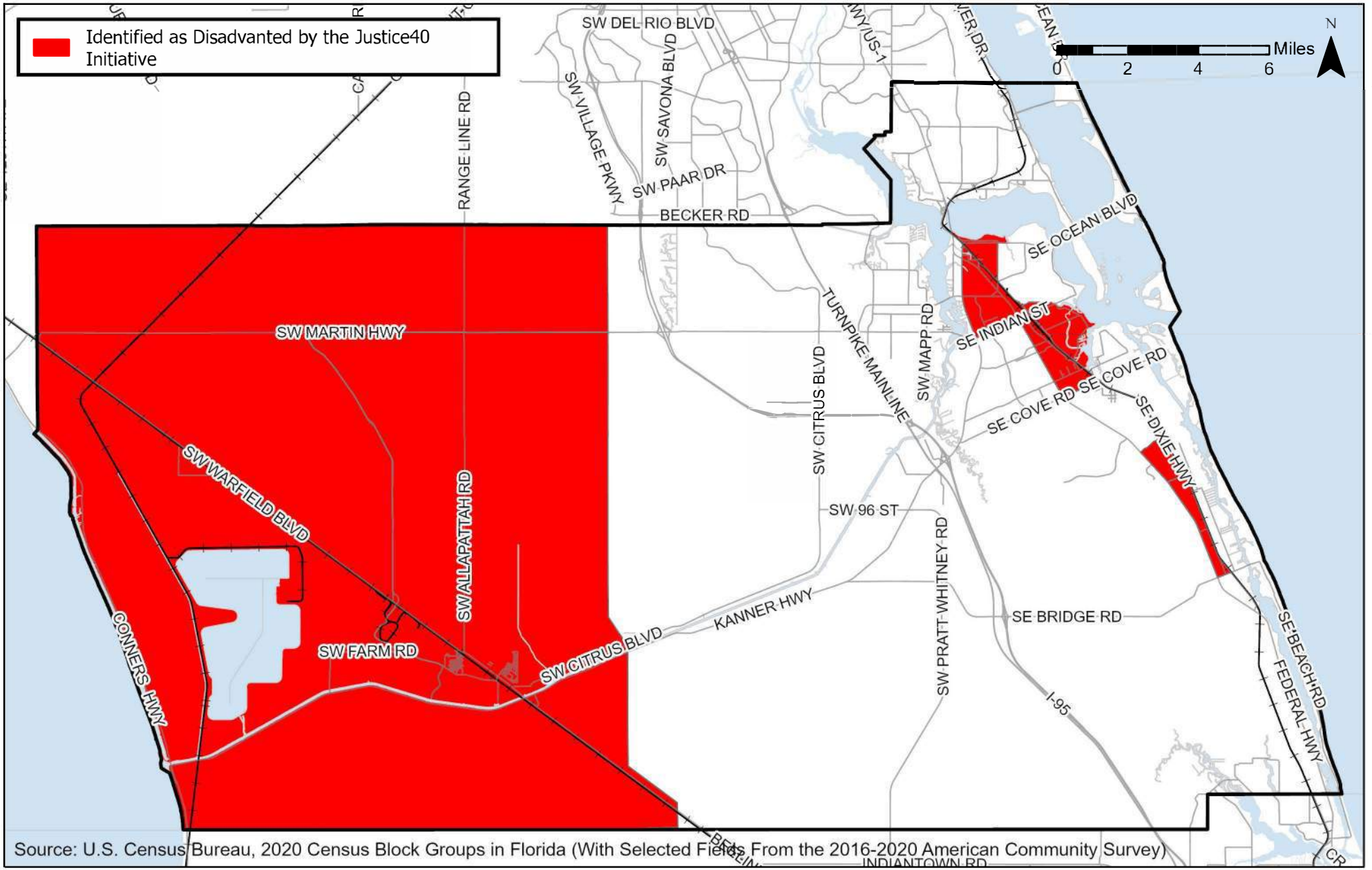
Figure 5



Zero Auto Households

Martin County

Figure 6



MARTIN MPO Metropolitan Planning Organization

TYLin

Disadvantaged Population

Martin County

MARTIN MOVES 2050

APPENDIX B – Elected Officials and Stakeholders

Elected Officials and Key Stakeholders - Martin County MPO

Name	Location	Department
State of Florida		
Sirena Davila	Southeast District Office	Florida Department of Environmental Protection, Director of District Management
Ann Broadwell	District 4	Florida Department of Transportation, Environmental Administrator
Rick Gonzalez	West Palm Beach	Florida Department of State/Division of Historic Resources/Florida Historical Commission Vice Chairman/ Preservation Architect
VACANT	Okeechobee District	Florida Department of Agriculture and Consumer Services/Florida Forest Service, Field Unit Manager
VACANT	Martin County	Florida Department of Agriculture and Consumer Services/Florida Forest Service, Forester
VACANT		Florida Department of Economic Opportunity Division of Community Development, Director
James Stansbury		Florida Department of Economic Opportunity Division of Community Planning and Growth, Director
Jennifer Marshall P.E.		Florida Department of Transportation Office Environmental Management Director
Steven C. Braun	District 4	Florida Department of Transportation, Secretary
Guillermo Canedo	District 4	Florida Department of Transportation, Public Information Director
Thomas Reinert	South Region	Florida Fish and Wildlife Conservation Commission, Regional Director
Marsha Ward	South Region	Florida Fish and Wildlife Conservation Commission, Division of Habitat & Species Conservation, Regional Wildlife Administrator
Major Matthew Williams	Troop L Commander Fort Pierce	Florida Highway Patrol
Major Roger Reyes	Troop K Commander Florida's Turnpike	Florida Highway Patrol
Annemarie Hammond		Florida's Turnpike Enterprise, Environmental Administrator
Alison Stettner		Florida's Turnpike Enterprise, Headquarters, Director of Transportation Development
Ivette Ruiz-Paz		Florida's Turnpike Enterprise, Acting Director of Communications
Federal		
VACANT	Orlando District Office	Federal Aviation Administration, District Administrator
Robert Samaan	Region IV	Federal Emergency Management Agency, Regional Administrator
VACANT	District IV	Federal Highway Administration, Transportation Engineer
Amit Bose		Federal Railroad Administration, Regional Administrator
Brigadier General Daniel Hibner	District Commander, South Florida	U.S. Army Corps of Engineers
Captain Chris Cederholm	Sector Commander, Miami	U.S. Coast Guard
Sheryl Oneil	Flotilla 5-9 FC, Stuart	U.S. Coast Guard
Ken Arney	Southern Region	U.S. Department of Agriculture, Regional Forester
Kim Amendola	Southeast	U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Deputy Regional Administrator
John Quade	Region IV Field Environmental Office	U.S. Department of Housing and Urban Development
Bob Swithers	Florida District	U.S. Department of the Interior, Bureau of Land Management, District Manager
Kimberly Bouchard	Eastern Region	U.S. Department of the Interior, Bureau of Indian Affairs, Regional Director
Mark Foust	Region 2	U.S. Department of the Interior, National Park Service, Regional Director
Martha Williams		U.S. Department of the Interior, U.S. Fish and Wildlife Service, Director
Mike Oetker	Southeast Region	U.S. Department of the Interior, U.S. Fish and Wildlife Service, Regional Director
Holly Weyers	Southeast Region	U.S. Department of the Interior, U.S. Geological Survey, District Director
Jeananne Gettle	Region 4	U.S. Environmental Protection Agency, NEPA Program Office, Acting Regional Administrator
Regional MPO/TPO/TPA		
Martin Metropolitan Planning Organization		
St. Lucie Transportation Planning Organization		
Indian River County Metropolitan Planning Organization		
Palm Beach County Transportation Planning Organization		
Broward Metropolitan Planning Organization		
Treasure Coast Regional Planning Council		
South Florida Water Management District		
Local Agencies		
Martin County Staff		
Don Donaldson		County Administrator
Matthew Graham		Assistant County Administrator

Michael Maine		Superintendent of Schools, mainem@martinschools.org
City of Stuart City Commission		
The Honorable Rebecca Bruner	Group II	Mayor, bbruner@ci.stuart.fl.us
The Honorable Campbell Rich	Group II	Vice Mayor, crich@ci.stuart.fl.us
The Honorable Eula Clarke	Group V	Commissioner, eclark@ci.stuart.fl.us
The Honorable Christopher Collins	Group III	Commissioner, ccollins@ci.stuart.fl.us
The Honorable Troy McDonald	Group IV	Commissioner, tmcdonald@ci.stuart.fl.us
Town of Sewall's Point Commision		
The Honorable John Tompeck		Mayor, jtompeck@sewallspoint.org
The Honorable Frank Fender		Vice Mayor, ffender@sewallspoint.org
The Honorable Kaija Mayfield		Commissioner, kmayfield@sewallspoint.org
The Honorable Dave Kurzman		Commissioner, dkurzman@sewallspoint.org
The Honorable Vinny Barile		Commissioner, vbarile@sewallspoint.org
Town of Ocean Breeze Commision		
The Honorable Karen Ostrand		Mayor, mayor@townofoceanbreeze.org
The Honorable Sandy Kelley		President, skelley@townofoceanbreeze.org
The Honorable Liz Reese		Vice President, ereese@townofoceanbreeze.org
The Honorable Kevin Docherty		Council Member, kdocherty@townofoceanbreeze.org
The Honorable Gina Kent		Council Member, gkent@townofoceanbreeze.org
The Honorable Matthew Squires		Council Member, msquires@townofoceanbreeze.org
The Honorable Michael Heller		Council Member, mheller@townofoceanbreeze.org
Town of Jupiter Island Commission		
The Honorable Penelope Townsend		Mayor, ptownsend@tji.martin.fl.us
The Honorable Marshall Field VI		Vice Mayor, mfield@tji.martin.fl.us
The Honorable Anne Scott		Commissioner, ascott@tji.martin.fl.us
The Honorable Patsy Warner		Commissioner, pwarner@tji.martin.fl.us
The Honorable Joe Taddeo		Commissioner, jtaddeo@tji.martin.fl.us
Village of Indiantown Council		
The Honorable Susan Gibbs Thomas		Mayor, sthomas@indiantownfl.gov
The Honorable Angelina Perez		Vice Mayor, aperez@indiantownfl.gov
The Honorable Carmine Dipaolo		Council Member, cdipaolo@indiantownfl.gov
The Honorable Janet Hernandez		Council Member, jhernandez@indiantownfl.gov
Envionmental		
Robert Lee Boyle III		Florida Division of Blind Services, Director, robert.doyle@dbs.fldoe.org
Matthew Anderson		Indian River Lagoon Aquatic Preserves, matthew.r.anderson@floridadep.gov
Matthew Anderson		Jensen Beach to Jupiter Aquatic Preserve, matthew.r.anderson@floridadep.gov
Sirena Davila	District 5	Florida Department of Environmental Protection, sirena.davila@floridadep.gov
Vacant		Hobe Sound National Wildlife Refuge, HobeSound@fws.gov
Vacant		Florida Forest Service, Martin County Forester
Business		
Patty O'Connell		Downtown Business Association of Stuart, President, pattyoconnell@gumbolimbogifts.com
Candace Callahan		Stuart-Main Street & Downtown Business Association, director@stuartmainstreet.org
Lainey Muenich		Hobe Sound Chamber of Commerce, CEO, lainey@hobesound.org
Joseph Catrambone		Stuart/Martin County Chamber of Commerce, President/CEO, jcat@stuartmartinchamber.org
Missi Campbell		Palm City Chamber of Commerce, Executive Director, missi@palmcitychamber.com
Anna Blake		Indiantown Chamber of Commerce, President, info@indiantownchamber.com
Janet O'Brien		Martin County Board of Realtors, CEO, jobrien@martincountyrealtors.org
Dan Hudson		Business Development Board of Martin County, dhudson@bdbmc.org
Ted Astolfi		Economic Council of Martin County, CEO, tastolfi@mceconomic.org
Lindsay Parkin		Young Professionals of Martin County, Executive Director, info@ympc.org
Freight, Trucking and Moving Companies		
Alix Miller, PH.D		Florida Trucking Association, President and CEO, alix@floridatrucking.org

David Armellini		Armellini Express Lines, Inc, info@armellini.com
Scott Jones		Jensen Moving & Storage, info@jensenmoving.com
Patricia Musso		All County Movers, allcountymovers@aol.com
Interested Businesses, Minority and Traditional Underserved Community Contacts		
Carol G. Houwaart-Diez		United Way of Martin County, President/CEO
Jay Spicer		Martin County Fair Association, Fair Manager
Tressa Everett		YMCA of the Treasure Coast, Stuart Branch Executive Director
Keith Fletcher		Boys & Girls Club of Martin County, President & CEO
David Heaton		Children's Services Council of Martin County, Executive Director
Tammy Calabria		Children's Museum of the Treasure Coast, Executive Director
Sister Elizabeth Dunn		Hope Rural School, Director
Suzy Hutcheson		Helping People Succeed, President/CEO
Janet Cooper		Helping People Succeed, Vice President
Ruth Mageria		CROS Ministries, Executive Director
Maria C. Garza		East Coast Migrant Head Start. CEO
Gigi Suntum		Caring Children Clothing Children, Executive Director
Don Fucik		House of Hope, President
Jacqueline Clarke		Indiantown Community Outreach, Director
Judith Cruz		Treasure Coast Food Bank, President & CEO
Mitch Hall		Treasure Coast Food Bank, Chairman
Pete Tesch		Treasure Coast Food Bank, Vice Chairman
Jimmy Smith		NAACP - Martin County, President
Pastor George Palmer		Mt. Zion Missionary Baptist Church
Pastor Bruce Butler		Family Worship Center
Joshua Hanna		Caring Ministries/Mission House, Director
Kevin Wrenne		Alzheimer's Community Care, Interim President & CEO
Brenda Dickerson		Love and Hope in Action, President & CEO
Lorie Shekailo		Ministers of the Word/Readers, Finance & Operations Manager
The Rev. Jeff Bennett		First United Methodist Church of Stuart, Senior Pastor
Lola Mosley, Esq.		Florida Rural Legal Services, Interim Executive Director
Danielle Sexton-Wills		ARC of Martin County, CEO
Karen Ripper		Council on Aging of Martin County, President/CEO
John Fowler		Drug Abuse Treatment Center, President/CEO
Thelma Washington		Gertrude Walden Childcare Center, Executive Director
Matt Markley		Hibiscus Children's Center, President/CEO
Ashley Azzi		Hobe Sound Early Learning Center, Head of School
Joanne Sweazey		Hobe Center for Autism, CEO
Diamond Litty		Life Builders of the Treasure Coast, Executive Director
Lori Sang		Light of the World Charities, Executive Director
Samantha Suffich		Martin County Healthy Start Coalition, CEO
Alean Timm		Mary's Shelter, Executive Director
Robert Zaccheo		Project Lift, CEO
Jennifer Fox		SafeSpace, Inc, CEO
Anne Posey		Tykes & Teens, Inc., CEO
Charlene Lyons		YMCA of the Treasure Coast, President/CEO
Virginia Hill		Kiwanis Club of Stuart, President
Nancy Weiss		Rio Civic Club, President
Wendy Reynoso		The Banner Lake Club, CEO
Jacqueline Clarke		Indiantown Community Outreach Center
Chelsey Matheson		Martin County Interagency, President
Coalition Bernie Roy		Stuart Rotary Club, President
John Robitaille		Stuart-Sunrise Rotary Club, President

Interested Parties		
Carol Fitzpatrick		Carolfitzz@hotmail.com
Margie Garren		mregarren@aol.com
Patricia Davis		ptbt89@aol.com
Colleen Pachowicz		comaide3@martin.fl.us
Comish		Comish@martin.fl.us
Additionally, there are approximately 650 registered homeowner's associations, condominium associations or co-operatives in Martin County.		

3481 SE Willoughby Blvd,
Suite 101
Stuart, FL 34994
martinmpo.com

MARTIN MPO
Metropolitan Planning Organization

Appendix B
Public Involvement Summary

Public Meetings (Open House) Summary

Project: 2050 Long Range Transportation Plan (LRTP)

Meeting Notes

Subject: Public Meeting – Open House/Visioning Session #1
Location: City Hall, 121 SW Flagler Avenue**,** Stuart, FL 34994
Date: November 19, 2024
Time: 4:30PM-6:30PM

Attendees:
Martin MPO: Beth Beltran, Ricardo Vazquez, Lucine Martens, Margie Tamblyn
TYLin Team: Vikas Jain, Jade Reinhart, Shannon Salter, Amy Lee Diel
Elected Officials:
None
Agency Representatives:
Lisa Wichser, P.E., CFM, Martin County Engineer
Erika Thompson, Transportation Planner, Federal Highway Administration (FHWA)
Dana Knox, Community Planner, Project Development, Federal Highway Administration (FHWA)
Victoria Williams, Turnpike Freight Coordination
Media:
None

Meeting Materials:

- PowerPoint presentation including *Martin Moves 2050* video, transportation boards, mobility bucks, comment forms, Martin Moves 2050 business cards, and transportation surveys in both English and Spanish (hard copy and electronic)

Meeting Notification:

- As demonstrated below, the project team undertook an extensive effort to notify the public regarding the participation opportunity for *Martin Moves 2050* visioning session #1.
  - Press release published in TC Palms – 11/10/24 and 11/15/24 and Hometown News 11/15/24
  - Friends and Neighbors Newsletter
  - Electronic billboard digital display along US-1 from Thursday (11/14/24) leading up to the public meeting on Tuesday (11/19/24).
  - Yard signs at various locations throughout the County
  - Email blast via Martin County Constant Contact database
  - Email blast including project flyer in English and Spanish sent on 11/08/24 to members of the following organizations
    - ✓ Jensen Beach Chamber of Commerce
    - ✓ Stuart/Martin Chamber of Commerce
    - ✓ Hobe Sound Chamber of Commerce
    - ✓ Indiantown Chamber of Commerce
    - ✓ Palm City Chamber of Commerce

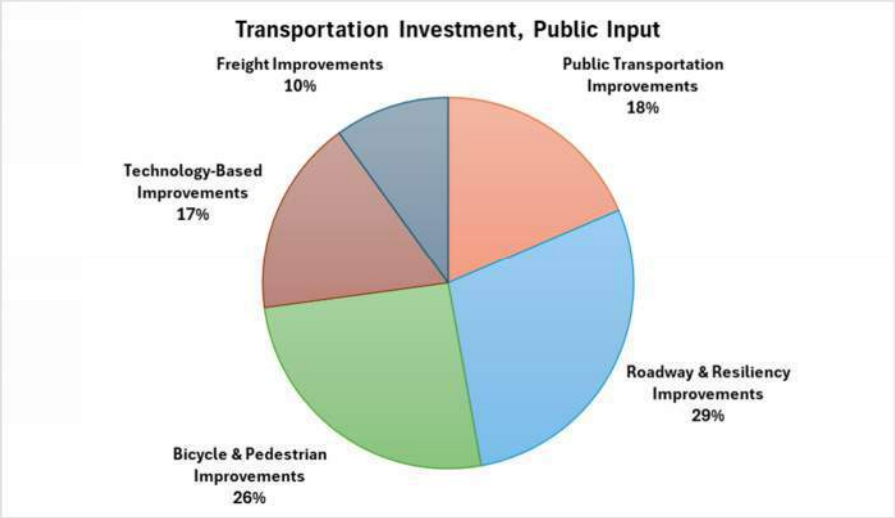
- ✓ Martin County
- ✓ City of Stuart
- ✓ Town of Sewall's Point
- ✓ Village of Indiantown
- ✓ Town of Jupiter Island
- ✓ Blake Library
- ✓ Elisabeth Lahti Library
- ✓ Hobe Sound Library
- ✓ Hoke Library
- ✓ Peter & Julie Cummings Library
- ✓ Robert Morgade Library
- ✓ Indian River State College Chastain Campus
- ✓ Stuart Main Street
- ✓ Treasure Coast Cycling Association

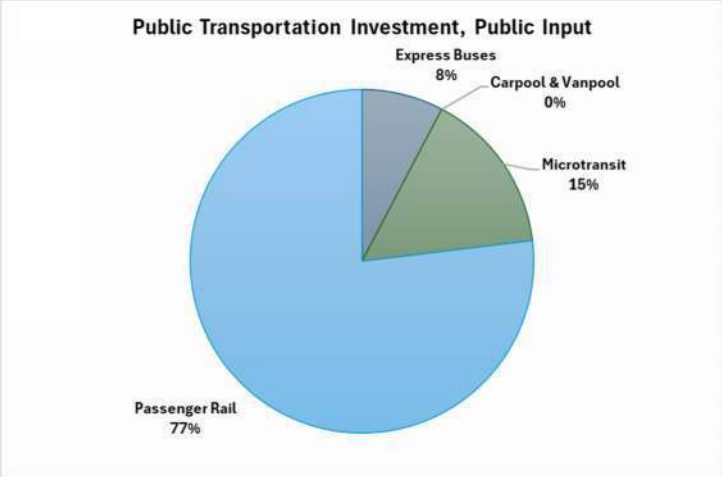
- Emails sent requesting flyers to be posted in the following facilities or emailed to their members.
  - ✓ Village of Indiantown
  - ✓ All libraries including:
  - ✓ Blake Library
  - ✓ Elisabeth Lahti Library
  - ✓ Hobe Sound Library
  - ✓ Hoke Library
  - ✓ Peter & Julie Cummings Library
  - ✓ Robert Morgade Library
- Posted flyers in English and Spanish at Marty bus stops.
- Martin MPO website and Martin County website
- *Martin Moves 2050* business cards

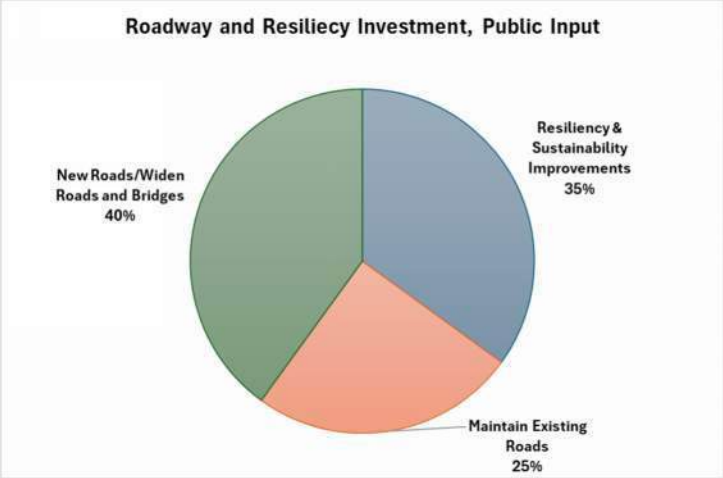
Summary Notes:

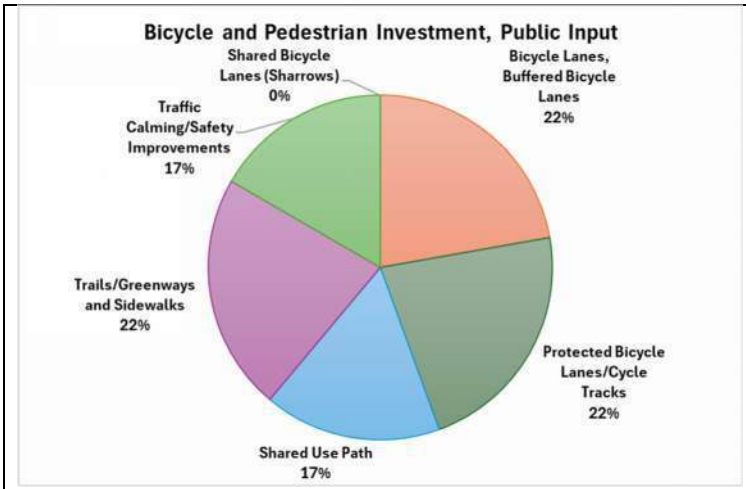
- Reference Attachment 1: Meeting Notifications
- Reference Attachment 2: Public Input
- Number of attendees: 12 (excluding project team members)
- One (1) written comment was received.
- The following questions and comments were made during the open discussion after the presentation.
  - Preparing for the effects of climate change and getting people to take public transportation is important.
  - Resiliency is important in Eastern Martin County because storm surge maps show more residences will be affected.

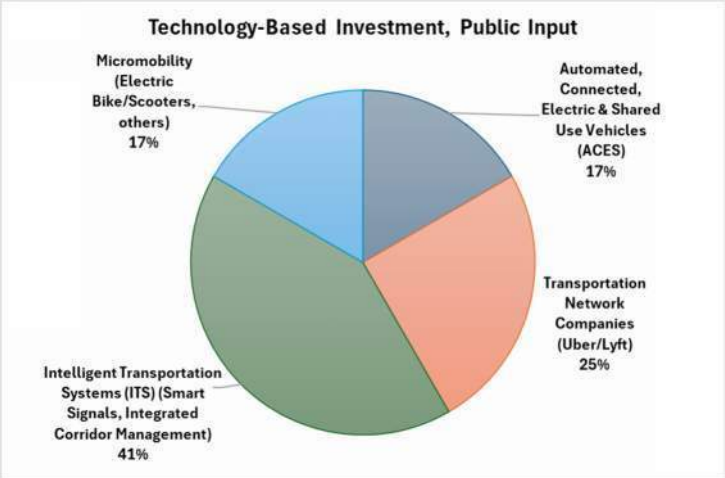
- Results from the mobility bucks' interactive exercise:

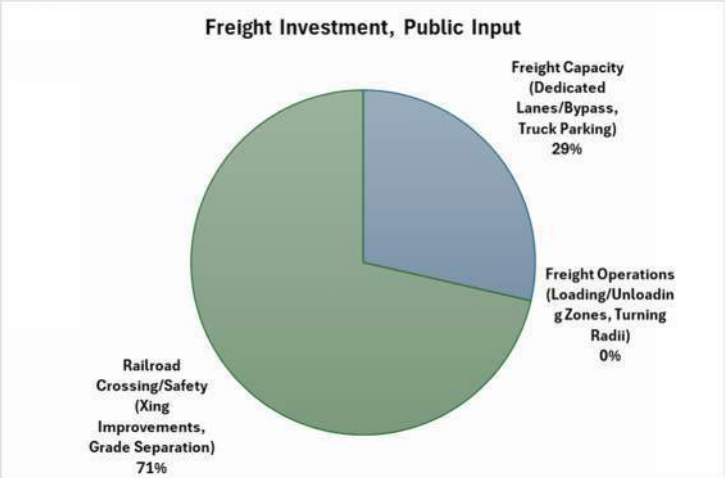







Bicycle and Pedestrian Investment, Public Input
Shared Bicycle Lanes (Sharrows) 0%
Bicycle Lanes, Buffered Bicycle Lanes 22%
Traffic Calming/Safety Improvements 17%
Trails/Greenways and Sidewalks 22%
Protected Bicycle Lanes/Cycle Tracks 22%
Shared Use Path 17%


Technology-Based Investment, Public Input
Micromobility (Electric Bike/Scooters, others) 17%
Automated, Connected, Electric & Shared Use Vehicles (ACES) 17%
Transportation Network Companies (Uber/Lyft) 25%
Intelligent Transportation Systems (ITS) (Smart Signals, Integrated Corridor Management) 41%


Freight Investment, Public Input
Freight Capacity (Dedicated Lanes/Bypass, Truck Parking) 29%
Freight Operations (Loading/Unloading Zones, Turning Radii) 0%
Railroad Crossing/Safety (Xing Improvements, Grade Separation) 71%

Attachment 1: Meeting Notifications

Hometown News Ad Publication Affidavit

Hometown News
Hometown News Media Group
P.O. Box 850

LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Shannon Salter
Quest Corporation Of America - QCA
17220 Camelot CT
Land O Lakes FL 34638-7202

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the Indian River Press Journal/St Lucie News Tribune/Stuart News, newspapers published in Indian River/St Lucie/Martin Counties, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of Public Notices, was published on the publicly accessible websites of Indian River/St Lucie/Martin Counties, Florida, or in a newspaper by print in the issues of, on:

11/10/2024, 11/15/2024

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 11/15/2024

Legal Clerk

Notary, State of WI, County of Brown

3.7.27

My commission expires

Publication Cost:	$162.72	
Tax Amount:	$0.00	
Payment Cost:	$162.72	
Order No:	10757379	# of Copies:
Customer No:	1126730	1
PO #:	MPO 2050 LRTP	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KAITLYN FELTY
Notary Public
State of Wisconsin

Martin MPO Seeks Public Input in Developing 2050 Long Range Transportation Plan

Martin County, FL - Martin County residents will have the opportunity to meet with transportation planners this November, with additional meetings planned in the future, to help shape the 2050 Long Range Transportation Plan (LRTP). These open house visioning sessions provide the community with an opportunity to give input and share their ideas about how and where Martin County should improve transportation, accessibility and safety as well as long term transit planning.

The first open house visioning session will take place on **Tuesday, November 19, 2024, from 4:30 p.m. to 6:30 p.m.at Stuart City Hall, 121 SW Flagler Ave., Stuart, FL 34994.**

The LRTP is updated every five years, covering a 25-year period to meet the evolving needs of residents. The plan is overseen by the MPO Governing Board, which includes representatives from the Martin County Board of County Commissioners, the City of Stuart Commission, the Town of Sewall's Point Commission, and the Village of Indiantown Council.

For more information on the 2050 LRTP, please visit www.martinmpo.com or you may contact Ricardo Vazquez, Principal Planner at 772-223-7983, or via email at **rvazquez@martin.fl.us.**

TCN 11/10/24; 11/15/24 #10757379

Page 1 of 1

TC Palms Ad Publication Affidavit

LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Shannon Salter
Quest Corporation Of America - QCA
17220 Camelot CT
Land O Lakes FL 34638-7202

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the Indian River Press Journal/St Lucie News Tribune/Stuart News, newspapers published in Indian River/St Lucie/Martin Counties, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of Public Notices, was published on the publicly accessible websites of Indian River/St Lucie/Martin Counties, Florida, or in a newspaper by print in the issues of, on:

11/10/2024, 11/15/2024

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 11/15/2024

Keegan Keenan
Legal Clerk

Notary, State of WI, County of Brown

3.7.27
My commission expires

Publication Cost:	$162.72	
Tax Amount:	$0.00	
Payment Cost:	$162.72	
Order No:	10757379	# of Copies:
Customer No:	1126730	1
PO #:	MPO 2050 LRTP	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KAITLYN FELTY
Notary Public
State of Wisconsin

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Page 1 of 1

Electronic Billboard Digital Display



10 Yard Signs Placed Throughout the County

Yacht & Country Club Neighborhood @ Dixie





Dixie @ Indian St.





Palm City Road @ US-1





The intersection of St Lucie Ave and Flagler





City Hall



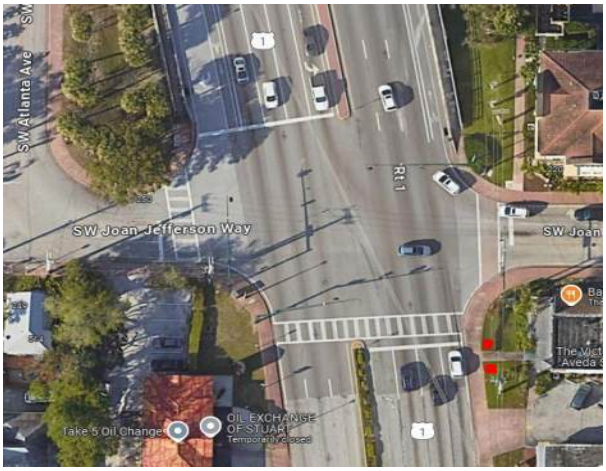


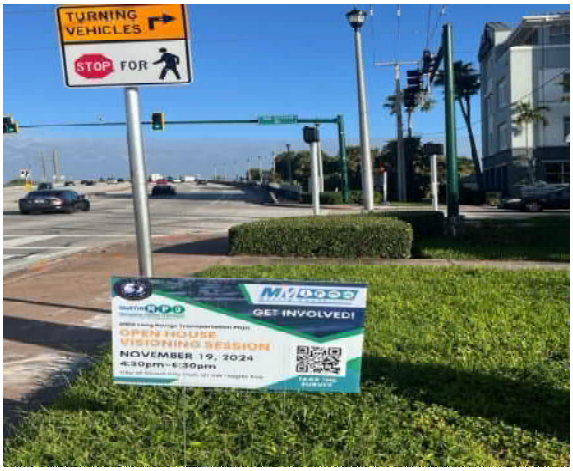
US-1 @ Kanner Hwy





US-1 @ Joan Jefferson Way





US-1 and Jensen Beach Blvd



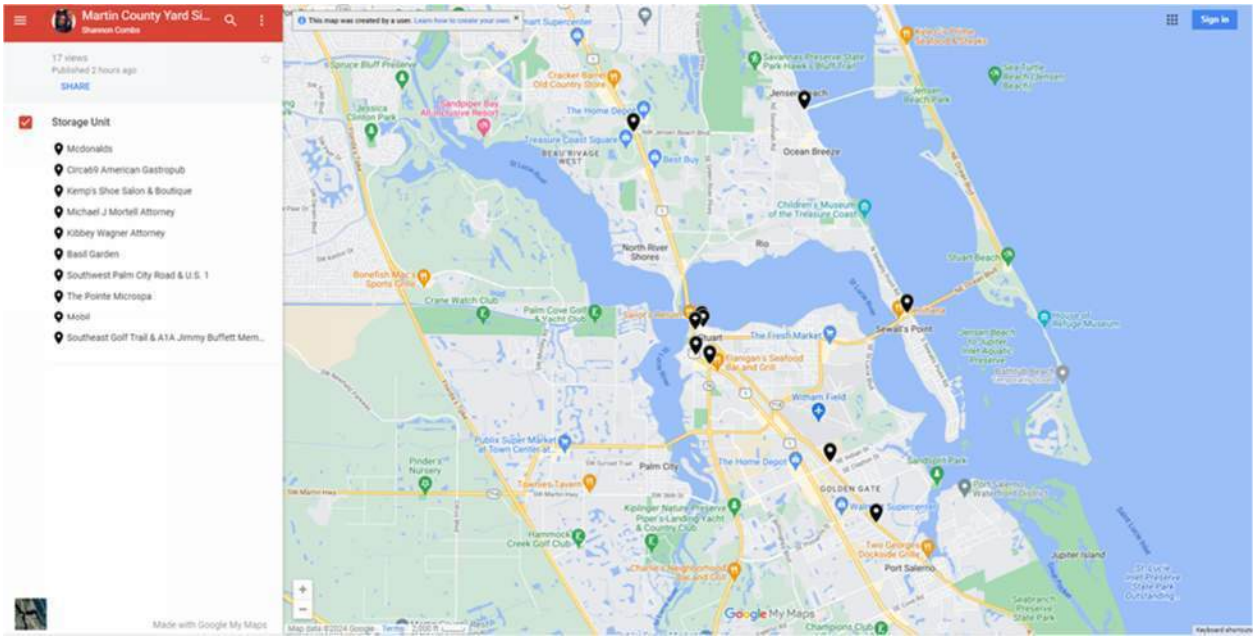


Jensen Beach Causeway @ Indian River Drive





Map showing Yard Sign Locations



Project Flyer - English



Project Flyer - Spanish



Martin Moves 2050 Business Cards



MARTIN MOVES 2050

The Martin Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) outlines a comprehensive vision for the region's transportation system over the next 25 years. Your input will help shape the future of transportation in Martin County.

MARTIN MPO
Metropolitan Planning Organization

Scan to complete the survey



Contact Us!

MARTIN MPO
Metropolitan Planning Organization

Ricardo Vazquez
rvazquez@martin.fl.us
772-223-7983

Vikas Jain
vikas.jain@tylin.com
954-308-3353

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with questions or concerns about non-discrimination, or who require special accommodations under the Americans with Disabilities Act (ADA) or language translation services (free of charge) should contact Ricardo Vazquez, Project Manager, MPO (Title VI/Nondiscrimination) at (772) 223-7983 or rvazquez@martin.fl.us.

Attachment 2: Public Input

Comment Form

MARTIN MOVES 2050

Open House Visioning Session
Martin MPO Martin Moves 2050
City of Stuart Commission Chambers
121 SW Flagler Ave, Stuart, FL 34994
Tuesday, November 19, 2024, at 4:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "comment box" provided at the meeting. Check the Martin MPO's website regularly for updates about the LRTP, meeting announcements, and ways to get involved at MartinMPO.com. If you would like to provide input directly, please send your comments to martinmpo@martin.fl.us, or contact Ricardo Vazquez, MPO Principal Planner, at (772) 223-7983.

CLIMATE CHANGE IS REAL. WE MUST PREPARE FOR THE AFFECTS DUE TO CLIMATE CHANGE.

GETTING PEOPLE TO TAKE PUBLIC TRANSPORTATION, WALK OR BICYCLE IS IMPORTANT.

RESILIENCY IS ESPECIALLY IMPORTANT IN EASTERN MARTIN COUNTY. FOR EXAMPLE, STORM SURGE MAPS SHOW MORE + MORE RESIDENCES ARE + WILL BE AFFECTED

Name JULIE PREAST
Address 538 NE ALICE ST
City, State, Zip JENSEN BEACH, FL 34957
Email juliepreast@bellsouth.net

** This document is subject to public record laws and may be released to the media or public upon request. If you would like to be added to the 2050 LRTP Mailing List, please email martinmpo@martin.fl.us.*

MARTIN MPO
Metropolitan Planning Organization

MARTIN MOVES 2050

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Retangular Flashing Beacons

Name Gary Ehrler

Address on File

City, State, Zip

Email

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MARTIN MPO
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BRIDGE OR TUNNEL for R&R Crossing

Name

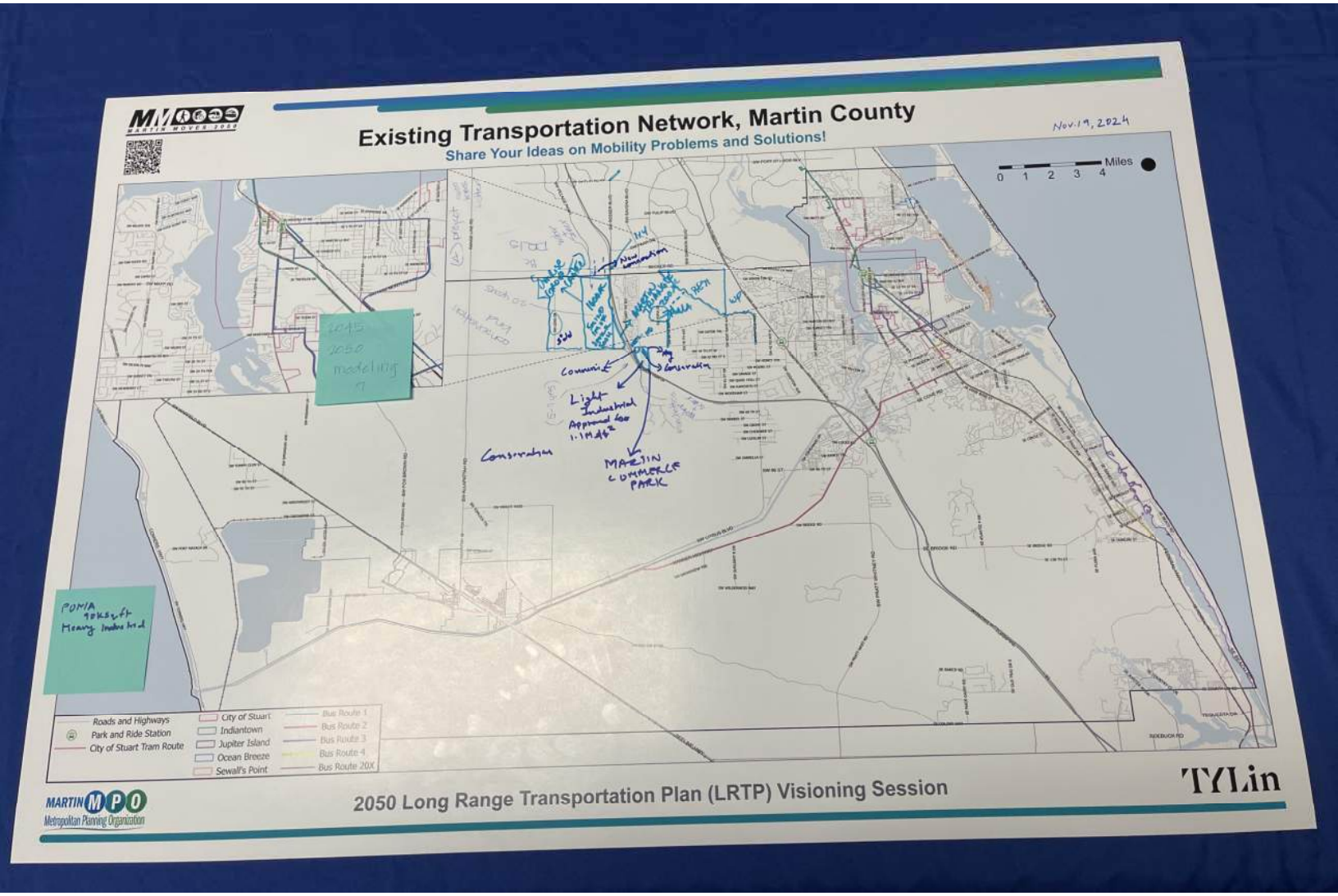
Address

City, State, Zip

Email

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Interactive Public Input Map



Sign-in Sheets

MARTIN MOVES 2050

Open House Visioning Session
Martin MPO Martin Moves 2050
City of Stuart Commission Chambers
121 SW Flagler Ave, Stuart, FL 34994
Tuesday, November 19, 2024, at 4:30 p.m.

PROJECT TEAM

This document is subject to public record laws and may be released to the media or public upon request. If you do not want your personal information to be made public, do not provide this information.

NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Lucine Martens for Martin MPO	34994	Ricky, Beth, Margie, Lucine		Project MPO Team	✓
Vikas Jain	33309	vikas.jain@tylin.com	954-308-3353	TYLin	✓
Amy Lee Diel		Quest			
Shannon Salter		Quest			
Jade Reinhart	33145	jade.reinhart@tylin.com	573-552-7776	Tylin	✓

MARTIN MPO
Metropolitan Planning Organization

MARTIN MOVES 2050

Open House Visioning Session
Martin MPO Martin Moves 2050
City of Stuart Commission Chambers
121 SW Flagler Ave, Stuart, FL 34994
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PUBLIC

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NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Jim Navasa	34990	jnavasa@ashleycapital.com	772-370-3108	facebook	yes
Lisa Wichser	34996	lwichser@martin.fl.us	772 260 0117	Staff	Yes
Gary Ehrlich	34997	GaryEhrlich@GMAIL.COM	561-262-2311	online	yes
Victoria A. Williams	33406	Victoria.A.Williams@dot.state.fl.us	4074629225	MPO Website	y
Erika Thompson	32309	erika.thompson@dot.gov		MPO	
Joe Capra	~~34996~~	Jcapra@gp CAPITAL.com	772 215-0320	MPO	Yes
Melody Hearn		FCCT.Area15@ FamilyCare Council/Area15 gmail.com	772-359-0954	Local Coordinating Bd TD / MPO Facebook	Yes

MARTIN MPO
Metropolitan Planning Organization

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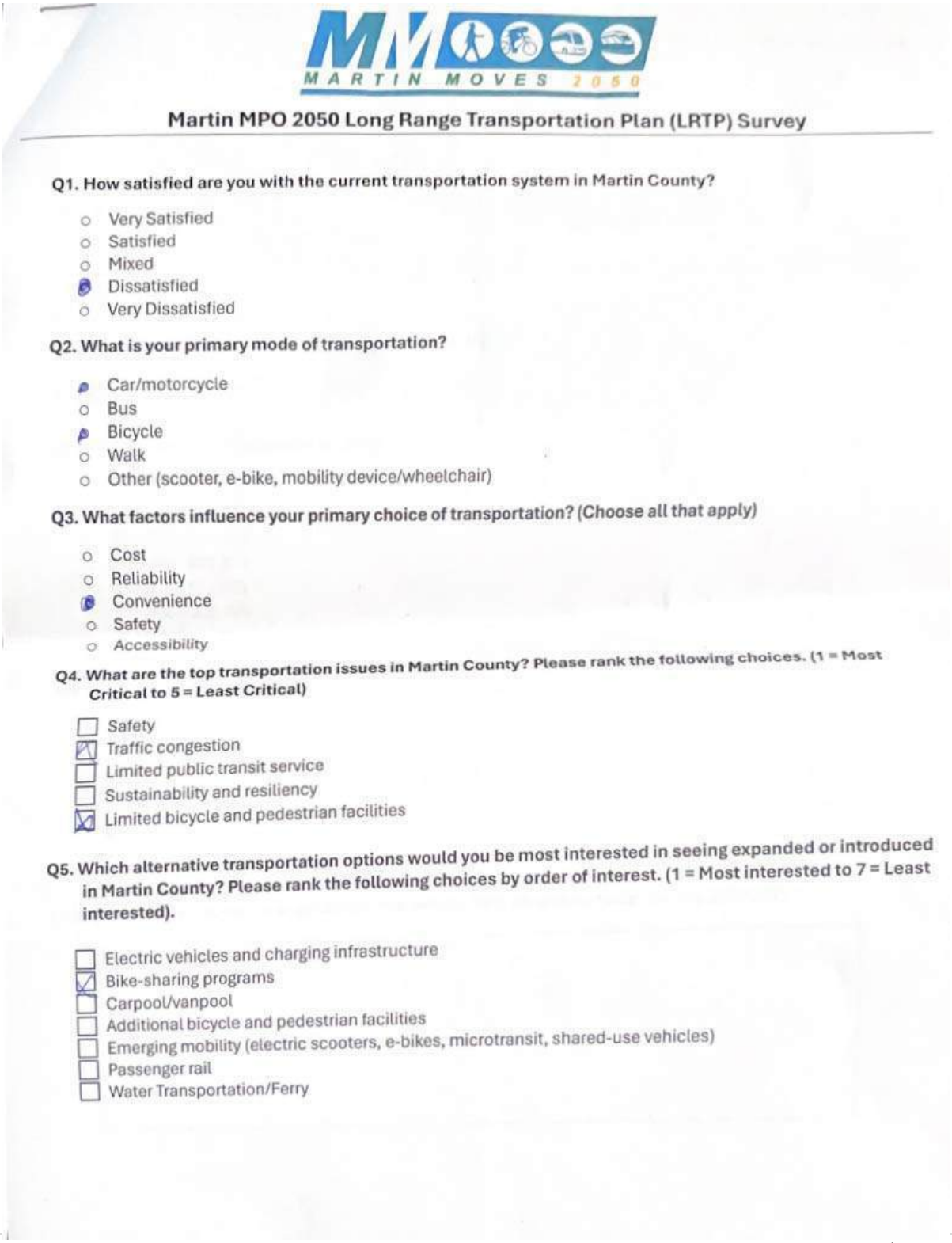
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NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Gail Goldy	34994	ggoldy@comcast.net	772-233-7332	News Letter	yes
Bill Goldy	34994	wgoldy46@gmail.com	772-341-4412	"	yes
Dana Knox	32312	dana.knox@dot.gov	850-[illegible]		yes
Jim Dalseth	34996	dufferdez2@yahoo.com	772-287-7164	Sign	yes
Julie Priest	34957	juliepriest@bellsouth.net	772-692-1163	BPAC	yes

MARTIN MPO
Metropolitan Planning Organization

Transportation Survey



MARTIN MOVES 2050

Martin MPO 2050 Long Range Transportation Plan (LRTP) Survey

Q1. How satisfied are you with the current transportation system in Martin County?

- ○ Very Satisfied
- ○ Satisfied
- ○ Mixed
- ● Dissatisfied
- ○ Very Dissatisfied

Q2. What is your primary mode of transportation?

- ● Car/motorcycle
- ○ Bus
- ● Bicycle
- ○ Walk
- ○ Other (scooter, e-bike, mobility device/wheelchair)

Q3. What factors influence your primary choice of transportation? (Choose all that apply)

- ○ Cost
- ○ Reliability
- ● Convenience
- ○ Safety
- ○ Accessibility

Q4. What are the top transportation issues in Martin County? Please rank the following choices. (1 = Most Critical to 5 = Least Critical)

- ☐ Safety
- ☒ Traffic congestion
- ☐ Limited public transit service
- ☐ Sustainability and resiliency
- ☒ Limited bicycle and pedestrian facilities

Q5. Which alternative transportation options would you be most interested in seeing expanded or introduced in Martin County? Please rank the following choices by order of interest. (1 = Most interested to 7 = Least interested).

- ☐ Electric vehicles and charging infrastructure
- ☒ Bike-sharing programs
- ☐ Carpool/vanpool
- ☐ Additional bicycle and pedestrian facilities
- ☐ Emerging mobility (electric scooters, e-bikes, microtransit, shared-use vehicles)
- ☐ Passenger rail
- ☐ Water Transportation/Ferry

26. How would you prioritize the following improvements? Please rank your priorities in order of importance. (1 = Highest Priority to 10 = Lowest Priority)

8 ☐ Improve/expand transit service
1 ☐ Improvements to bicycle and pedestrian facilities/trails
6 ☐ Traffic calming and safety improvements
3 ☐ Existing roadway maintenance improvements
3 ☐ Reduce traffic congestion through technology improvements, such as smart signals
7 ☐ Improvements that support Automated, Connected, Electric and Shared-Use vehicles
4 ☐ New and/or widened roads/bridges
2 ☐ Emerging mobility improvements (electric scooters, e-bikes, scooter/bike share programs, shared-use vehicles)
10 ☐ Freight improvements
9 ☐ Extreme weather and resiliency-related improvements

Q7. What is your zip code? 34994

Q8. What is your household income range?

- ○ Less than $14,999
- ○ $15,000 - $24,999
- ○ $25,000 - $34,999
- ○ $35,000 - $49,999
- ○ $50,000 - $74,999
- ○ $75,000 – $99,999
- ○ $100,000 - $149,999
- ○ $150,000 or more

Q9. What is your age?

- ○ Younger than 20
- ○ 20-29
- ○ 30-39
- ○ 40-49
- ○ 50-59
- ○ 60-69
- ☑ 70 or older
- ○ Prefer not to answer

Q10. Do you have additional suggestions that Martin MPO should consider for the 2050 LRTP?

MARTIN MOVES 2050

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- ○ Satisfied
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Q3. What factors influence your primary choice of transportation? *(Choose all that apply)*

- ○ Cost
- ○ Reliability
- ◉ Convenience
- ◉ Safety
- ○ Accessibility

Q4. What are the top transportation issues in Martin County? Please rank the following choices. (1 = Most Critical to 5 = Least Critical)

- [2] Safety
- [1] Traffic congestion
- [5] Limited public transit service
- [3] Sustainability and resiliency
- [4] Limited bicycle and pedestrian facilities

Q5. Which alternative transportation options would you be most interested in seeing expanded or introduced in Martin County? Please rank the following choices by order of interest. (1 = Most interested to 7 = Least interested).

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- [5] Bike-sharing programs
- [4] Carpool/vanpool
- [1] Additional bicycle and pedestrian facilities
- [3] Emerging mobility (electric scooters, e-bikes, microtransit, shared-use vehicles)
- [7] Passenger rail
- [4] Water Transportation/Ferry

5. **How would you prioritize the following improvements? Please rank your priorities in order of importance. (1 = Highest Priority to 10 = Lowest Priority)**

- [9] Improve/expand transit service
- [6] Improvements to bicycle and pedestrian facilities/trails
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- ○ $35,000 - $49,999
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- ✓ $75,000 – $99,999
- ○ $100,000 - $149,999
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- ○ Younger than 20
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Q10. Do you have additional suggestions that Martin MPO should consider for the 2050 LRTP?













Project: 2050 Long Range Transportation Plan (LRTP)

Meeting Notes

Subject: Public Meeting – Open House/Visioning Session #2
Location: Peter & Julie Cummings Library – Donahue Room, 2551 SW Matheson Ave, Palm City, FL 34990
Date: January 16, 2025
Time: 4:30 p.m. to 6:30 p.m.

Attendees:
Martin MPO: Beth Beltran, Ricardo Vazquez, Lucine Martens, Margie Tamblyn, Susan Ortiz
TYLin Team: Vikas Jain, Jade Reinhart, Shannon Salter, Amy Lee Diel
Elected Officials:
None
Agency Representatives:
None
Media:
None

Meeting Materials:

- PowerPoint presentation including *Martin Moves 2050* video, transportation boards, mobility bucks, comment forms, Martin Moves 2050 business cards, and transportation surveys in both English and Spanish (hard copy and electronic)

Meeting Notification:

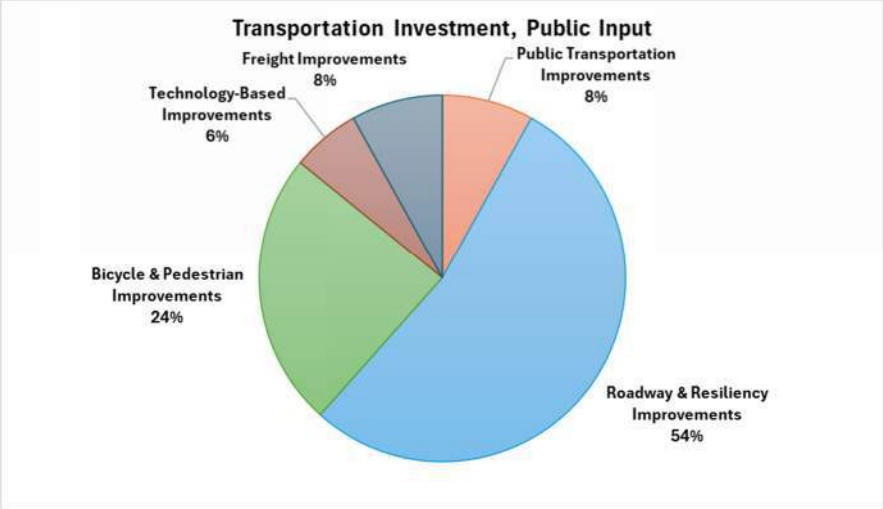
- As demonstrated below, the project team undertook an extensive effort to notify the public regarding the participation opportunity for *Martin Moves 2050* visioning session #2.
  - Press release published in TC Palms – 01/09/25 and 1/13/2025 and Hometown News 01/10/25
  - Friends and Neighbors Newsletter
  - Electronic billboard digital display located at WB Monterey Road and Kanner Highway. The flyer was added to advertisement rotation on 01/07/25 leading to the public meeting on Thursday, January 16, 2025.
  - Yard signs at various locations throughout the County
  - Email blast via Martin County Constant Contact database
  - Email blast including project flyer in English and Spanish sent on 01/07/25 to members of the following organizations
    - ✓ Jensen Beach Chamber of Commerce
    - ✓ Stuart/Martin Chamber of Commerce
    - ✓ Hobe Sound Chamber of Commerce
    - ✓ Indiantown Chamber of Commerce
    - ✓ Palm City Chamber of Commerce

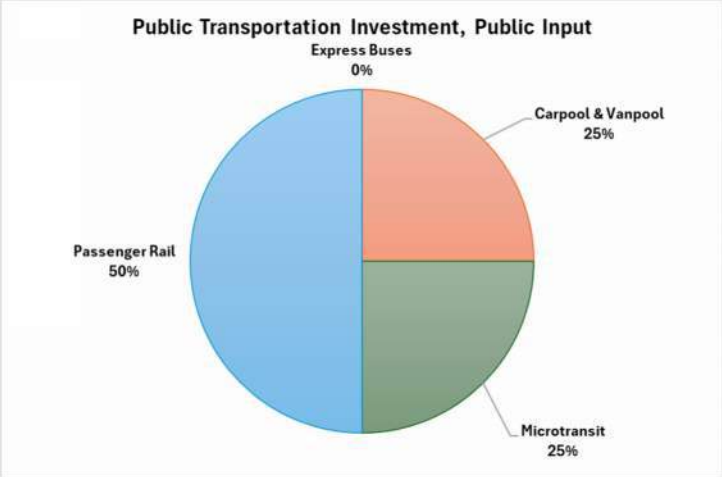
- ✓ Martin County
- ✓ City of Stuart
- ✓ Town of Sewall's Point
- ✓ Village of Indiantown
- ✓ Town of Jupiter Island
- ✓ Blake Library
- ✓ Elisabeth Lahti Library
- ✓ Hobe Sound Library
- ✓ Hoke Library
- ✓ Peter & Julie Cummings Library
- ✓ Robert Morgade Library
- ✓ Indian River State College Chastain Campus
- ✓ Stuart Main Street
- ✓ Treasure Coast Cycling Association

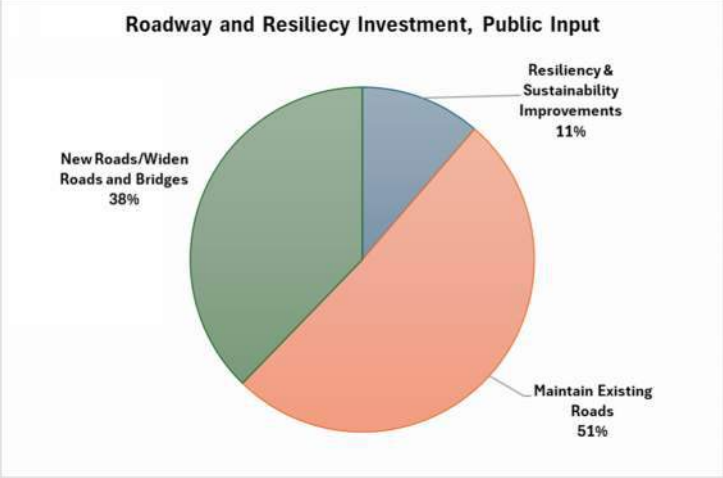
- Emails sent requesting flyers to be posted in the following facilities or emailed to their members.
  - ✓ Village of Indiantown
  - ✓ All libraries including:
  - ✓ Blake Library
  - ✓ Elisabeth Lahti Library
  - ✓ Hobe Sound Library
  - ✓ Hoke Library
  - ✓ Peter & Julie Cummings Library (Flyer in English and Spanish posted to Community billboard inside of the library.
  - ✓ Robert Morgade Library
- Martin MPO website and Martin County website
- *Martin Moves 2050* business cards

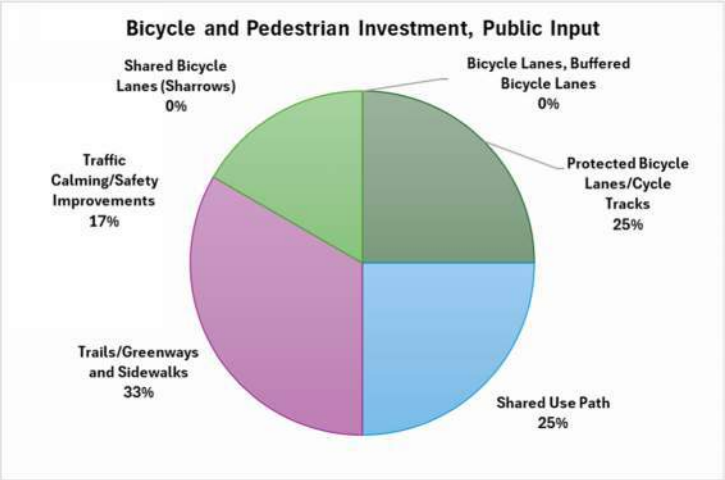
Summary Notes:

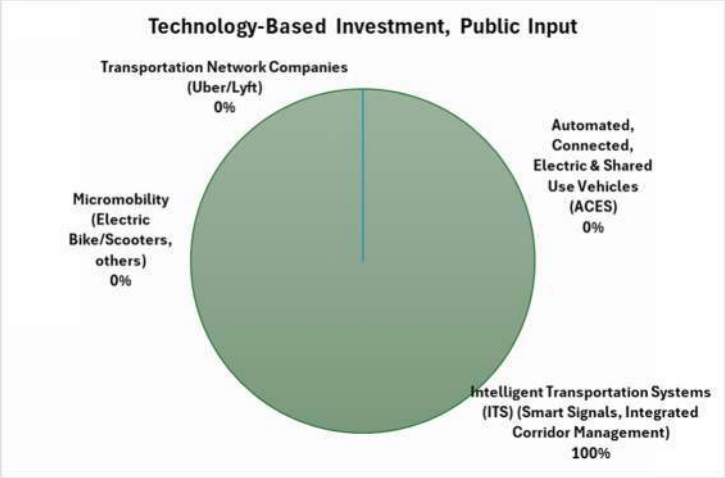
- Reference Attachment 1: Meeting Notifications
- Reference Attachment 2: Public Input
- Number of attendees: 11 (excluding project team members)
- One (1) written comment was received.
- Three (3) surveys were received.
- The following questions and comments were made during the open discussion after the presentation.
  - What are the top 3 LRTP projects for 2025?
  - Create a Marty route through Palm City with stops at Cummings Library and Publix or Cleveland Clinic. Safer bike lanes and better timing of traffic signals on Martin Downs Blvd.
- Results from the mobility bucks' interactive exercise:

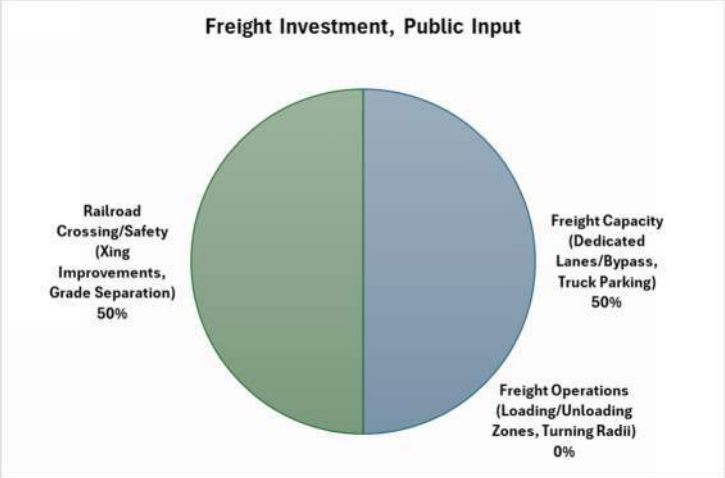

Transportation Investment, Public Input
Freight Improvements
8%
Public Transportation
Improvements
8%
Technology-Based
Improvements
6%
Bicycle & Pedestrian
Improvements
24%
Roadway & Resiliency
Improvements
54%


Public Transportation Investment, Public Input
Express Buses
0%
Carpool & Vanpool
25%
Passenger Rail
50%
Microtransit
25%


Roadway and Resiliecy Investment, Public Input
Resiliency &
Sustainability
Improvements
11%
New Roads/Widen
Roads and Bridges
38%
Maintain Existing
Roads
51%


Bicycle and Pedestrian Investment, Public Input
Shared Bicycle Lanes (Sharrows) 0%
Bicycle Lanes, Buffered Bicycle Lanes 0%
Protected Bicycle Lanes/Cycle Tracks 25%
Traffic Calming/Safety Improvements 17%
Trails/Greenways and Sidewalks 33%
Shared Use Path 25%


Technology-Based Investment, Public Input
Transportation Network Companies (Uber/Lyft) 0%
Automated, Connected, Electric & Shared Use Vehicles (ACES) 0%
Micromobility (Electric Bike/Scooters, others) 0%
Intelligent Transportation Systems (ITS) (Smart Signals, Integrated Corridor Management) 100%


Freight Investment, Public Input
Railroad Crossing/Safety (Xing Improvements, Grade Separation) 50%
Freight Capacity (Dedicated Lanes/Bypass, Truck Parking) 50%
Freight Operations (Loading/Unloading Zones, Turning Radii) 0%

Attachment 1: Meeting Notifications

Hometown News Ad Publication Affidavit

Hometown News

Hometown News Media Group
P.O. Box 850
Ft Pierce FL 34954

Proof of Publication
Hometown News Media Group
Published Weekly

In the State of Florida counties: Martin, St. Lucie, Indian River, Brevard, and Volusia. Affiant further states that the website or newspaper complies with all legal requirements for publication in Chapter 50, Florida Statutes.

This will certify that the attached ad ran in the Hometown News Media Group issues of:

Martin County 01/10/2025

Hometown News Media Group Representative:

Heather Donaldson

HD HEATHER DONALDSON

I have hereunto set my hand and affixed my official stamp, the day and year aforesaid.

Amanda Wheaton

Notary Public
My commission expires: 8/5/26

AMANDA WHEATON
NOTARY PUBLIC
MY COMMISSION EXPIRES 8-5-2026
STATE OF FLORIDA
COMMISSION NUMBER HH 254541

For Immediate Release

Contact:
Shannon Salter
813-951-6968
shannon.salter@QCAusa.com

Martin MPO Seeks Public Input in Developing 2050 Long Range Transportation Plan

Martin County, FL - Martin County residents will have the opportunity to meet with transportation planners starting in November, with additional meetings planned in the future, to help shape the 2050 Long Range Transportation Plan (LRTP). These open house visioning sessions provide the community with an opportunity to give input and share their ideas about how and where Martin County should improve transportation, accessibility, and safety as well as long-term transit planning.

The next meeting will take place on **Thursday, January 16, 2025, at the Peter & Julie Cummings Library, Donahue Community Room, located at 2551 SW Matheson Avenue, Palm City, FL 34990.**

The LRTP is updated every five years, covering a 25-year period to meet the evolving needs of residents. The plan is overseen by the MPO Governing Board, which includes representatives from the Martin County Board of County Commissioners, the City of Stuart Commission, the Town of Sewall's Point Commission, and the Village of Indiantown Council.

For more information on the 2050 LRTP, please visit www.martinmpo.com or you may contact Ricardo Vazquez, Principal Planner at 772-223-7983, or via email at rvazquez@martin.fl.us.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. This document may be reproduced upon request in an alternative format by contacting the County ADA Coordinator (772) 223-7983, the County Administration Office (772) 288-5400, Florida Relay 711, or by completing our accessibility feedback form at https://www.martin.fl.us/

TC Palms Ad Publication Affidavit

LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Shannon Salter
Quest Corporation Of America - QCA
17220 Camelot CT
Land O Lakes FL 34638-7202

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the Indian River Press Journal/St Lucie News Tribune/Stuart News, newspapers published in Indian River/St Lucie/Martin Counties, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of Public Notices, was published on the publicly accessible websites of Indian River/St Lucie/Martin Counties, Florida, or in a newspaper by print in the issues of, on:

01/09/2025, 01/13/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 01/13/2025

Keegan Cleron
Legal Clerk

Notary, State of WI, County of Brown

3.7.27
My commission expires

Publication Cost:	$221.52	
Tax Amount:	$0.00	
Payment Cost:	$221.52	
Order No:	10922457	# of Copies:
Customer No:	1126730	1
PO #:		

THIS IS NOT AN INVOICE!
Please do not use this form for payment remittance.

KAITLYN FELTY
Notary Public
State of Wisconsin

Martin MPO Seeks Public Input In Developing 2050 Long Range Transportation Plan

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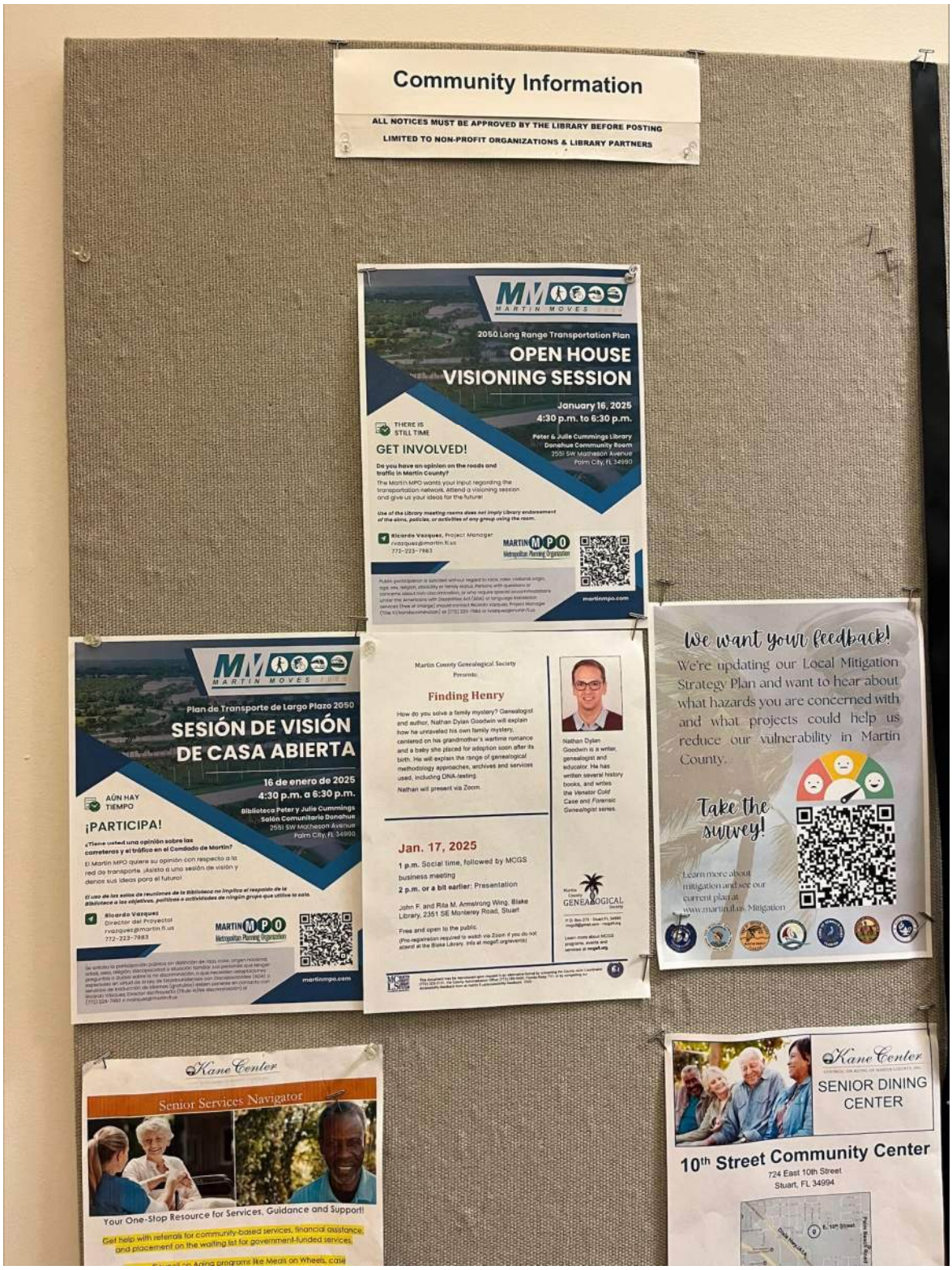
For more information on the 2050 LRTP, please visit www.martinmpo.com or you may contact Ricardo Vazquez, Principal Planner at 772-223-7983, or via email at rvazquez@martin.fl.us.

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Pub: January 9 & 13, 2025
TCN10922457

Page 1 of 1

Peter & Julie Cummings Library Flyer Posting on Community Board



Electronic Billboard Digital Display



10 Yard Signs Placed Throughout the County

SW High Meadow Ave @ SW Martin Downs Blvd





SW Matheson Ave @ SW Martin Downs Blvd.





SW Palm City Rd @ SW Monterey Rd





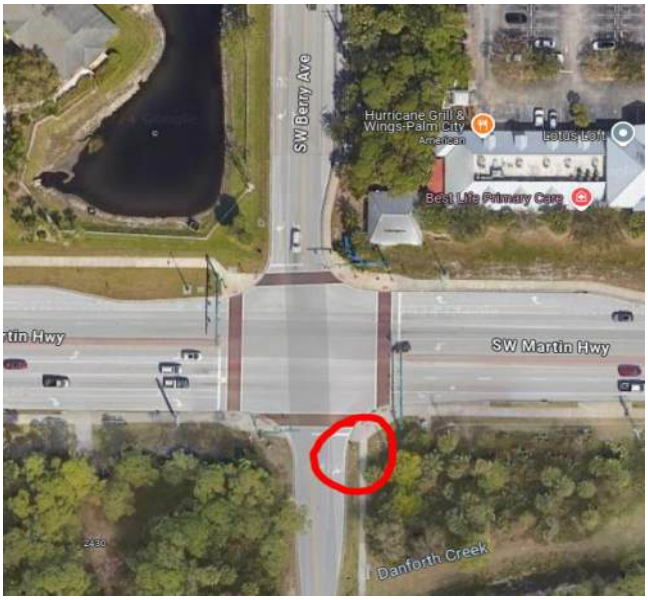
SW High Meadow Ave @ SW Martin Hwy





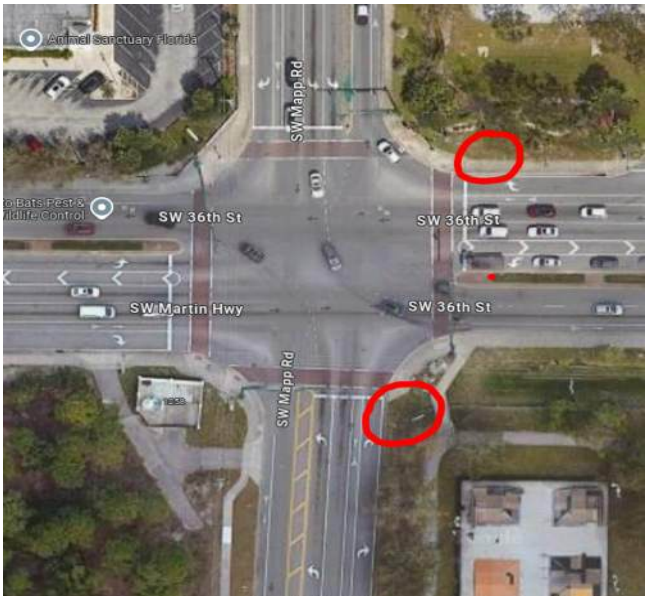


SW Berry Ave @ SW Martin Hwy





SW Mapp Rd @ SW Martin Hwy







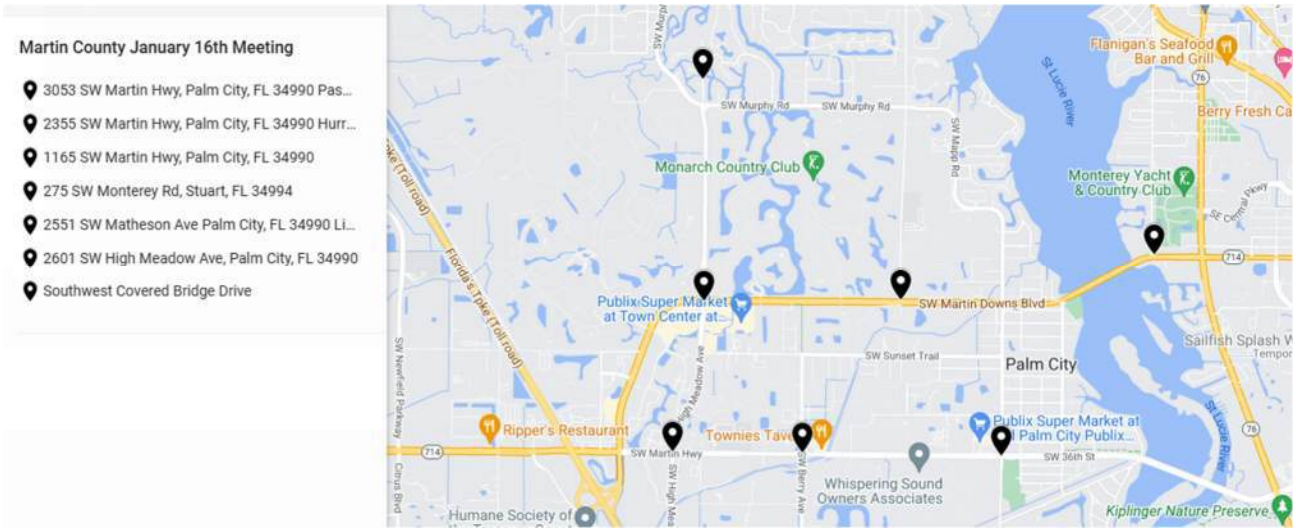
SW Murphy Rd @ SW Covered Bridge Dr







Map Showing Yard Sign Locations



Project Flyer – English



Project Flyer – Spanish



Martin Moves 2050 Business Cards



MARTIN MOVES 2050

The Martin Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) outlines a comprehensive vision for the region's transportation system over the next 25 years. Your input will help shape the future of transportation in Martin County.

MARTIN MPO
Metropolitan Planning Organization

Scan to complete the survey



Contact Us!

MARTIN MPO
Metropolitan Planning Organization

Ricardo Vazquez
rvazquez@martin.fl.us
772-223-7983

Vikas Jain
vikas.jain@tylin.com
954-308-3353

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with questions or concerns about non-discrimination, or who require special accommodations under the Americans with Disabilities Act (ADA) or language translation services (free of charge) should contact Ricardo Vazquez, Project Manager, MPO (Title VI/Nondiscrimination) at (772) 223-7983 or rvazquez@martin.fl.us.

Attachment 2: Public Input

Comment Form

MARTIN MOVES 2050

Open House Visioning Session
Martin MPO Martin Moves 2050
Peter & Julie Cummings Library
2551 SW Matheson Ave, Palm City, Florida 34990
Thursday, January 16, 2025, at 4:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "comment box" provided at the meeting. Check the Martin MPO's website regularly for updates about the LRTP, meeting announcements, and ways to get involved at MartinMPO.com. If you would like to provide input directly, please send your comments to martinmpo@martin.fl.us, or contact Ricardo Vazquez, MPO Principal Planner, at (772) 223-7983.

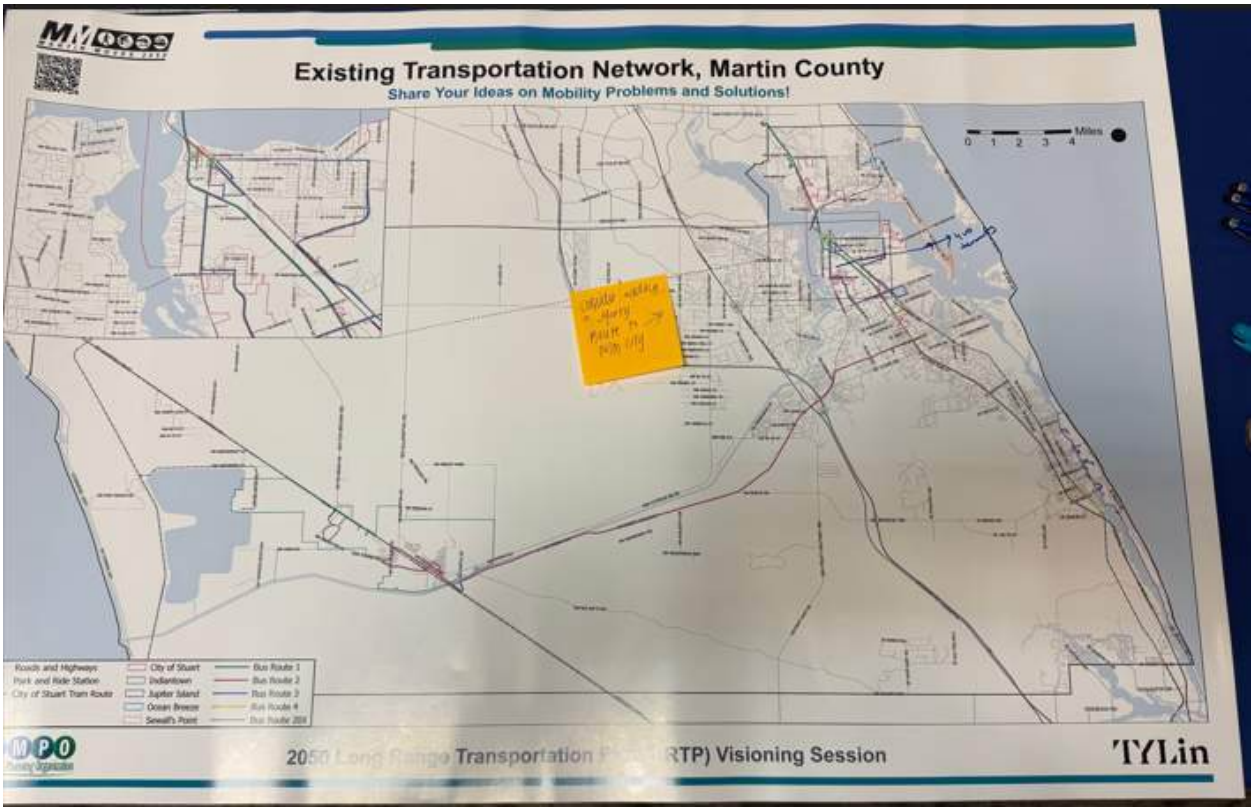
Please create a Marty route through Palm City with stops at the Cummings Library and Publix or Cleveland Clinic, Safer bike lanes and better timing of traffic signals on Martin Downs Blvd.

Name Carolyn Smith
Address 1997 SW Heronwood Rd
City, State, Zip Palm City FL 34990
Email cfhsmith@aol.com

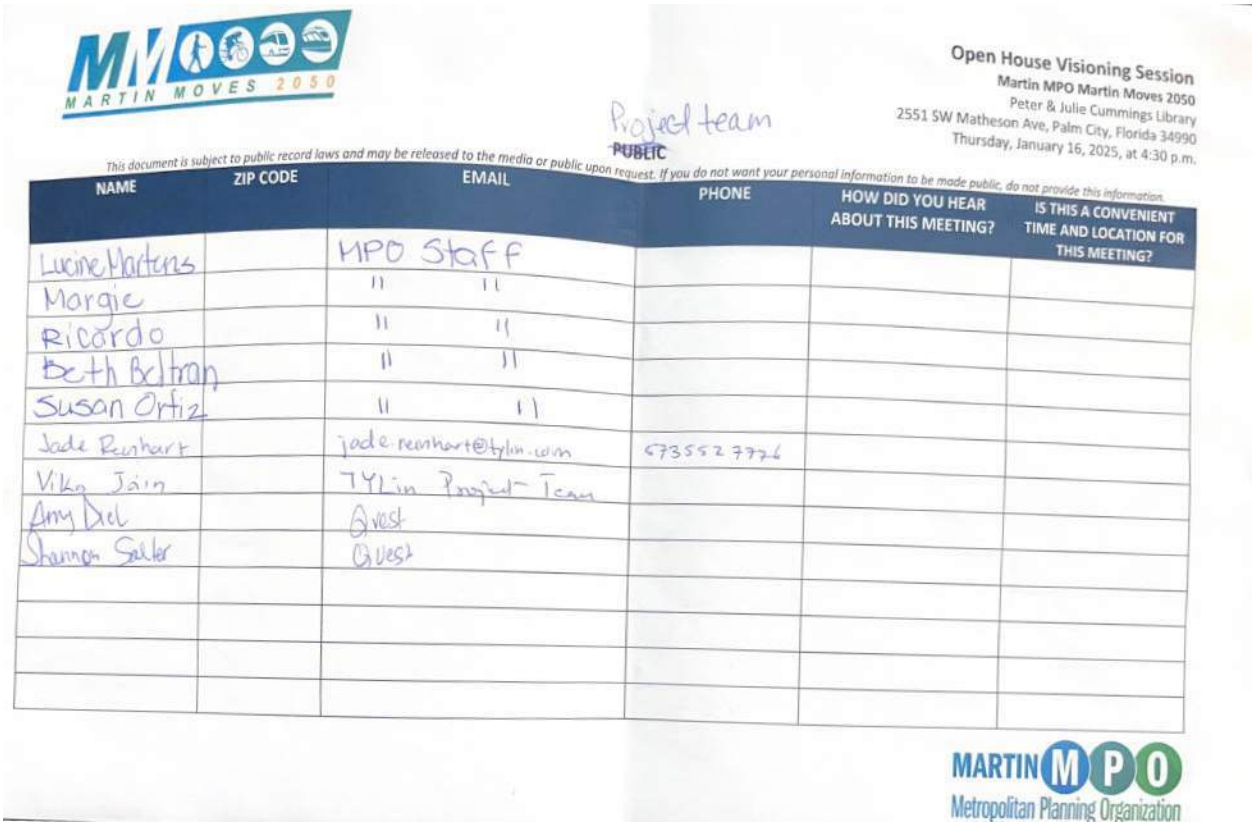
** This document is subject to public record laws and may be released to the media or public upon request. If you would like to be added to the 2050 LRTP Mailing List, please email martinmpo@martin.fl.us.*

MARTIN MPO
Metropolitan Planning Organization

Interactive Public Input Map



Sign-in Sheets



MARTIN MOVES 2050

Open House Visioning Session
Martin MPO Martin Moves 2050
Peter & Julie Cummings Library
2551 SW Matheson Ave, Palm City, Florida 34990
Thursday, January 16, 2025, at 4:30 p.m.

Project team
PUBLIC

This document is subject to public record laws and may be released to the media or public upon request. If you do not want your personal information to be made public, do not provide this information.

NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Lucine Martens		MPO Staff			
Margie		" "			
Ricardo		" "			
Beth Beltran		" "			
Susan Ortiz		" "			
Jade Reinhart		jade.reinhart@tylin.com	6735527776		
Vika Jain		TYLin Project Team			
Amy Diel		Guest			
Shannon Salter		Guest			

MARTIN MPO
Metropolitan Planning Organization

MARTIN MOVES 2050

Open House Visioning Session
Martin MPO Martin Moves 2050
Peter & Julie Cummings Library
2551 SW Matheson Ave, Palm City, Florida 34990
Thursday, January 16, 2025, at 4:30 p.m.

PUBLIC

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NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
DIANE NICOL	34990	d	561.222.4459	HUSBAND	YES
RICHARD NICOL	34990		561.222.6069	ONLINE	YES
JILL MARISA	34990	jmarisa@ashleycapital.com	772 370 8168	Social media	yes
JIM GORDON	34997	jgordon@mmmarinellis	7723231[illegible]	online	yes
ZACK MAIER	3340	15zmaier@gmail.com	270-956-9765	Friend	yes
JOHN FARINACCI	34996		772 486-3961		
Peggy Brassard	34996	MBrassard@MartinMPO.us	772 288-5460	work	yes
Astrid Morales	34990	Astridmorales@yahoo.com	772.779-1481	Work	Yes !!

MARTIN MPO
Metropolitan Planning Organization

MARTIN MOVES 2050

Open House Visioning Session
Martin MPO Martin Moves 2050
Peter & Julie Cummings Library
2551 SW Matheson Ave, Palm City, Florida 34990
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NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Lee Farinacci	34990	lfarinacci@yahoo.com		Neighbor	Yes.
Bob Ernst	34997	RCE@DSLEXTREME.COM		online	Yes
Carolyn Smith	34990	cfhsmith@aol.com		library	yes

MARTIN MPO
Metropolitan Planning Organization

Transportation Survey

MARTIN MOVES 2050

Martin MPO 2050 Long Range Transportation Plan (LRTP) Survey

Q1. How satisfied are you with the current transportation system in Martin County?

- ○ Very Satisfied
- ○ Satisfied
- ● Mixed
- ○ Dissatisfied
- ○ Very Dissatisfied

Q2. What is your primary mode of transportation?

- ● Car/motorcycle
- ○ Bus
- ○ Bicycle
- ○ Walk
- ○ Other (scooter, e-bike, mobility device/wheelchair)

Q3. What factors influence your primary choice of transportation? (Choose all that apply)

- ○ Cost
- ○ Reliability
- ● Convenience
- ○ Safety
- ○ Accessibility

Q4. What are the top transportation issues in Martin County? Please rank the following choices. (1 = Most Critical to 5 = Least Critical)

- [7] Safety
- [1] Traffic congestion
- [3] Limited public transit service
- [2] Sustainability and resiliency
- [3] Limited bicycle and pedestrian facilities

Q5. Which alternative transportation options would you be most interested in seeing expanded or introduced in Martin County? Please rank the following choices by order of interest. (1 = Most interested to 7 = Least interested).

- [5] Electric vehicles and charging infrastructure
- [4] Bike-sharing programs
- [3] Carpool/vanpool
- [2] Additional bicycle and pedestrian facilities
- [2] Emerging mobility (electric scooters, e-bikes, microtransit, shared-use vehicles)
- [3] Passenger rail
- [4] Water Transportation/Ferry

How would you prioritize the following improvements? Please rank your priorities in order of importance. (1 = Highest Priority to 10 = Lowest Priority)

- [5] Improve/expand transit service
- [3] Improvements to bicycle and pedestrian facilities/trails
- [4] Traffic calming and safety improvements
- [1] Existing roadway maintenance improvements
- [1] Reduce traffic congestion through technology improvements, such as smart signals
- [5] Improvements that support Automated, Connected, Electric and Shared-Use vehicles
- [2] New and/or widened roads/bridges
- [5] Emerging mobility improvements (electric scooters, e-bikes, scooter/bike share programs, shared-use vehicles)
- [3] Freight improvements
- [2] Extreme weather and resiliency-related improvements

Q7. What is your zip code? 34990

Q8. What is your household income range?

- ○ Less than $14,999
- ○ $15,000 - $24,999
- ○ $25,000 - $34,999
- ○ $35,000 - $49,999
- ○ $50,000 - $74,999
- ○ $75,000 - $99,999
- ● $100,000 - $149,999
- ○ $150,000 or more

Q9. What is your age?

- ○ Younger than 20
- ○ 20-29
- ○ 30-39
- ○ 40-49
- ○ 50-59
- ○ 60-69
- ● 70 or older
- ○ Prefer not to answer

Q10. Do you have additional suggestions that Martin MPO should consider for the 2050 LRTP?

MARTIN MOVES 2050

Martin MPO 2050 Long Range Transportation Plan (LRTP) Survey

Q1. How satisfied are you with the current transportation system in Martin County?

- ○ Very Satisfied
- ○ Satisfied
- ● Mixed
- ○ Dissatisfied
- ○ Very Dissatisfied

Q2. What is your primary mode of transportation?

- ● Car/motorcycle
- ○ Bus
- ○ Bicycle
- ○ Walk
- ○ Other (scooter, e-bike, mobility device/wheelchair)

Q3. What factors influence your primary choice of transportation? (Choose all that apply)

- ○ Cost
- ● Reliability
- ● Convenience
- ○ Safety
- ○ Accessibility

Q4. What are the top transportation issues in Martin County? Please rank the following choices. (1 = Most Critical to 5 = Least Critical)

- ☑ 2 Safety
- ☑ 1 Traffic congestion
- ☑ 4 Limited public transit service
- ☑ 3 Sustainability and resiliency
- ☑ 5 Limited bicycle and pedestrian facilities

Q5. Which alternative transportation options would you be most interested in seeing expanded or introduced in Martin County? Please rank the following choices by order of interest. (1 = Most interested to 7 = Least interested).

- ☐ Electric vehicles and charging infrastructure
- ☐ Bike-sharing programs
- ☐ Carpool/vanpool
- ☐ Additional bicycle and pedestrian facilities
- ☐ Emerging mobility (electric scooters, e-bikes, microtransit, shared-use vehicles)
- ☐ Passenger rail
- ☐ Water Transportation/Ferry

Q6. How would you prioritize the following improvements? Please rank your priorities in order of importance. (1 = Highest Priority to 10 = Lowest Priority)

- ☐ Improve/expand transit service
- ☐ Improvements to bicycle and pedestrian facilities/trails
- ☐ Traffic calming and safety improvements
- ☐ Existing roadway maintenance improvements
- ☐ Reduce traffic congestion through technology improvements, such as smart signals
- ☐ Improvements that support Automated, Connected, Electric and Shared-Use vehicles
- ☐ New and/or widened roads/bridges
- ☐ Emerging mobility improvements (electric scooters, e-bikes, scooter/bike share programs, shared-use vehicles)
- ☐ Freight improvements
- ☐ Extreme weather and resiliency-related improvements

Q7. What is your zip code? 34990

Q8. What is your household income range?

- ○ Less than $14,999
- ○ $15,000 - $24,999
- ○ $25,000 - $34,999
- ○ $35,000 - $49,999
- ○ $50,000 - $74,999
- ○ $75,000 – $99,999
- ○ $100,000 - $149,999
- ○ $150,000 or more

Q9. What is your age?

- ○ Younger than 20
- ○ 20-29
- ○ 30-39
- ○ 40-49
- ○ 50-59
- ○ 60-69
- ● 70 or older
- ○ Prefer not to answer

Q10. Do you have additional suggestions that Martin MPO should consider for the 2050 LRTP?

Q6. How would you prioritize the following improvements? Please rank your priorities in order of importance. (1 = Highest Priority to 10 = Lowest Priority)

- ☐ Improve/expand transit service
- ■ Improvements to bicycle and pedestrian facilities/trails
- ☐ Traffic calming and safety improvements
- ■ Existing roadway maintenance improvements
- ☐ Reduce traffic congestion through technology improvements, such as smart signals
- ☐ Improvements that support Automated, Connected, Electric and Shared-Use vehicles
- ☐ New and/or widened roads/bridges
- ☐ Emerging mobility improvements (electric scooters, e-bikes, scooter/bike share programs, shared-use vehicles)
- ☐ Freight improvements
- ☐ Extreme weather and resiliency-related improvements

Q7. What is your zip code? 33410

Q8. What is your household income range?

- ○ Less than $14,999
- ○ $15,000 - $24,999
- ○ $25,000 - $34,999
- ○ $35,000 - $49,999
- ● $50,000 - $74,999
- ○ $75,000 – $99,999
- ○ $100,000 - $149,999
- ○ $150,000 or more

Q9. What is your age?

- ○ Younger than 20
- ● 20-29
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- ○ 50-59
- ○ 60-69
- ○ 70 or older
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Q10. Do you have additional suggestions that Martin MPO should consider for the 2050 LRTP?

More Shared use Lanes
- Reduce traffic congestions

Photos

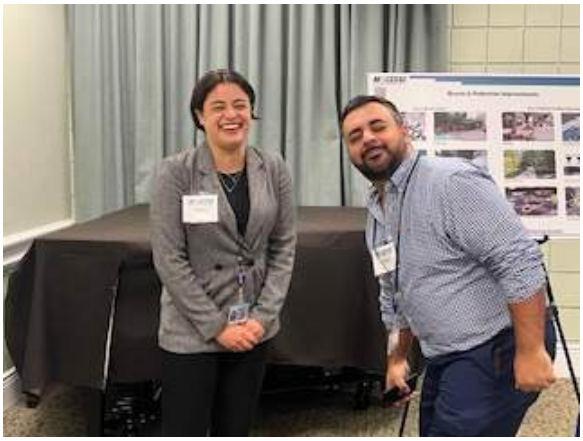












Project: 2050 Long Range Transportation Plan (LRTP)

Meeting Notes

Subject: Public Meeting – Open House/Visioning Session #3
Location: Elisabeth Lahti Library – 15200 E. Thelma Waters Avenue, Indiantown, Florida 34956
Date: February 18, 2025
Time: 4:30 p.m. to 6:30 p.m.

Attendees:
Martin MPO: Beth Beltran, Ricardo Vazquez, Lucine Martens, Margie Tamblyn, Susan Ortiz
Elected Officials: None
Agency Representatives: None
Media: None

Meeting Materials:

- PowerPoint presentation including *Martin Moves 2050* video, transportation boards, mobility bucks, comment forms, Martin Moves 2050 business cards, and transportation surveys in both English and Spanish (hard copy and electronic)

Meeting Notification:

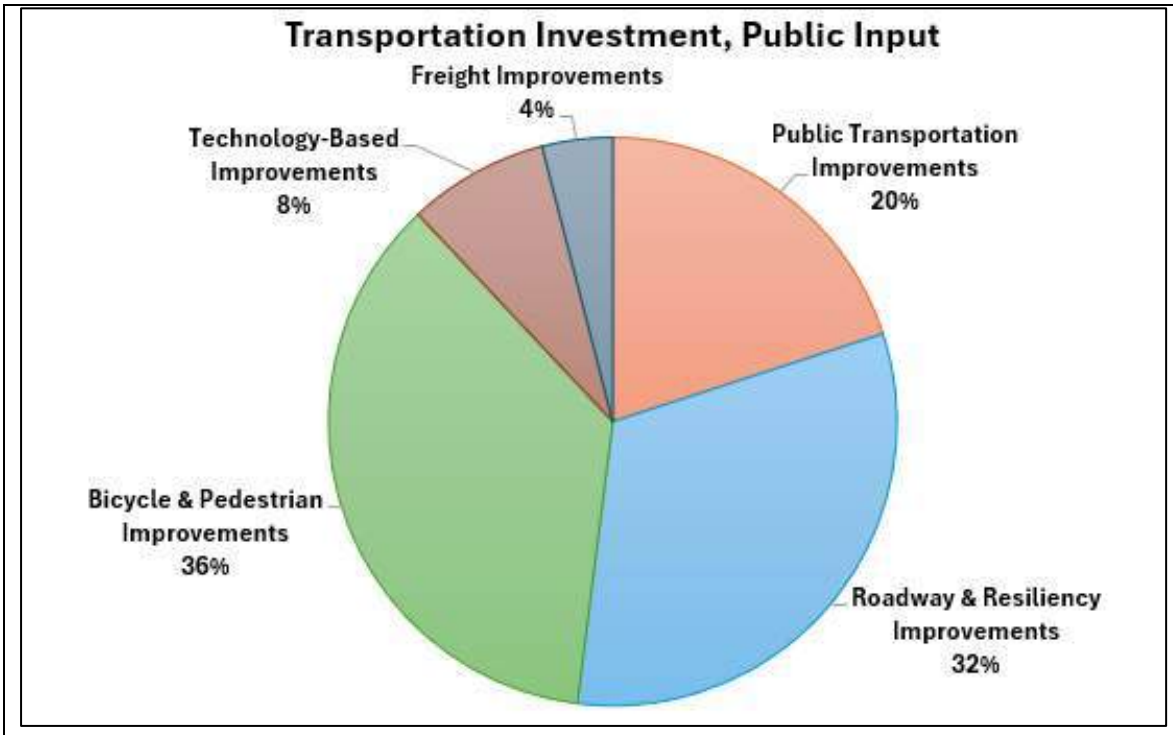
- As demonstrated below, the project team undertook an extensive effort to notify the public regarding the participation opportunity for *Martin Moves 2050* visioning session #3.
  - Press release published in TC Palms – 2/11/25 and 2/14/25
  - Yard signs at various locations throughout Indiantown
  - Email blast via Martin County Constant Contact database
  - Email blast including project flyer in English and Spanish sent on 2/10/25 to members of the following organizations:
    - ✓ Jensen Beach Chamber of Commerce
    - ✓ Stuart/Martin Chamber of Commerce
    - ✓ Hobe Sound Chamber of Commerce
    - ✓ Indiantown Chamber of Commerce
    - ✓ Palm City Chamber of Commerce
    - ✓ Martin County
    - ✓ City of Stuart
    - ✓ Town of Sewall's Point
    - ✓ Village of Indiantown
    - ✓ Town of Jupiter Island
    - ✓ Blake Library
    - ✓ Elisabeth Lahti Library
    - ✓ Hobe Sound Library
    - ✓ Hoke Library

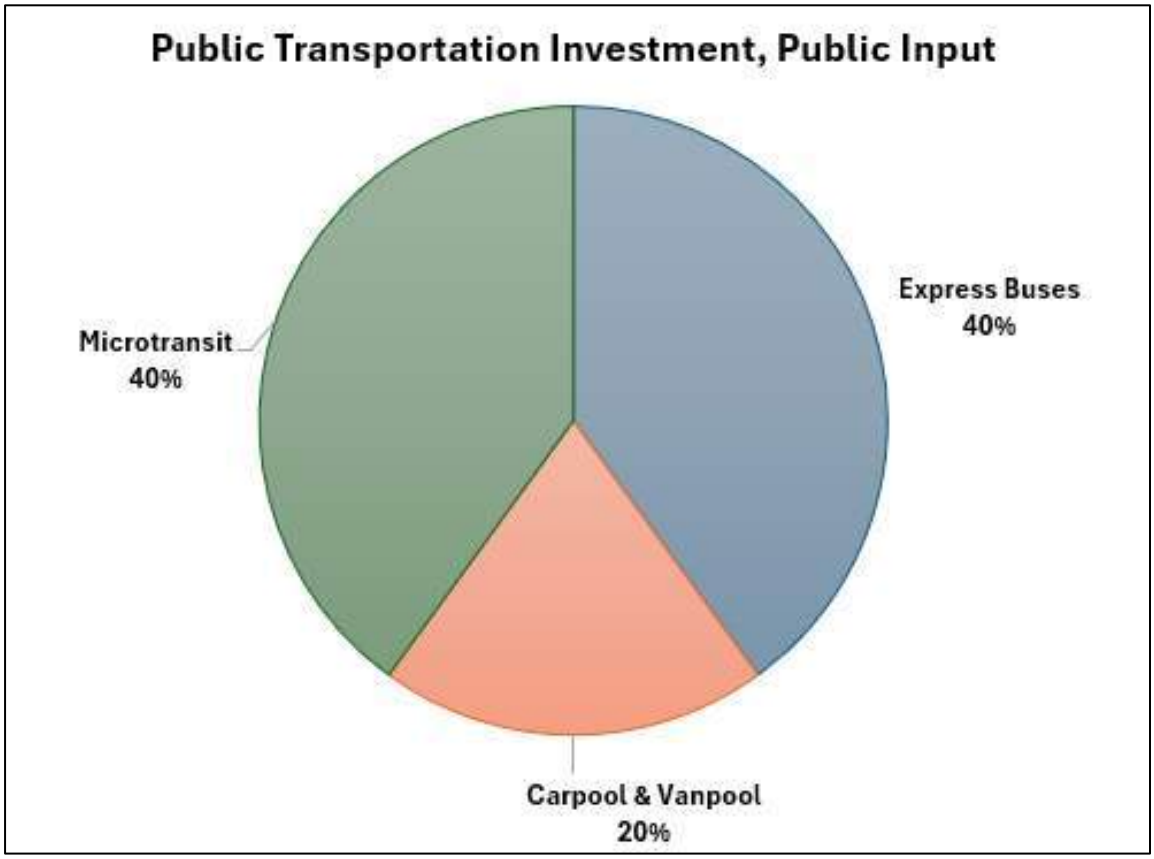
- ✓ Peter & Julie Cummings Library
- ✓ Robert Morgade Library
- ✓ Indian River State College Chastain Campus
- ✓ Stuart Main Street
- ✓ Treasure Coast Cycling Association

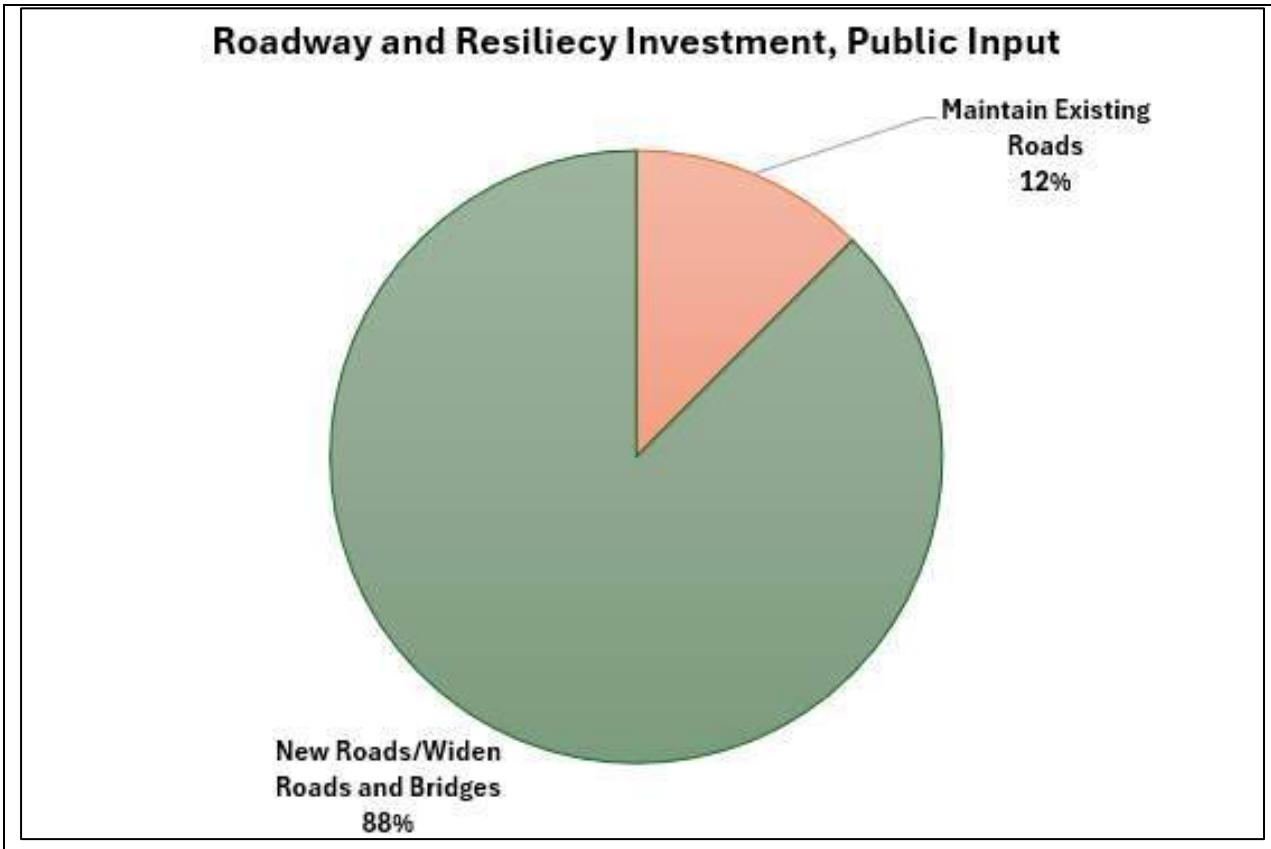
- Emails sent requesting flyers to be posted in the following facilities or emailed to their members.
  - ✓ Village of Indiantown
  - ✓ All libraries including:
  - ✓ Blake Library
  - ✓ Elisabeth Lahti Library
  - ✓ Hobe Sound Library
  - ✓ Hoke Library
  - ✓ Elisabeth Lahti Library (Flyer in English and Spanish posted to Community billboard inside of the library.
  - ✓ Robert Morgade Library
- Martin MPO website and Martin County website
- *Martin Moves 2050* business cards

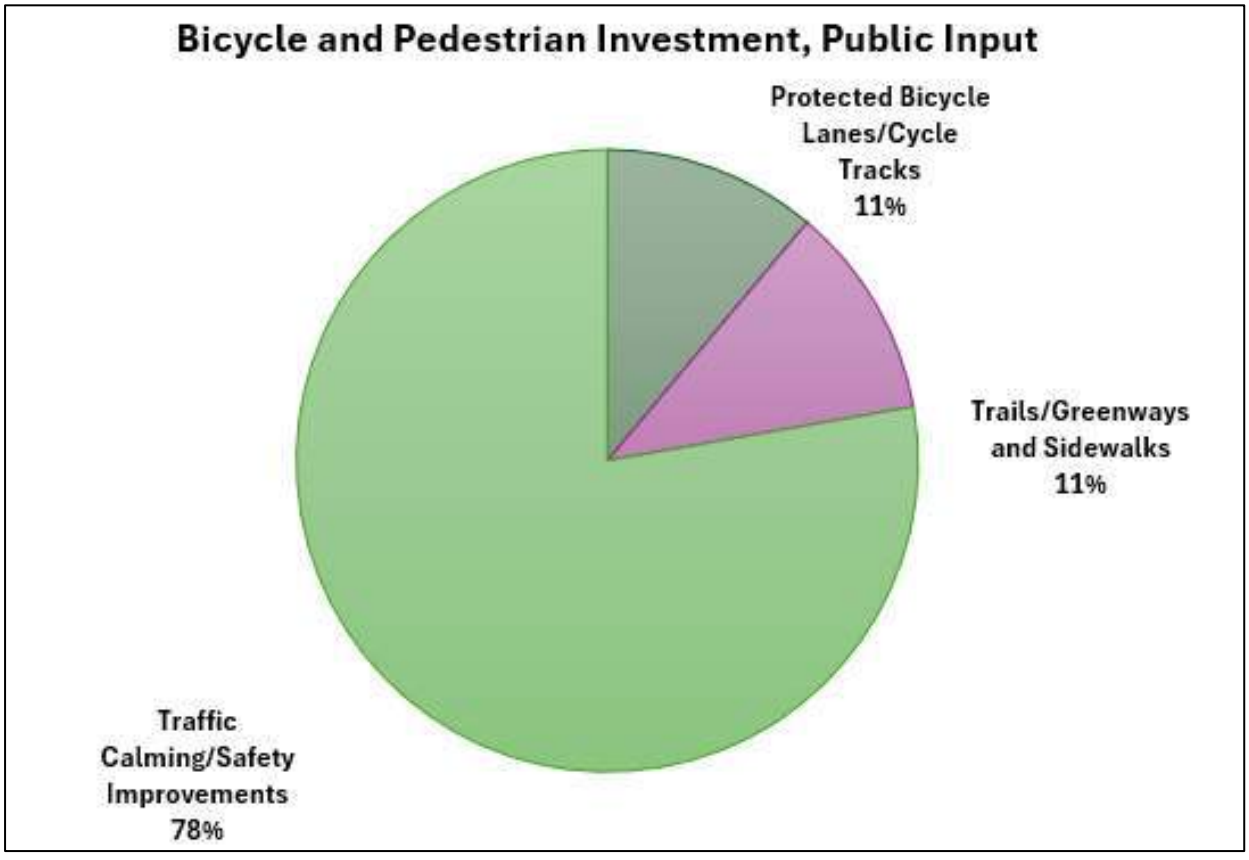
Summary Notes:

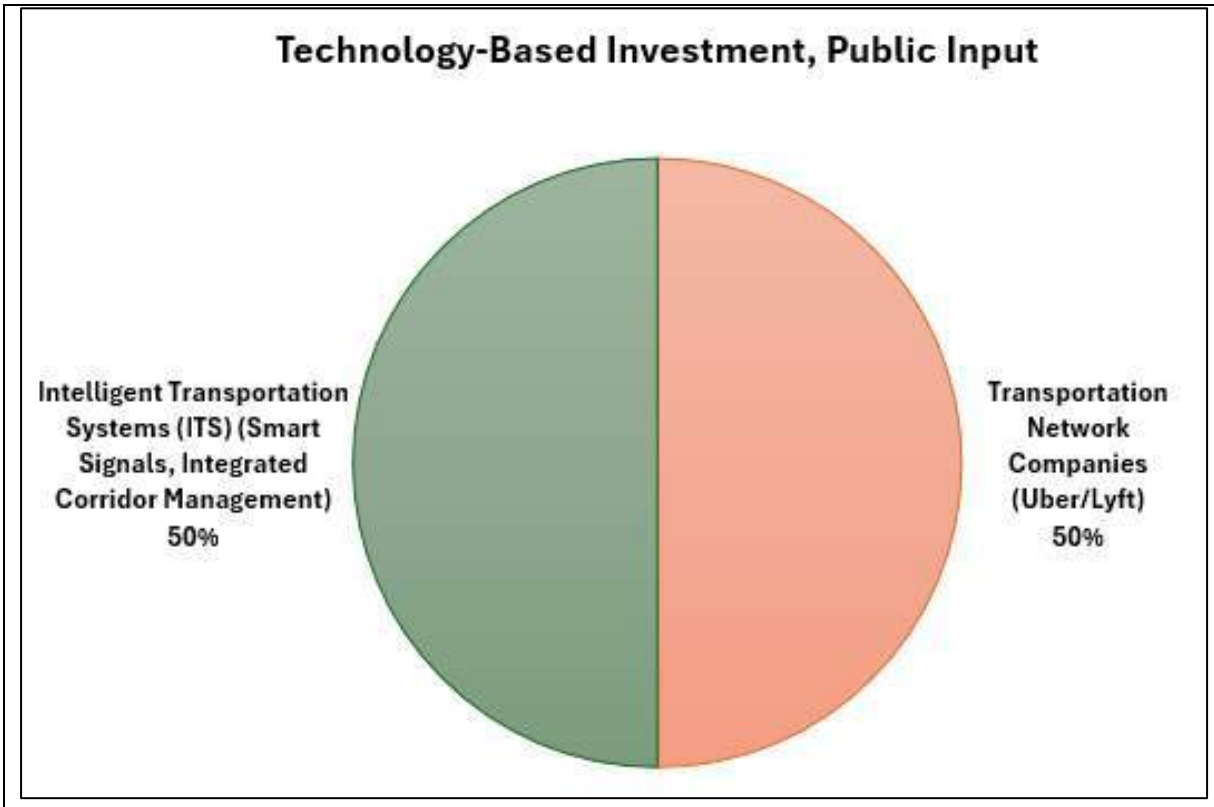
- Reference Attachment 1: Meeting Notification
- Reference Attachment 2: Public Input
- Number of attendees: 5 (excluding project team members)
- Two (2) written comment was received.
- One (1) survey was received.
- Results from the mobility bucks' interactive exercise:

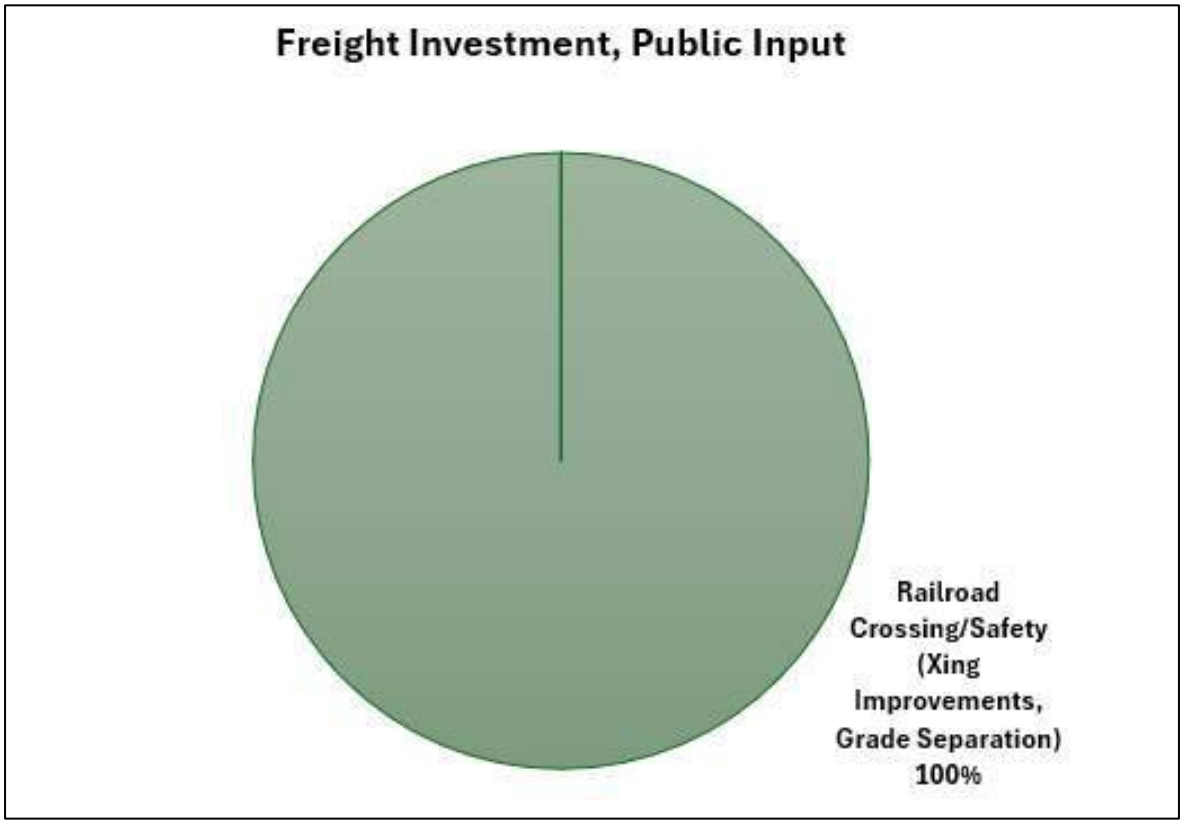

Transportation Investment, Public Input
Freight Improvements
4%
Technology-Based
Improvements
8%
Public Transportation
Improvements
20%
Bicycle & Pedestrian
Improvements
36%
Roadway & Resiliency
Improvements
32%


Public Transportation Investment, Public Input
Express Buses
40%
Microtransit
40%
Carpool & Vanpool
20%


Roadway and Resiliecy Investment, Public Input
Maintain Existing Roads 12%
New Roads/Widen Roads and Bridges 88%


Bicycle and Pedestrian Investment, Public Input
Protected Bicycle Lanes/Cycle Tracks 11%
Trails/Greenways and Sidewalks 11%
Traffic Calming/Safety Improvements 78%


Technology-Based Investment, Public Input
Intelligent Transportation Systems (ITS) (Smart Signals, Integrated Corridor Management) 50%
Transportation Network Companies (Uber/Lyft) 50%


Freight Investment, Public Input
Railroad Crossing/Safety (Xing Improvements, Grade Separation) 100%

Attachment 1: Meeting Notifications

TC Palms Ad Publication Affidavit

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Florida
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STATE OF WISCONSIN, COUNTY OF BROWN

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02/11/2025, 02/14/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 02/14/2025

Legal Clerk

Notary, State of WI, County of Brown

3.7.27

My commission expires

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Martin MPO Seeks Public Input in Developing 2050 Long Range Transportation Plan

Martin County, FL - Martin County residents will have the opportunity to meet with transportation planners starting in November, with additional meetings planned in the future, to help shape the 2050 Long Range Transportation Plan (LRTP). These open house visioning sessions provide the community with an opportunity to give input and share their ideas about how and where Martin County should improve transportation, accessibility, and safety as well as long-term transit planning.

The next meeting will take place on **Tuesday, February 18, 2025, at the Elisabeth Lahti Library, located at 15200 E. Thelma Waters Avenue, Indiantown, FL 34956.**

The LRTP is updated every five years, covering a 25-year period to meet the evolving needs of residents. The plan is overseen by the MPO Governing Board, which includes representatives from the Martin County Board of County Commissioners, the City of Stuart Commission, the Town of Sewall's Point Commission, and the Village of Indiantown Council.

For more information on the 2050 LRTP, please visit www.martinmpo.com or you may contact Ricardo Vazquez, Principal Planner at 772-223-7983, or via email at rvazquez@martin.fl.us.

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Pub: Feb 11 & 14, 2025
TCN11029459

Page 1 of 1

Indiantown Yard Signs





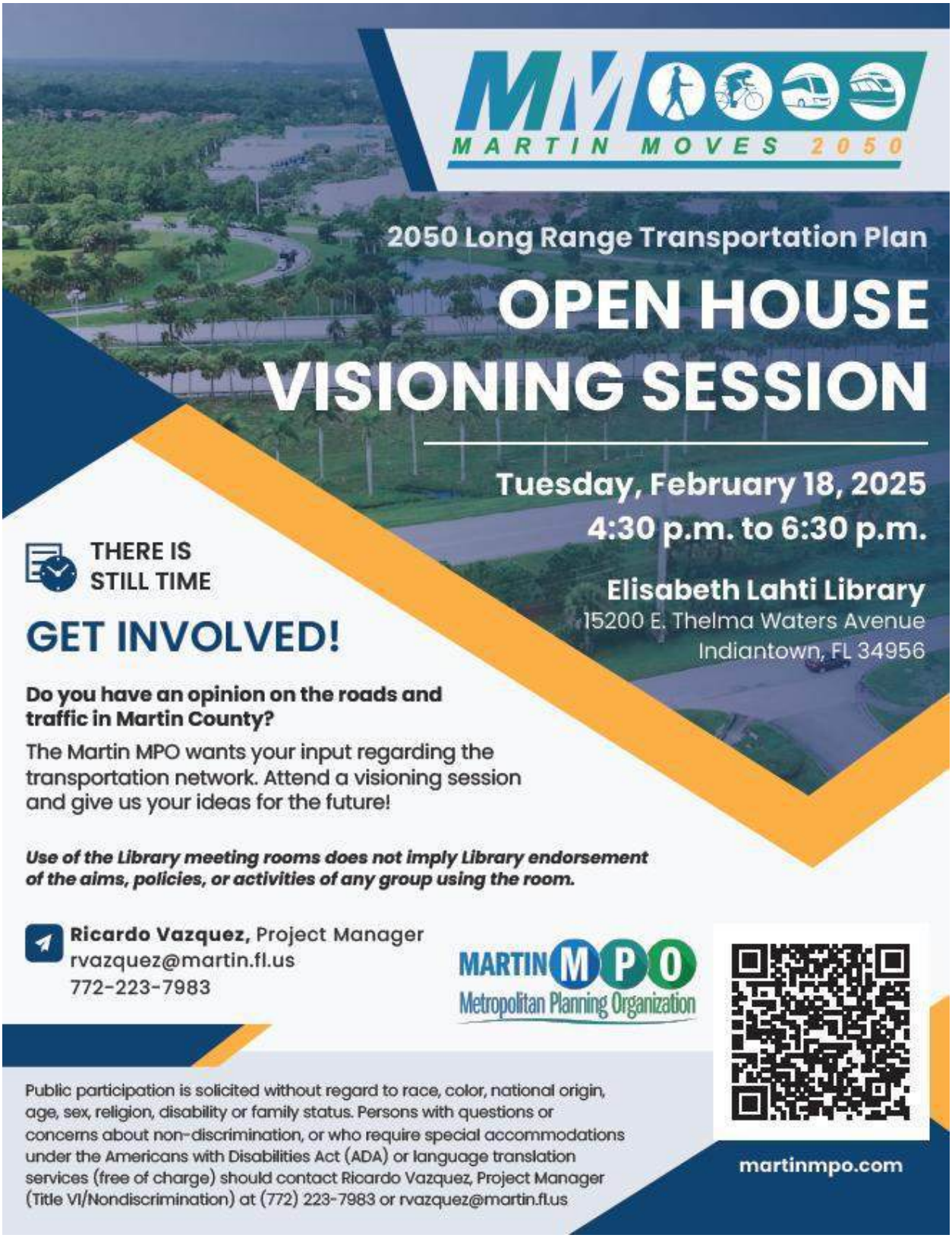




Map Showing Yard Sign Locations



Project Flyer – English



Project Flyer – Spanish



Martin Moves 2050 Business Cards



MARTIN MOVES 2050

The Martin Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) outlines a comprehensive vision for the region's transportation system over the next 25 years. Your input will help shape the future of transportation in Martin County.

MARTIN MPO
Metropolitan Planning Organization

Scan to complete the survey



Contact Us!

MARTIN MPO
Metropolitan Planning Organization

Ricardo Vazquez
rvazquez@martin.fl.us
772-223-7983

Vikas Jain
vikas.jain@tylin.com
954-308-3353

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Attachment 2: Public Input

Comment Form

Open House Visioning Session
Martin MPO Martin Moves 2050
Elisabeth Lahti Library
15200 E. Thelma Waters Ave. Indiantown, Florida 34956
Tuesday, February 18, 2025, at 4:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "comment box" provided at the meeting. Check the Martin MPO's website regularly for updates about the LRTP, meeting announcements, and ways to get involved at MartinMPO.com. If you would like to provide input directly, please send your comments to martinmpo@martin.fl.us or contact Ricardo Vazquez, MPO Principal Planner, at (772) 223-7983.

Rectangular Flashing Beacons

Name Gary Ehrler

Address on file

City, State, Zip

Email

** This document is subject to public record laws and may be released to the media or public upon request. If you would like to be added to the 2050 LRTP Mailing List, please email martinmpo@martin.fl.us.*

Open House Visioning Session

Martin MPO Martin Moves 2050
Elisabeth Lahti Library
15200 E. Thelma Waters Ave. Indiantown, Florida 34956
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BRIDGE OR TUNNEL FOR R&R CLOSING

Name

Address

City, State, Zip

Email

* *This document is subject to public record laws and may be released to the media or public upon request. If you would like to be added to the 2050 LRTP Mailing List, please email martinmpo@martin.fl.us*

Sign-in Sheets

Open House Visioning Session
Martin MPO Martin Moves 2050
Elisabeth Lahti Library
15200 E. Thelma Waters Ave. Indiantown, Florida 34956
Tuesday, February 18, 2025, at 4:30 p.m.

PUBLIC

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NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Otbelina Ramón	34956	iOtbelinaaz@gmail.com.	772-234-4980		
TOWARD BROWN	34956	drfavor63@gmail.com	(904) 465-5316		
Zach Gazza	33469	Zach@BeAManBuyLand.com	(516) 768-9143	email list	yes

Open House Visioning Session
Martin MPO Martin Moves 2050
Elisabeth Lahti Library
15200 E. Thelma Waters Ave. Indiantown, Florida 34956
Tuesday, February 18, 2025, at 4:30 p.m.

PROJECT TEAM

This document is subject to public record laws and may be released to the media or public upon request. If you do not want your personal information to be made public, do not provide this information.

NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Patricia Nolan	34956	pnolan@indiantownfl.gov	772-341-3098		
Margie Tamblyn	34957	mtamblyn@martin.fl.us			
Debbie Resos	34956	dresos@indiantownfl.gov	772 214-5912		
Lucine Mertens	34994	lmertens@martin.fl.us			

Transportation Survey

Encuesta del Plan de Transporte de Largo Alcance (LRTP) de Martin MPO 2050

Pregunta 1 ¿Qué tan satisfecho está con el sistema de transporte actual en el condado de Martin?

- ● Muy satisfecho
- ○ Satisfecho
- ○ Mixto
- ○ Insatisfecho
- ○ Muy insatisfecho

Pregunta 2 ¿Cuál es su principal medio de transporte?

- ○ Carro/moto
- ○ Autobús
- ○ Bicicleta
- ● Caminar
- ○ Otros (scooter, bicicleta eléctrica, dispositivo de movilidad/silla de ruedas)

Pregunta 3 ¿Qué factores influyen en su elección principal de transporte? (Elija todas las que correspondan)

- ○ Costo
- ○ Fiabilidad
- ○ Conveniencia
- ● Seguridad
- ● Accesibilidad

Pregunta 4 ¿Cuáles son los principales problemas de transporte en el condado de Martin? Por favor, clasifique las siguientes opciones. (1 = Más crítico a 5 = Menos crítico)

- ☐ Seguridad
- ☐ Congestión del tráfico
- ☑ Servicio de transporte público limitado
- ☐ Sostenibilidad y resiliencia
- ☐ Instalaciones limitadas para bicicletas y peatones

Pregunta 5 ¿Qué opciones de transporte alternativo le interesaría más ver ampliadas o introducidas en el condado de Martin? Por favor, clasifique las siguientes opciones por orden de interés. (1 = Más interesado a 7 = Menos interesado).

- ☐ Vehículos eléctricos e infraestructura de carga
- ☐ Programas de bicicletas compartidas
- ☑ Viajes compartidos/furgonetas compartidas
- ☐ Instalaciones adicionales para bicicletas y peatones
- ☐ Movilidad emergente (patinetes eléctricos, bicicletas eléctricas, microtránsito, vehículos de uso compartido)
- ☐ Ferrocarril de pasajeros
- ☐ Transporte Acuático/Ferry

Pregunta 6 ¿Cómo priorizaría las siguientes mejoras? Por favor, clasifique sus prioridades en orden de importancia. (1 = prioridad más alta a 10 = prioridad más baja)

- [1] Mejorar/ampliar el servicio de tránsito
- [ ] Mejoras a las instalaciones/senderos para bicicletas y peatones
- [ ] Calmado del tráfico y mejoras de seguridad
- [ ] Mejoras en el mantenimiento de carreteras existentes
- [ ] Reducir la congestión del tráfico a través de mejoras tecnológicas, como señales inteligentes
- [ ] Mejoras que soportan vehículos automatizados, conectados, eléctricos y de uso compartido
- [ ] Carreteras/puentes nuevos y/o ensanchados
- [ ] Mejoras emergentes en la movilidad (patinetes eléctricos, bicicletas eléctricas, programas de scooters/bicicletas compartidas, vehículos de uso compartido)
- [ ] Mejoras en el transporte de mercancías
- [ ] Clima extremo y mejoras relacionadas con la resiliencia

Pregunta 7 ¿Cuál es su código postal? 34956

Pregunta 8 ¿Cuál es el rango de ingresos de su hogar?

- (•) Menos de $14,999
- ( ) $15,000 - $24,999
- ( ) $25,000 - $34,999
- ( ) $35,000 - $49,999
- ( ) $50,000 - $74,999
- ( ) $75,000 – $99,999
- ( ) $100,000 - $149,999
- ( ) $150,000 o más

Pregunta 9 ¿Cuántos años tienes?

- ( ) Menores de 20 años
- (•) 20-29
- ( ) 30-39
- ( ) 40-49
- ( ) 50-59
- ( ) 60-69
- ( ) 70 años o más
- ( ) Prefiero no contestar

Pregunta 10 ¿Tiene sugerencias adicionales que Martin MPO debería considerar para el LRTP 2050?

Photos








MARTIN MPO
Metropolitan Planning Organization
"Moving Martin Forward"


2050 Long Range
Transportation Plan
TYLin
VISION
zero
MARTIN

Project: 2050 Long Range Transportation Plan (LRTP)

Meeting Notes

Subject: Public Meeting – Open House/Visioning Session #4
Location: Hobe Sound Civic Center – 8980 SE Olympus Street, Hobe Sound, Florida, 33455
Date: February 24, 2025
Time: 4:30 p.m. to 6:30 p.m.

Attendees:
Martin MPO: Beth Beltran, Ricardo Vazquez, Lucine Martens, Margie Tamblyn, Susan Ortiz
Elected Officials: None
Agency Representatives: None
Media: None

Meeting Materials:

- PowerPoint presentation including *Martin Moves 2050* video, transportation boards, mobility bucks, comment forms, Martin Moves 2050 business cards, and transportation surveys in both English and Spanish (hard copy and electronic)

Meeting Notification:

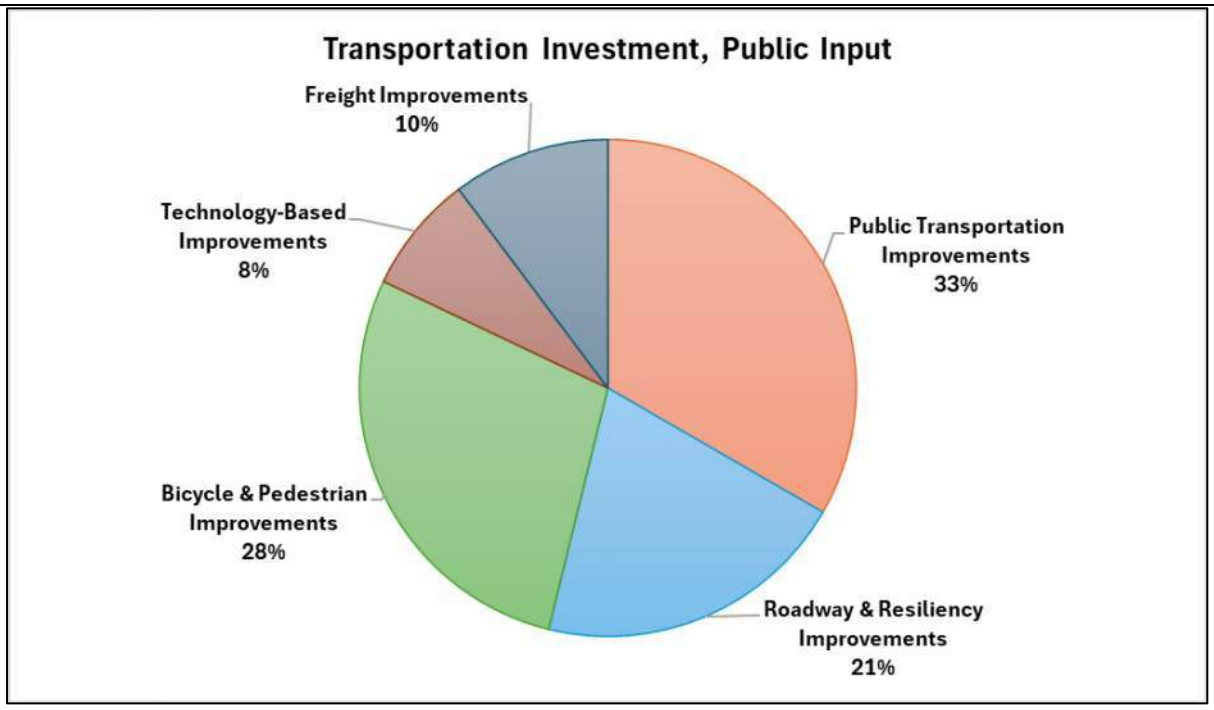
- As demonstrated below, the project team undertook an extensive effort to notify the public regarding the participation opportunity for *Martin Moves 2050* visioning session #4.
  - Press release published in TC Palms – 2/19/25 and 2/24/25
  - Yard signs at various locations throughout Hobe Sound, Martin County
  - Email blast via Martin County Constant Contact database
  - Email blast including project flyer in English and Spanish sent on 2/20/25 to members of the following organizations:
    - ✓ Jensen Beach Chamber of Commerce
    - ✓ Stuart/Martin Chamber of Commerce
    - ✓ Hobe Sound Chamber of Commerce
    - ✓ Indiantown Chamber of Commerce
    - ✓ Palm City Chamber of Commerce
    - ✓ Martin County
    - ✓ City of Stuart
    - ✓ Town of Sewall's Point
    - ✓ Village of Indiantown
    - ✓ Town of Jupiter Island
    - ✓ Blake Library
    - ✓ Elisabeth Lahti Library
    - ✓ Hobe Sound Library
    - ✓ Hoke Library

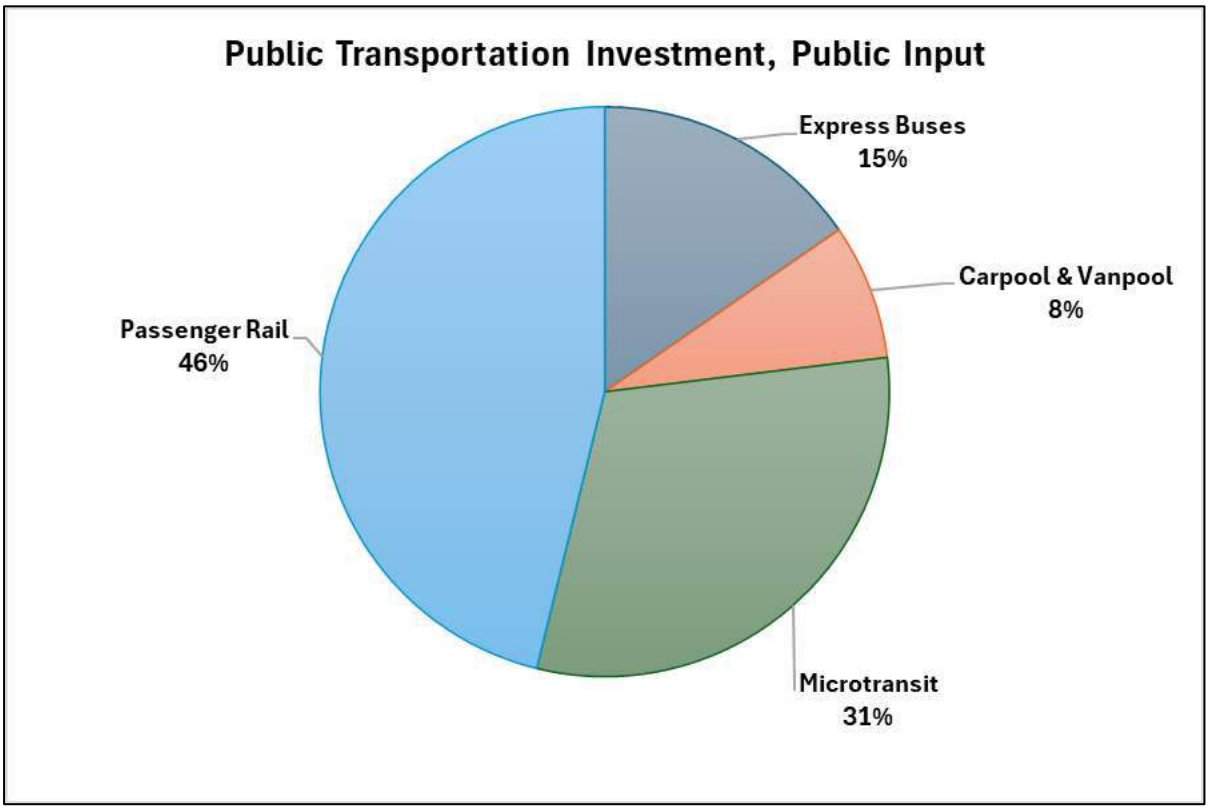
- ✓ Peter & Julie Cummings Library
- ✓ Robert Morgade Library
- ✓ Indian River State College Chastain Campus
- ✓ Stuart Main Street
- ✓ Treasure Coast Cycling Association

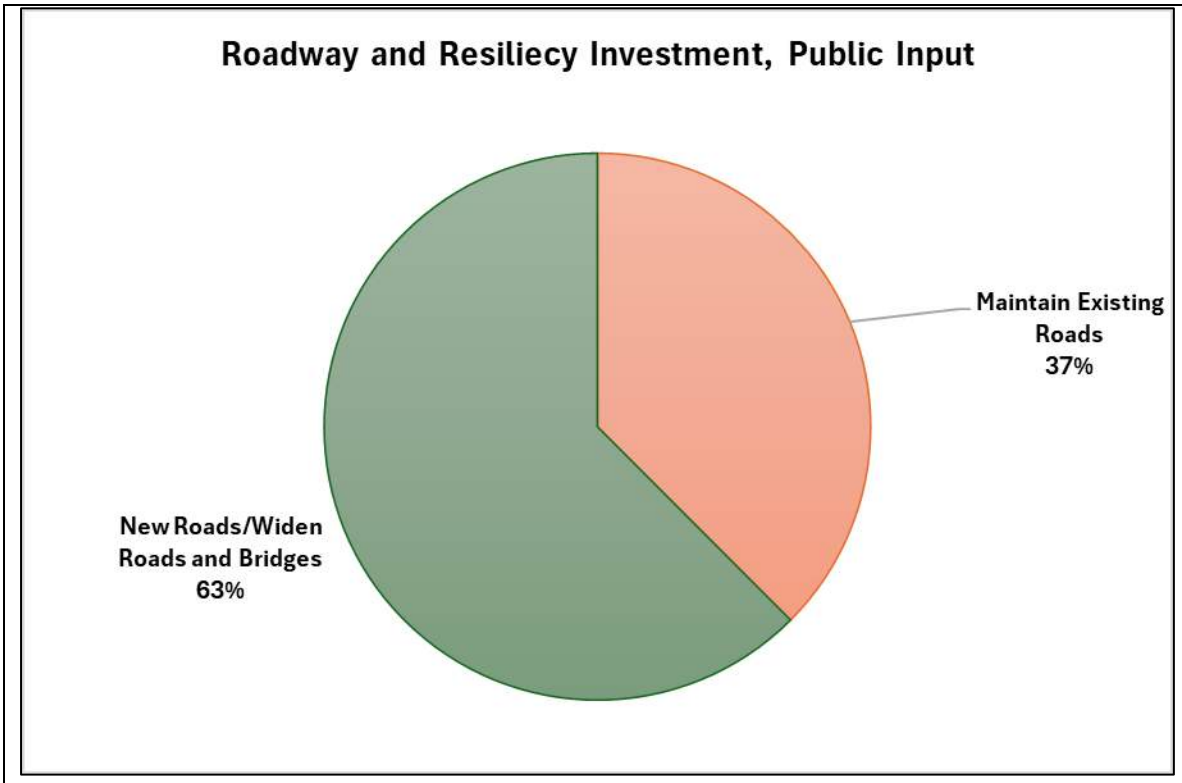
- Emails sent requesting flyers to be posted in the following facilities or emailed to their members.
  - ✓ Village of Indiantown
  - ✓ All libraries including:
  - ✓ Blake Library
  - ✓ Elisabeth Lahti Library
  - ✓ Hobe Sound Library
  - ✓ Hoke Library
  - ✓ Elisabeth Lahti Library
  - ✓ Robert Morgade Library
- Martin MPO website and Martin County website
- *Martin Moves 2050* business cards

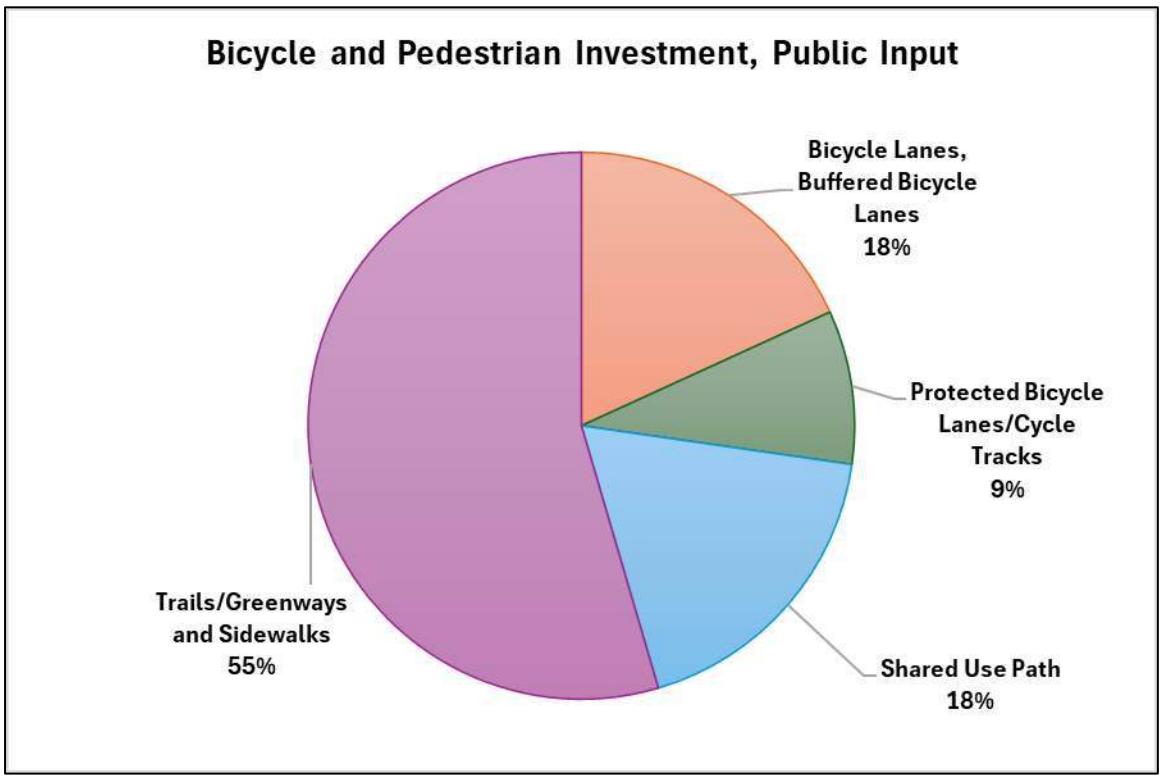
Summary Notes:

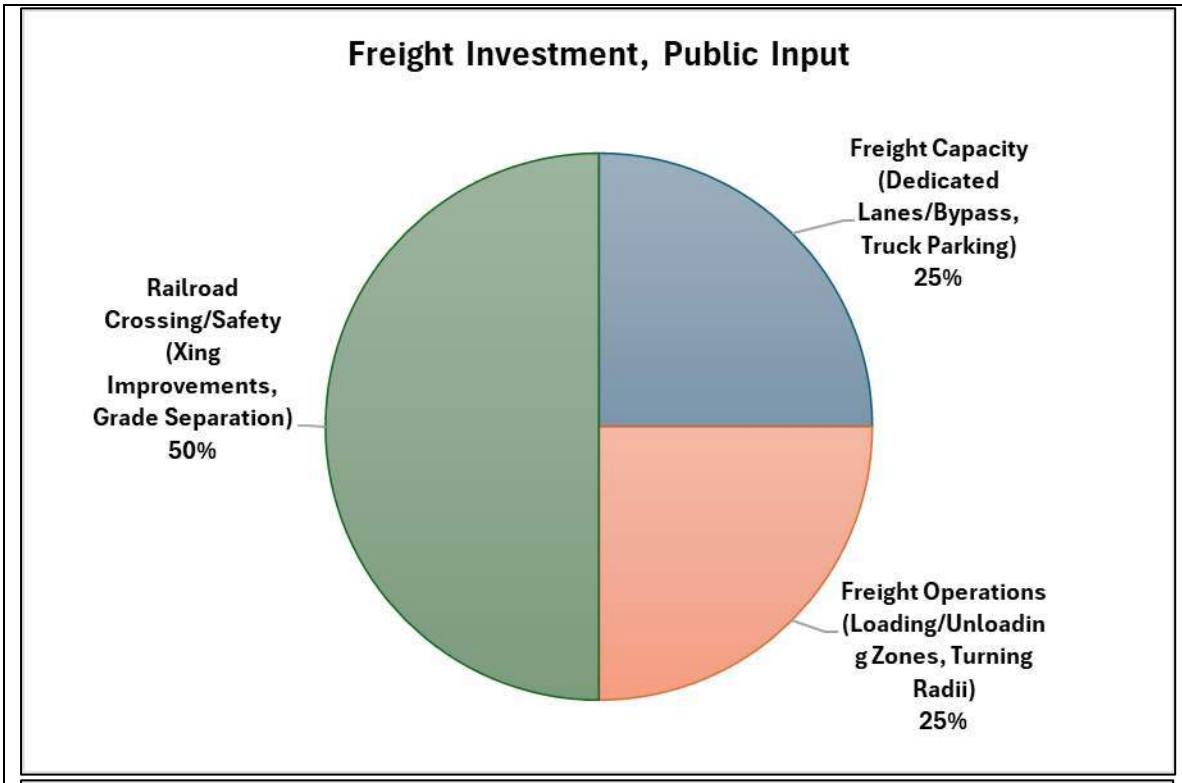
- Reference Attachment 1: Meeting Notification
- Reference Attachment 2: Public Input
- Number of attendees: 8 (excluding project team members)
- One (1) written comment was received.
- The following questions and comments were made during the open discussion after the presentation.
  - Will the freeze on Federal Grants impact transportation projects?
  - What were some "wants" from the Village of Indiantown Open House?
  - What is the status of the Brightline station in Stuart?
- Results from the mobility bucks' interactive exercise:

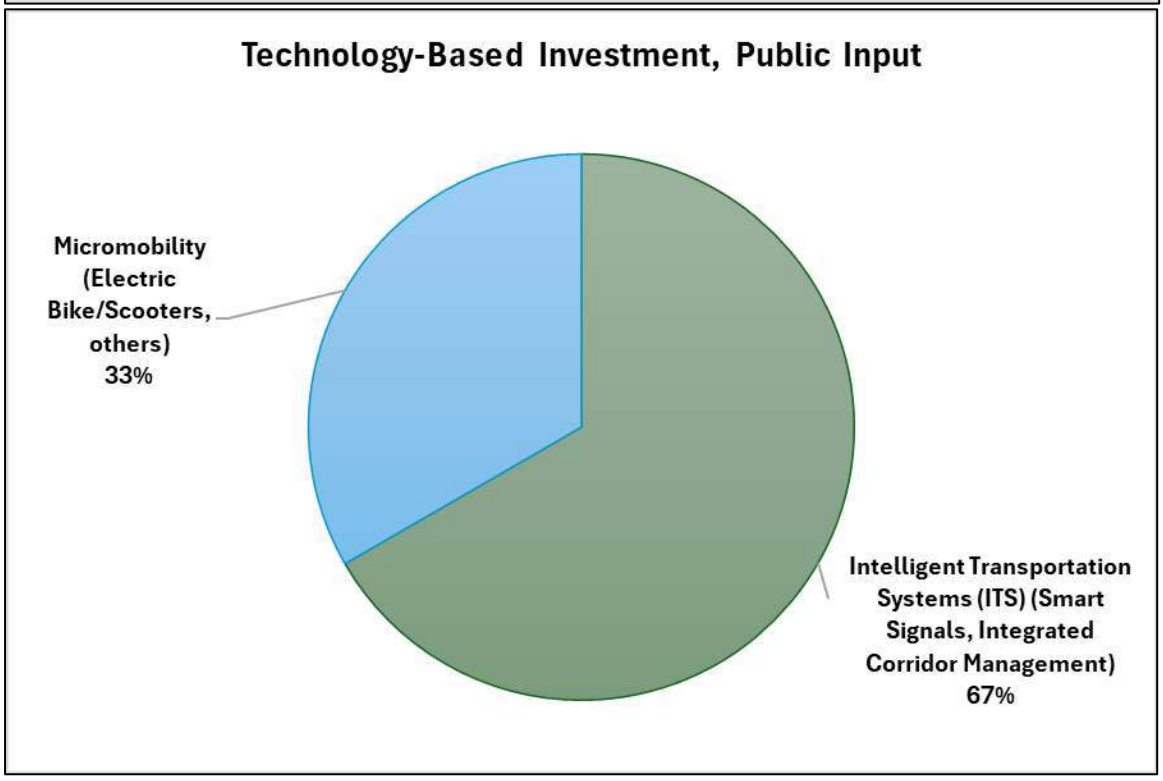

Transportation Investment, Public Input
Freight Improvements
10%
Technology-Based
Improvements
8%
Public Transportation
Improvements
33%
Bicycle & Pedestrian
Improvements
28%
Roadway & Resiliency
Improvements
21%


Public Transportation Investment, Public Input
Express Buses
15%
Carpool & Vanpool
8%
Passenger Rail
46%
Microtransit
31%


Roadway and Resiliecy Investment, Public Input
Maintain Existing Roads 37%
New Roads/Widen Roads and Bridges 63%


Bicycle and Pedestrian Investment, Public Input
Bicycle Lanes, Buffered Bicycle Lanes 18%
Protected Bicycle Lanes/Cycle Tracks 9%
Shared Use Path 18%
Trails/Greenways and Sidewalks 55%


Freight Investment, Public Input
Freight Capacity (Dedicated Lanes/Bypass, Truck Parking) 25%
Railroad Crossing/Safety (Xing Improvements, Grade Separation) 50%
Freight Operations (Loading/Unloading Zones, Turning Radii) 25%


Technology-Based Investment, Public Input
Micromobility (Electric Bike/Scooters, others) 33%
Intelligent Transportation Systems (ITS) (Smart Signals, Integrated Corridor Management) 67%



New Roads

NOT wider roads

Attachment 1: Meeting Notifications

TC Palms Ad Publication Affidavit

LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Amy Lee Diel
Quest Corporation Of America - QCA
17220 Camelot CT
Land O Lakes FL 34638-7202

STATE OF WISCONSIN, COUNTY OF BROWN

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Legal Clerk

Notary, State of WI, County of Brown

3.7.27

My commission expires

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The next meeting will take place on Monday, February 24, 2025, at the Hobe Sound Civic Center located at 8980 SE Olympus Street, Hobe Street, FL 33455.

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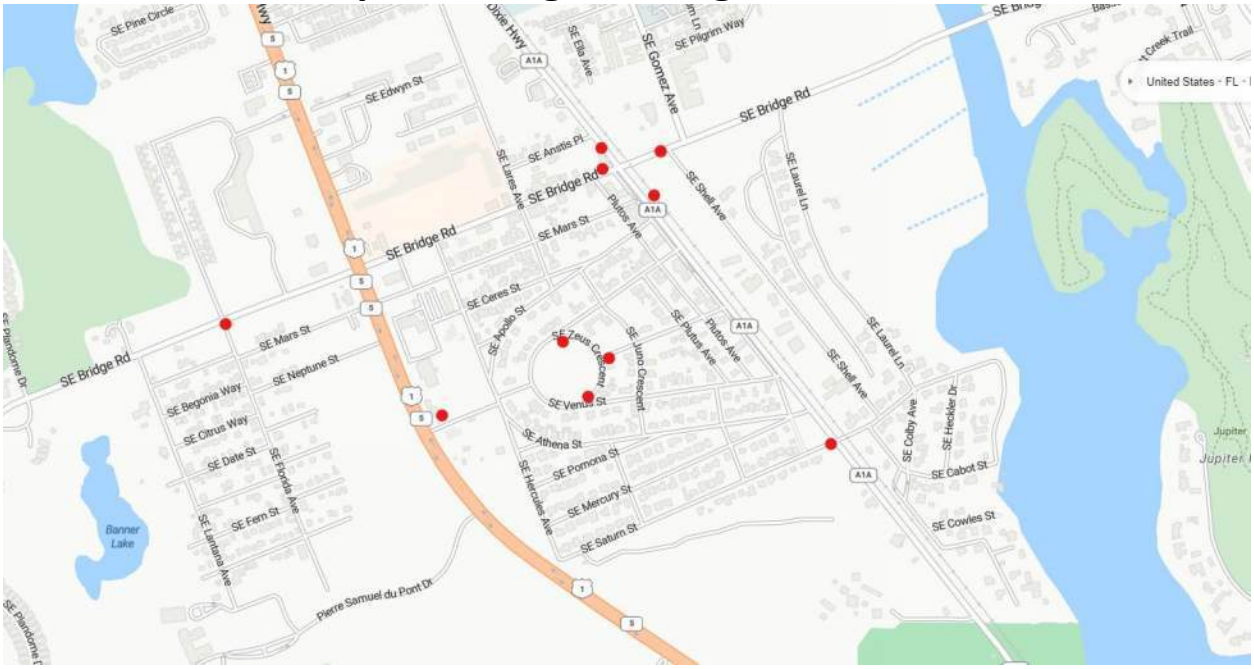
For more information on the 2050 LRTP, please visit www.martinmpo.com or you may contact Ricardo Vazquez, Principal Planner at 772-223-7983, or via email at rvazquez@martin.fl.us.

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PUB FEB 19 & 24, 2025
TCN 11051758

Page 1 of 1

Map Showing Yard Sign Locations



Project Flyer – English



Project Flyer – Spanish



Martin Moves 2050 Business Cards



MARTIN MOVES 2050

The Martin Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) outlines a comprehensive vision for the region's transportation system over the next 25 years. Your input will help shape the future of transportation in Martin County.

MARTIN MPO
Metropolitan Planning Organization

Scan to complete the survey



Contact Us!

MARTIN MPO
Metropolitan Planning Organization

Ricardo Vazquez
rvazquez@martin.fl.us
772-223-7983

Vikas Jain
vikas.jain@tylin.com
954-308-3353

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Attachment 2: Public Input

Sign-in Sheet

MARTIN MOVES 2050

Open House Visioning Session
Martin MPO Martin Moves 2050
Hobe Sound Civic Center
8980 SE Olympus St. Hobe Sound, Florida 33455
Monday, February 24, 2025, at 4:30 p.m.

MEDIA

This document is subject to public record laws and may be released to the media or public upon request. If you do not want your personal information to be made public, do not provide this information.

NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Brett Rhoda	33469	Brettretired@outlook.com	860-824-1111	Chamber	Yes
Diana Owens	33455	dianaowens2@live.com	772-530-6211		
Blake Capps	33455	bcapps@martinfl.us	7723410382		yes
Troy McDonald 34994		TMcdonald@BOBMC.org			yes
Bonnie Moser	34776	bonnie.p.moser@gmail.com		MPO	yes
NICOLE WILKENS 34957		nwilkens@nvring.com	727-771-3863	chamber	yes
Kelly Dillad	33455	kellydillard0310@gmail.com			
Royce Towner	33455				

MARTIN MPO
Metropolitan Planning Organization

Photos








Project: 2050 Long Range Transportation Plan (LRTP)

Meeting Notes

Subject: Public Open House – Final Public Meeting
Location: City of Stuart Commission Chambers, 121 SW Flagler Avenue, Stuart, FL 34994
Date: August 26, 2025
Time: 4:30 p.m. to 6:30 p.m.

Attendees:
Martin MPO: Beth Beltran, Ricardo Vazquez, Lucine Martens, Susan Ortiz
TYLin Team: Vikas Jain, Jade Reinhart, Casey Hack, Amy Lee Diel
Elected Officials:
None
Agency Representatives:
None
Media:
None

Meeting Materials:

- PowerPoint presentation, transportation boards, comment forms, and transportation surveys in both English and Spanish (hard copy and electronic)

Meeting Notification:

- As demonstrated below, the project team undertook an extensive effort to notify the public regarding the participation opportunity for *Martin Moves 2050* Public Open House.
  - Press release published in TC Palms – 08/17/25 and 08/22/2025 and Hometown News 08/22/25
  - Friends and Neighbors Newsletter
  - Electronic billboard digital display located at WB Monterey Road and Kanner Highway. The flyer was added to advertisement rotation on 08/20/25 leading to the public meeting on Tuesday, August 26, 2025.
  - Yard signs at various locations throughout the County
  - Email blast via Martin County Constant Contact database
  - Email blast including project flyer in English and Spanish sent on 08/19/25 to members of the following organizations
    - ✓ Jensen Beach Chamber of Commerce
    - ✓ Stuart/Martin Chamber of Commerce
    - ✓ Hobe Sound Chamber of Commerce
    - ✓ Indiantown Chamber of Commerce
    - ✓ Palm City Chamber of Commerce
    - ✓ Martin County
    - ✓ City of Stuart

- ✓ Town of Sewall's Point
- ✓ Village of Indiantown
- ✓ Town of Jupiter Island
- ✓ Blake Library
- ✓ Elisabeth Lahti Library
- ✓ Hobe Sound Library
- ✓ Hoke Library
- ✓ Peter & Julie Cummings Library
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- ✓ Indian River State College Chastain Campus
- ✓ Stuart Main Street
- ✓ Treasure Coast Cycling Association

- Emails sent requesting flyers to be posted in the following facilities or emailed to their members.
  - ✓ Village of Indiantown
  - ✓ All libraries including:
  - ✓ Blake Library
  - ✓ Elisabeth Lahti Library
  - ✓ Hobe Sound Library
  - ✓ Hoke Library
  - ✓ Peter & Julie Cummings Library (Flyer in English and Spanish posted to Community billboard inside of the library.
  - ✓ Robert Morgade Library
- Martin MPO website and Martin County website

Summary Notes:

- Reference Attachment 1: Meeting Notifications
- Reference Attachment 2: Public Input
- Number of attendees: 20 (excluding project team members)
- Two (2) written comments was received.
- The following questions and comments were made during the open discussion after the presentation.
  - Concerns of expanding Cove Road to four lanes

Attachment 1: Meeting Notifications

Hometown News Ad Publication Affidavit & Tear Sheet

Hometown News

Hometown News
P.O. Box 850
Fort Pierce FL 34954

Proof of Publication
Hometown News
Published Weekly

In the State of Florida counties: Martin, St. Lucie, Indian River, Brevard, and Volusia. Affiant further states that the website or newspaper complies with all legal requirements for publication in Chapter 50, Florida Statutes.

This will certify that the attached ad ran in the Hometown News issues of:

Martin County 08/22/2025

Hometown News Representative:

Heather Donaldson

HD HEATHER DONALDSON

I have hereunto set my hand and affixed my official stamp, the day and year aforesaid.

Amanda Wheaton

Notary Public
My commission expires: 8/5/26

AMANDA WHEATON NOTARY PUBLIC MY COMMISSION EXPIRES 8-5-2026 STATE OF FLORIDA COMMISSION NUMBER HH 254941

For Immediate Release

Contact:
Shannon Salter
813-951-6968
shannon.salter@QCAuse.com

Martin MPO Seeks Public Input in Developing 2050 Long Range Transportation Plan

Martin County, FL - Martin County residents will have the opportunity to meet with transportation planners to help shape the 2050 Long Range Transportation Plan (LRTP). This public open house will provide the community with an opportunity to give input and share their ideas about how and where Martin County should improve transportation, accessibility, and safety as well as long-term transit planning.

The next meeting will take place on **Tuesday, August 26, 2025, at the City of Stuart Commission Chambers, located at 121 SW Flagler Avenue, Stuart, FL 34994.**

The LRTP is updated every five years, covering a 25-year period to meet the evolving needs of residents. The plan is overseen by the MPO Governing Board, which includes representatives from the Martin County Board of County Commissioners, the City of Stuart Commission, the Town of Sewall's Point Commission, and the Village of Indiantown Council. For more information on the 2050 LRTP, please visit www.martinmpo.com or you may contact Ricardo Vazquez, Principal Planner at 772-223-7983, or via email at rvazquez@martin.fl.us.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. This document may be reproduced upon request in an alternative format by contacting the County ADA Coordinator (772) 223-7983, the County Administration Office (772) 288-5400, Florida Relay 711, or by completing our accessibility feedback form at https://www.martin.fl.us/accessibility-feedback.

Are you financially prepared for hurricane season?

Consider these tips and get ready now before a storm hits

By Dallas Goldberg
For Hometown News

As we enter what's predicted to be a dynamic hurricane season, many Treasure Coast residents may have an emergency plan, but it's just as important to make sure you are financially ready.

Here are five tips to help you financially prepare ahead of the significant impacts of a storm:

1. Create a financial first-aid kit. Put copies of any important physical financial documents that might be needed immediately in a waterproof "go-bag," such as financial statements, utility bills, credit card statements, insurance policy account numbers, health insurance cards, medical records and more. Consider switching to secure electronic delivery for bank, credit card and other financial statements to prevent misplacing hard-copy financial records.

2. Protect and preserve important documents. Store other key papers you're likely to need in the future, such as recent tax returns, property deeds, and brokerage and retirement account information, in a safe-deposit box or home safe that can resist fire, water or structural damage. You may also consider scanning important documents and uploading them to a reliable cloud-based storage service.


Dallas Goldberg

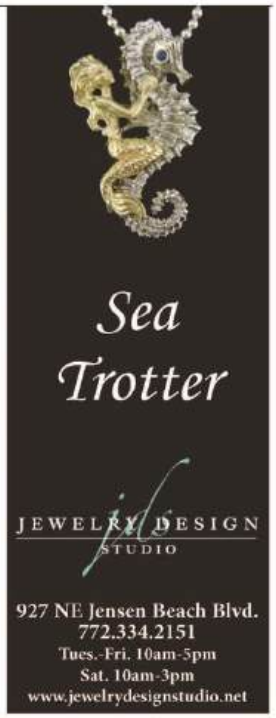
3. Evaluate your insurance. Your current homeowner policies may not give adequate protection around certain natural disasters such as floods. Whether you rent or own, it's good practice to take pictures or a video of the property — inside and out. Also note the make, model, serial number, and purchase date of big-ticket items such as electronics, artwork or jewelry you may have to leave behind. Lastly, be sure to upgrade your insurance whenever you update your home.

4. Establish a source of ready cash. Even with insurance, disaster-related out-of-pocket costs — including unplanned living expenses, if you're displaced for a time — can be high. To bolster your emergency savings, consider talking with a financial advisor about potentially opening a flexible line of credit such as a home equity line of credit (HELOC) that you can tap in the event of an emergency. You could also consider obtaining a line of credit secured with other assets, such as your investments, or see if your bank has low-cost, short-term loan programs.

5. Share information with family members. In many households, one person may manage most financial activities. It's important that other family members know what expenses or bills have to be paid, where to locate the checking and savings accounts and how to access other important documents. Having regular family financial meetings to discuss where stuff is stored, and how your filing system works can prevent potential confusion and miscommunication.

No one wants to consider the possibility of a hurricane disrupting their life, but taking practical steps and having a solid financial plan can help you stay resilient when the next storm hits.

Dallas Goldberg works at Bank of America as Financial Center Manager, based out of Port St Lucie.





For Immediate Release

Contact:
Shannon Salter
813-951-6968
shannon.salter@QCAusa.com

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The next meeting will take place on **Tuesday, August 26, 2025, at the City of Stuart Commission Chambers, located at 121 SW Flagler Avenue, Stuart, FL 34994.**

The LRTP is updated every five years, covering a 25-year period to meet the evolving needs of residents. The plan is overseen by the MPO Governing Board, which includes representatives from the Martin County Board of County Commissioners, the City of Stuart Commission, the Town of Sewall's Point Commission, and the Village of Indiantown Council. For more information on the 2050 LRTP, please visit www.martinmpo.com or you may contact Ricardo Vazquez, Principal Planner at 772-223-7983, or via email at rvazquez@martin.fl.us.

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TC Palms Ad Publication Affidavit & Tear Sheets

LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Casey Hack
Quest Corporation Of America
17220 CAMELOT COURT
LAND O LAKES FL 34638

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the Indian River Press Journal/St Lucie News Tribune/Stuart News, newspapers published in Indian River/St Lucie/Martin Counties, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of Govt Public Notices, was published on the publicly accessible websites of Indian River/St Lucie/Martin Counties, Florida, or in a newspaper by print in the issues of, on:

08/17/2025, 08/22/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 08/22/2025

Legal Clerk

Notary, State of WI, County of Brown

3.7.27

My commission expires

Publication Cost:	$225.44	
Tax Amount:	$0.00	
Payment Cost:	$225.44	
Order No:	11575061	# of Copies:
Customer No:	728910	1
PO #:	Quote Only	

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KAITLYN FELTY
Notary Public
State of Wisconsin

For Immediate Release
Contact:
Shannon Salter
813-951-6968
shannon.salter@QCAusa.com

Martin MPO Seeks Public Input in Developing 2050 Long Range Transportation Plan

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The next meeting will take place on **Tuesday, August 26, 2025, at the City of Stuart Commission Chambers, located at 121 SW Flagler Avenue, Stuart, FL 34994.**
The LRTP is updated every five years, covering a 25-year period to meet the evolving needs of residents. The plan is overseen by the MPO Governing Board, which includes representatives from the Martin County Board of County Commissioners, the City of Stuart Commission, the Town of Sewall's Point Commission, and the Village of Indiantown Council. For more information on the 2050 LRTP, please visit www.martinmpo.com or you may contact Ricardo Vazquez, Principal Planner at 772-223-7983, or via email at **rvazquez@martin.fl.us**.
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TCN-11575061 8/17/25 8/22/25

Page 1 of 1

PUBLIC NOTICES

Auto Auction

Notice of Public Sale - 8/23/25
NOTICE OF PUBLIC SALE: YOU ARE HEREBY NOTIFIED that on the following date(s) at 9:30 AM the following vehicle(s) will be sold at public auction pursuant to 713.78 FLORIDA STATUTES: AUCTION WILL BE HELD ON: 8/23/2025 AT: COAST TO COAST TOWING 3400 SW MARTIN HWY PALM CITY, FL 34990 (772) 287-1717 This notification is published in STUART NEWS on 8/22/25
August 22 2025
LSTR0005896

Bids & Proposals

VERANDA COMMUNITY DEVELOPMENT DISTRICT
REQUEST FOR PROPOSALS FOR ANNUAL AUDIT SERVICES

The Veranda Community Development District hereby requests proposals for annual financial auditing services. The proposal must provide for the auditing of the District's financial records for the 2025 fiscal year ending and the 2026 fiscal year ending. A copy of the Request for Proposals may be obtained by writing to the District Manager's office at 2501A Burns Road, Palm Beach Gardens, Florida 33410 or by calling 561-630-4922 ext. 2000.

The District is a local unit of special-purpose government created pursuant to Chapter 190, Florida Statutes, for the purpose of financing, constructing, and maintaining public infrastructure. The District was formed in 2010 and encompasses approximately 1,923 acres in St. Lucie County. In 2015 there were special assessment bonds ("the Bonds") issued in the amount of $43,770,000 which were used to pay for certain public infrastructure improvements within the District. Additional information about the District is available on its website.

All proposals must be duly licensed under Chapter 473 and be a Florida certified auditor in accordance with Florida Statutes, and must comply with Section 11.45 of the Rules of the Auditor General (Yellow Book). Audits shall be conducted in accordance with Florida law and particularly Section 218.39, Florida Statutes, and the rules of the Florida Auditor General. Proposal packages, which include evaluation criteria and instructions for preparers, are available from the District Manager. Interested firms should submit one (1) copy and identify clearly each of their qualifications, and any other supporting documentation to the Veranda Community Development District, c/o Special District Services, Inc., 2501A Burns Road, Palm Beach Gardens, Florida 33410 or by email to AMM@sdsinc.org no later than 12:00 p.m. on September 18, 2025, in an envelope marked on the outside "Auditing Services-Veranda Community Development District". Proposals will be opened and reviewed at that time. Questions should be directed to the District Manager at 561-630-4922 and/or 561-748-8115 or 877-737-4922. The District reserves the right to reject all proposals or any irregularities. All costs to prepare the proposals shall be at the proposer's expense.

VERANDA COMMUNITY DEVELOPMENT DISTRICT
Jason Pierman
Chairperson
Publish: St. Lucie News Tribune
August 22, 2025
LSTR0005894

Fictitious Business

NOTICE IS HEREBY GIVEN that the undersigned intend(s) to engage in business under fictitious name of Intracoastal Engineering located at 2355 Kingsley Ave in the City of Port St Lucie in the City of Ft Pierce, FL 34946, intends to register the said name with the Division of Corporations of the Florida Department of State, Tallahassee, Florida.
Dated at Port St Lucie, Florida, this 20th day of August, 2025.
Owner, Donald Leigh
August 22 2025
LSTR0004851

NOTICE IS HEREBY GIVEN that the undersigned intend(s) to engage in business under fictitious name of Sage Transmissions located at 1777 20th Street in the County of Indian River in the City of Vero Beach, FL 32960, intends to register the said name with the Division of Corporations of The Florida Department of State, Tallahassee, Florida.
Dated at Fort Pierce, Florida, this 20th day of August, 2025.
Owner, Brandon Leigh
August 22 2025
LSTR0004857

Foreclosure / Sheriff Sales

IN THE CIRCUIT COURT OF THE NINETEENTH JUDICIAL CIRCUIT IN AND FOR ST. LUCIE COUNTY, FLORIDA
CASE NO. 2025CA000248
WELLS FARGO BANK, N.A.
Plaintiff,
vs.
KENNETH R. DENNARD, LESLIE M. DENNARD, UNKNOWN TENANT 1, UNKNOWN TENANT 2, AND ALL UNKNOWN PARTIES CLAIMING BY, THROUGH, UNDER, AND AGAINST KENNETH R. DENNARD, LESLIE M. DENNARD, ET AL.
Defendants
/
NOTICE OF SALE

Notice is hereby given that, pursuant to the Final Judgment of Foreclosure entered on July 17, 2025, in this cause, in the Circuit Court of St. Lucie County, Florida, the Clerk of this U.S. Middle District Court, shall sell the property situated in St. Lucie County, Florida, described as: LOT 3, BLOCK 2, SOUTH ACRES SUBDIVISION, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 13, PAGE 24, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
Property Address: 1555 NE Ocean Blvd Unit 3806, Stuart, FL 34996

has been filed against you and you are required to serve a copy of your written defenses, if any, to it on Kahane & Associates, P.A., Attorneys for Plaintiff, whose address is 1815 N. 19th Avenue, Suite D-216, Sarasota, Florida 34234, on or before September 18, 2025, a date which is within thirty (30) days after the first publication of this Notice in the business observer newspaper, and file the original with the Clerk of this Court either before service on Plaintiff's attorney or immediately thereafter; otherwise a default will be entered against you for the relief demanded in the complaint or petition filed herein.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact Court Administration, 250 NW Country Club Drive, Suite 217, Port St. Lucie, FL 34986, (772) 807-4370 at least 7 days before your scheduled court appearance, or immediately upon receiving this notification if the time before the scheduled appearance is less than 7 days; if you are hearing or voice impaired, call 711.

IMPORTANT

Si usted es una persona discapacitada que necesita alguna facilidad adicional para poder participar en esta audiencia, usted tiene derecho, a que se le provea tales facilidades sin costo alguno. Favor comunicarse con Court Administration, 250 NW Country Club Drive, Suite 217, Port St. Lucie, FL 34986, (772) 807-4370 por lo menos 7 días antes de su cita programada en la corte, o inmediatamente después de recibir esta notificación si el tiempo antes de la cita programada es menos de 7 días; si usted tiene dificultad auditiva o de habla, llame al 711.

Si usted no puede pagar un abogado, y desea obtener uno, llame inmediatamente a una de las oficinas de servicios legales cuyos números aparecen en la guía telefónica bajo la sección de Abogados.

WITNESS my hand and the seal of this Court this 13th day of August, 2025.
Nicholas R. Reiss
As Clerk of the Court
By: Lisa Hamilton
As Deputy Clerk
Publish: St. Lucie News Tribune
August 22, 29, 2025
TCN 1358894

IN THE CIRCUIT COURT OF THE 19TH JUDICIAL CIRCUIT, IN AND FOR MARTIN COUNTY, FLORIDA
GENERAL JURISDICTION DIVISION
CASE NO. 2025CA000100
KALANI ENANEZA, JR.
Plaintiff,
vs.
MARGUERITE MEDOFFIT AVEIA, MARGUERITE LAMBERTA PERRY (A/K/A MARGUERITE LAMBERTA MORRIS), JERRY MORRIS AVEIA MEDOFFIT, UNKNOWN SPOUSE OF MARGUERITE AVEIA, KERRY GREENWOOD, as personal representative of the ESTATE OF WILLIAM A. MORRIS, JR., deceased, UNKNOWN SPOUSE OF KERRY GREENWOOD, as personal representative of the ESTATE OF WILLIAM A. MORRIS, JR., deceased, UNKNOWN HEIRS, BENEFICIARIES, DEVISEES, GRANTEES, AND ASSIGNEES OF WILLIAM A. MORRIS, JR., deceased, UNKNOWN HEIRS, BENEFICIARIES, DEVISEES, GRANTEES, AND ASSIGNEES OF KERRY GREENWOOD, deceased, UNKNOWN TRUSTEES AND ALL OTHERS WHO MAY CLAIM AN INTEREST IN THE ESTATE OF WILLIAM MORRIS, II, deceased, UNKNOWN SPOUSE OF MARGUERITE MEDOFFIT AVEIA, MARGUERITE LAMBERTA PERRY (A/K/A MARGUERITE LAMBERTA MORRIS), UNKNOWN SPOUSE OF JERRY MORRIS AVEIA MEDOFFIT, UNKNOWN SPOUSE OF KRISTY MORRIS, UNKNOWN SPOUSE OF WILLIAM A. MORRIS, III, HUTCHINSON HOUSE CONDOMINIUM, INC., DISCOVER BANK, UNKNOWN TENANT #1, UNKNOWN TENANT #2,
Defendant(s).
/
NOTICE OF ACTION - CONSTRUCTIVE SERVICE

TO: **UNKNOWN SPOUSE OF WILLIAM A MORRIS, III**
Last Known Address: **5551 NE Ocean Blvd Unit 3806, Stuart, FL 34996**
Also Attempted At:
TO: **UNKNOWN HEIRS, BENEFICIARIES, DEVISEES, GRANTEES, LIENORS, CREDITORS, TRUSTEES AND ALL OTHERS WHO MAY CLAIM AN INTEREST IN THE ESTATE OF WILLIAM MORRIS, II**
Last Known Address:
UNKNOWN

YOU ARE HEREBY NOTIFIED that an action to foreclose mortgage on the following property:
LOT 3806, BUILDING 3800, HUTCHINSON HOUSE CONDOMINIUM, A CONDOMINIUM, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 14, PAGES 38A TO 3K OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
Property Address: 5551 NE Ocean Blvd Unit 3806, Stuart, FL 34996

has been filed against you and you are required to serve a copy of your written defenses, if any, to it on Kahane & Associates, P.A., Attorneys for Plaintiff, whose address is 1815 N. 19th Avenue, Suite D-216, Sarasota, Florida 34234, on or before September 18, 2025, a date which is within thirty (30) days after the first publication of this Notice in the business observer newspaper, and file the original with the Clerk of this Court either before service on Plaintiff's attorney or immediately thereafter; otherwise a default will be entered against you for the relief demanded in the complaint or petition filed herein.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact Court Administration, 250 NW Country Club Drive, Suite 217, Port St. Lucie, FL 34986, (772) 807-4370 at least 7 days before your scheduled court appearance, or immediately upon receiving this notification if the time before the scheduled appearance is less than 7 days; if you are hearing or voice impaired, call 711.

IMPORTANT

Si usted es una persona discapacitada que necesita alguna facilidad adicional para poder participar en esta audiencia, usted tiene derecho, a que se le provea tales facilidades sin costo alguno. Favor comunicarse con Court Administration, 250 NW Country Club Drive, Suite 217, Port St. Lucie, FL 34986, (772) 807-4370 por lo menos 7 días antes de su cita programada en la corte, o inmediatamente después de recibir esta notificación si el tiempo antes de la cita programada es menos de 7 días; si usted tiene dificultad auditiva o de habla, llame al 711.

Si usted no puede pagar un abogado, y desea obtener uno, llame inmediatamente a una de las oficinas de servicios legales cuyos números aparecen en la guía telefónica bajo la sección de Abogados.

WITNESS my hand and the seal of this Court this 13th day of August, 2025.
Nicholas R. Reiss
As Clerk of the Court
By: Lisa Hamilton
As Deputy Clerk
Publish: St. Lucie News Tribune
August 22, 29, 2025
TCN 1358893

Foreclosure / Sheriff Sales

IN THE CIRCUIT COURT OF THE NINETEENTH JUDICIAL CIRCUIT IN AND FOR ST. LUCIE COUNTY, FLORIDA
CASE NO. 2025CA000468
WELLS FARGO BANK, N.A.
Plaintiff,
vs.
KENNETH R. DENNARD, LESLIE M. DENNARD, UNKNOWN TENANT 1, UNKNOWN TENANT 2, AND ALL UNKNOWN PARTIES CLAIMING BY, THROUGH, UNDER, AND AGAINST KENNETH R. DENNARD, LESLIE M. DENNARD, ET AL.
Defendants
/
NOTICE OF SALE

Notice is hereby given that, pursuant to the Final Judgment of Foreclosure entered on July 17, 2025, in this cause, in the Circuit Court of St. Lucie County, Florida, the Clerk of this U.S. Middle District Court, shall sell the property situated in St. Lucie County, Florida, described as: LOT 3, BLOCK 2, SOUTH ACRES SUBDIVISION, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 13, PAGE 24, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
Property Address: 1555 NE Ocean Blvd Unit 3806, Stuart, FL 34996

has been filed against you and you are required to serve a copy of your written defenses, if any, to it on Kahane & Associates, P.A., Attorneys for Plaintiff, whose address is 1815 N. 19th Avenue, Suite D-216, Sarasota, Florida 34234, on or before September 18, 2025, a date which is within thirty (30) days after the first publication of this Notice in the business observer newspaper, and file the original with the Clerk of this Court either before service on Plaintiff's attorney or immediately thereafter; otherwise a default will be entered against you for the relief demanded in the complaint or petition filed herein.

If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact Court Administration, 250 NW Country Club Drive, Suite 217, Port St. Lucie, FL 34986, (772) 807-4370 at least 7 days before your scheduled court appearance, or immediately upon receiving this notification if the time before the scheduled appearance is less than 7 days; if you are hearing or voice impaired, call 711.

IMPORTANT

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Si usted no puede pagar un abogado, y desea obtener uno, llame inmediatamente a una de las oficinas de servicios legales cuyos números aparecen en la guía telefónica bajo la sección de Abogados.

WITNESS my hand and the seal of this Court this 13th day of August, 2025.
Nicholas R. Reiss
As Clerk of the Court
By: Lisa Hamilton
As Deputy Clerk
Publish: St. Lucie News Tribune
August 22, 29, 2025
TCN 1358892

Foreclosure / Sheriff Sales

CASE:
CAROLYN TIMMANN
CLERK OF THE CIRCUIT COURT
BY: /S/ DEPUTY CLERK
RESOLVE
If you are a person with a disability who needs any accommodation in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact Court Administration, 250 NW Country Club Drive, Suite 217, Port St. Lucie, FL 34986, (772) 807-4370 at least 7 days before your scheduled court appearance, or immediately upon receiving this notification if the time before the scheduled appearance is less than 7 days; if you are hearing or voice impaired, call 711.
IMPORTANT
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Si usted no puede pagar un abogado, y desea obtener uno, llame inmediatamente a una de las oficinas de servicios legales cuyos números aparecen en la guía telefónica bajo la sección de Abogados.
WITNESS my hand and the seal of this Court this 13th day of August, 2025.
Nicholas R. Reiss
As Clerk of the Court
By: Lisa Hamilton
As Deputy Clerk
Publish: St. Lucie News Tribune
August 22, 29, 2025
TCN 1358891

NATIONSTAR MORTGAGE LLC,
Plaintiff,
vs.
UNKNOWN HEIRS, BENEFICIARIES, DEVISEES, GRANTEES, LIENORS, CREDITORS, TRUSTEES, AND ALL OTHERS WHO MAY CLAIM AN INTEREST IN THE ESTATE OF CHINA COLLINS, et al.,
Defendant(s).
/
IN THE CIRCUIT COURT OF THE NINETEENTH JUDICIAL CIRCUIT IN AND FOR ST. LUCIE COUNTY, FLORIDA
CIVIL DIVISION
CASE NO. 2025CA001000
NOTICE OF ACTION

TO: UNKNOWN HEIRS, BENEFICIARIES, DEVISEES, GRANTEES, LIENORS, CREDITORS, TRUSTEES, AND ALL OTHERS WHO MAY CLAIM AN INTEREST IN THE ESTATE OF CHINA COLLINS, et al.,
Last Known Address:
UNKNOWN

YOU ARE NOTIFIED that an action for foreclosure of mortgage on the following described property:
LOT 3, BLOCK 2, SOUTH ACRES SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 13, PAGE 24, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.
Property Address: 1555 NE Ocean Blvd Unit 3806, Stuart, FL 34996

has been filed against you and you are required to serve a copy of your written defenses, if any, to it on Kahane & Associates, P.A., Attorneys for Plaintiff, whose address is 1815 N. 19th Avenue, Suite D-216, Sarasota, Florida 34234, on or before September 18, 2025, a date which is within thirty (30) days after the first publication of this Notice in the business observer newspaper, and file the original with the Clerk of this Court either before service on Plaintiff's attorney or immediately thereafter; otherwise a default will be entered against you for the relief demanded in the complaint or petition filed herein.

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Si usted no puede pagar un abogado, y desea obtener uno, llame inmediatamente a una de las oficinas de servicios legales cuyos números aparecen en la guía telefónica bajo la sección de Abogados.

WITNESS my hand and the seal of this Court this 13th day of August, 2025.
Nicholas R. Reiss
As Clerk of the Court
By: Lisa Hamilton
As Deputy Clerk
Publish: St. Lucie News Tribune
August 22, 29, 2025
TCN 1358890

Govt Public Notices

Public Notice for 5-Year PHA Plan
for Fiscal Years 2026 - 2030
NOTICE IS HEREBY GIVEN that:
In accordance with Section 24 of the U.S. Housing Act of 1937, the Indian River County Board of County Commissioners, Housing Authority (HCV) Administrative Plan Policies have been revised.
The purpose of these plans is to outline the goals and objectives for serving extremely low- and very low-income families through the Section 8 Program in Indian River County.
The Draft Plans are available for public review and comment for a 45-day period, from August 11th, 2025, through October 6, 2025, at the following location:
Housing Division
1801 27th Street, Building B
Vero Beach, FL 32960
Viewing is available Monday through Thursday, 8:00 AM to 5:00 PM.
To schedule an appointment, call (772) 226-1490.
Written comments must be submitted by October 6, 2025, to the address above.
The Public Notice Plan will be held on Tuesday, October 21, 2025, at 9:45 a.m., or as soon thereafter as the matter may be heard, in the Commission Chambers, 1801 27th Street, Building A, Vero Beach, Florida 32960, or virtual meeting via Zoom.
Anyone who needs a special accommodation for this meeting must contact the County's Americans with Disabilities Act (ADA) Coordinator at 772-226-1221 at least 48 hours in advance of the meeting.
INDIAN RIVER COUNTY BOARD OF COUNTY COMMISSIONERS
JOSEPH E. FLESCHER, CHAIRMAN
TCN# 1358883 08/22/25

The following unclaimed Parcel and Assessment Property is being held by the Martin County Sheriff's Office.
Any person having or claiming any interest in said property shall file their written claim with the Sheriff's office at 800 SE Monterey Road, Stuart, Florida 34994 on or before the 1st day of January, 2026.
Property for which no claim is made by the proper owner shall be disposed of in accordance with Florida Statute(s)

VIN: 1HD1KHM19EB611224 8/22/25
TCN 1358885

NOTICE OF PUBLIC HEARING AND REGULAR MEETING OF THE RESERVE COMMUNITY DEVELOPMENT DISTRICT

The Board of Supervisors of the **Reserve Community Development District** will hold a regular meeting and public hearing on **September 10, 2025, at 1:30 PM at 110 SW Reserve Park Trace, Port St. Lucie FL 34986-2020** for the purpose of hearing comments and objections on the adoption of the proposed budget for the next succeeding fiscal year 2026 and the imposition of operation and maintenance assessments on benefited property within the District for the Fiscal Year beginning October 1, 2025 ("**Fiscal Year 2026**"). The Board will also consider such other business as may properly come before it. A copy of the agenda may be obtained at the District Manager's office, 2501 A Burns Road, Palm Beach Gardens, Florida 33410 ("**District Manager's Office**"), during normal business hours. The public hearing and meeting are open to the public and will be conducted in accordance with the provisions of Florida Law for Community Development Districts. The public hearing may be continued to a date, time, and place to be specified on the record at the meeting.

There may be occasions when one or more Supervisors will participate by telephone or video conference. Any person requiring special accommodations at this meeting because of a disability or physical impairment should contact the District Manager's Office at least forty-eight (48) hours prior to the meeting. If you are hearing or speech impaired, please contact the Florida Relay Service by dialing 7-1-1, or 1-800-955-8771 (TTY) or 1-800-955-8770 (Voice), for aid in contacting the District Manager's Office.

Each person who decides to appeal any decision made by the Board with respect to any matter considered at the meeting is advised that person may need to ensure that a verbatim record of the proceedings is made, including testimony and evidence, upon which such appeal is to be based.

Jason Pierman
Chairperson
Publish: August 1, 2025 AND August 22, 2025
NOTICE OF SPECIAL MEETING OF BOARD OF SUPERVISORS OF THE SAINT JOHNS IMPROVEMENT DISTRICT

A special meeting of the Board of Supervisors of the Saint Johns Improvement District (Indian River County, Florida) will be held on Monday, September 8, 2025 at 10:00 AM at 3250 Saint Johns Improvement District, Vero Beach, Florida 32967. The purpose of these special meetings is to discuss and approve the Fiscal Year 2026 Budget and Assessment Roll.

The purpose of these special meetings is to discuss and approve the Fiscal Year 2026 Budget and Assessment Roll.

The meetings are open to the public and will be conducted in accordance with the provisions of Florida law for Special Districts. A copy of the agenda for the meetings may be obtained at the office of the District Manager, 3250 Saint Johns Improvement District, Vero Beach, Florida 32967, (772) 231-0922 ("District Office") prior to the meetings. There may be occasions when Supervisors or staff may participate by speaker telephone. Any person requiring special accommodations at the meetings because of a disability or physical impairment should contact the District Office at least forty-eight (48) hours prior to the meetings. If you are hearing or speech impaired, please contact the Florida Relay Service by dialing 7-1-1, or 1-800-955-8771 (TTY) or 1-800-955-8770 (Voice), for aid in contacting the District Office. Each person who decides to appeal any decision made at the meetings with respect to any matter considered at the meetings is advised that person will need a record of the proceedings and that accordingly, the person may need to ensure that a verbatim record of the proceedings is made, including the testimony and evidence upon which such appeal is to be based.

Keith Heisley
Manager
TCN 1358880 8/22/25 8/29/25

POSTED: August 1, 2025 AND August 22, 2025
NOTICE OF SPECIAL MEETING OF BOARD OF SUPERVISORS OF THE SAINT JOHNS IMPROVEMENT DISTRICT

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The meetings are open to the public and will be conducted in accordance with the provisions of Florida law for Special Districts. A copy of the agenda for the meetings may be obtained at the office of the District Manager, 3250 Saint Johns Improvement District, Vero Beach, Florida 32967, (772) 231-0922 ("District Office") prior to the meetings. There may be occasions when Supervisors or staff may participate by speaker telephone. Any person requiring special accommodations at the meetings because of a disability or physical impairment should contact the District Office at least forty-eight (48) hours prior to the meetings. If you are hearing or speech impaired, please contact the Florida Relay Service by dialing 7-1-1, or 1-800-955-8771 (TTY) or 1-800-955-8770 (Voice), for aid in contacting the District Office. Each person who decides to appeal any decision made at the meetings with respect to any matter considered at the meetings is advised that person will need a record of the proceedings and that accordingly, the person may need to ensure that a verbatim record of the proceedings is made, including the testimony and evidence upon which such appeal is to be based.

Keith Heisley
Manager
TCN 1358881 8/22/25 8/29/25

Notice To Creditors

IN THE CIRCUIT COURT FOR ST. LUCIE COUNTY, FLORIDA
PROBATE DIVISION
File Number: 2025CP000623
IN RE: ESTATE OF
BETTY A. KELLEY,
Deceased.
/
NOTICE TO CREDITORS

The administration of the estate of Betty A. Kelley, deceased, whose date of death was February 8, 2025, is pending in the Circuit Court for St. Lucie County, Florida, Probate Division, the address of which is 250 NW Country Club Drive, 2nd Floor, Port St. Lucie, Florida 34986. The names and addresses of the personal representative and the personal representative's attorney are set forth below.

All creditors of the decedent and other persons having claims or demands against decedent's estate on whom a copy of this notice is required to be served must file their claims with this court ON OR BEFORE THE LATER OF 3 MONTHS AFTER THE TIME OF THE FIRST PUBLICATION OF THIS NOTICE OR 30 DAYS AFTER THE DATE OF SERVICE OF A COPY OF THIS NOTICE ON THEM.

All other creditors of the decedent and other persons having claims or demands against decedent's estate must file their claims with this court WITHIN 3 MONTHS AFTER THE DATE OF THE FIRST PUBLICATION OF THIS NOTICE.

ALL CLAIMS NOT FILED WITHIN THE TIME PERIODS SET FORTH IN FLORIDA STATUTES SECTION 733.702 WILL BE FOREVER BARRED.

NOTWITHSTANDING THE TIME PERIODS SET FORTH ABOVE, ANY CLAIM FILED TWO (2) YEARS OR MORE AFTER THE DECEDENT'S DATE OF DEATH IS BARRED.

The personal representative has no duty to discover whether any property held at the time of the decedent's death by the decedent or the decedent's surviving spouse is property to which the Florida Department of Revenue has a claim for estate tax.

The date of first publication of this Notice is August 22, 2025.

Attorney for Personal Representative:
Nicholas A. Mirarchi, Esq.
Florida Bar No. 944390
McCarthy, Summers, Wood, Hartman, Bellamy & Gonzalez, P.A.
Post Office Box 3666
Fort Pierce, FL 34948
Telephone: (772) 466-3329
Fax: (772) 466-3345
E-mail: nmirarchi@mccarthysummers.com
Secondary E-mail: probate@mccarthysummers.com
Personal Representative:
Christine Mcguire
908 W 11th Street, Apt 2
New York, NY 10003
TCN 1358889

IN THE CIRCUIT COURT FOR ST. LUCIE COUNTY, FLORIDA
PROBATE DIVISION
File Number: 2025CP000628
IN RE: ESTATE OF
BETTY A. KELLEY,
Deceased.
/
NOTICE TO CREDITORS

The administration of the estate of Betty A. Kelley, deceased, whose date of death was February 8, 2025, is pending in the Circuit Court for St. Lucie County, Florida, Probate Division, the address of which is 250 NW Country Club Drive, 2nd Floor, Port St. Lucie, Florida 34986. The names and addresses of the personal representative and the personal representative's attorney are set forth below.

All creditors of the decedent and other persons having claims or demands against decedent's estate on whom a copy of this notice is required to be served must file their claims with this court ON OR BEFORE THE LATER OF 3 MONTHS AFTER THE TIME OF THE FIRST PUBLICATION OF THIS NOTICE OR 30 DAYS AFTER THE DATE OF SERVICE OF A COPY OF THIS NOTICE ON THEM.

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Florida Bar No. 944390
McCarthy, Summers, Wood, Hartman, Bellamy & Gonzalez, P.A.
Post Office Box 3666
Fort Pierce, FL 34948
Telephone: (772) 466-3329
Fax: (772) 466-3345
E-mail: nmirarchi@mccarthysummers.com
Secondary E-mail: probate@mccarthysummers.com
Personal Representative:
Christine Mcguire
908 W 11th Street, Apt 2
New York, NY 10003
TCN 1358887

IN THE CIRCUIT COURT FOR ST. LUCIE COUNTY, FLORIDA
PROBATE DIVISION
File No.


32A | SUNDAY, AUGUST 17, 2025 | TREASURE COAST NEWSPAPERS
PUBLIC NOTICES
Bids & Proposals
Govt Public Notices
Public Notices
Govt Bids & Proposals
JOBS
TOWN OF OCEAN BREEZE
Bookkeeper/Office Assistant
PUBLIC WORKS DIRECTOR
Salary Range: $63,369.21 – $71,290.37,
DOQ A supportive work environment,
full health insurance coverage,
12 paid holidays, paid time off, and retirement.
Apply Today!
Accepting Applications until
August 25, 2025, 4:30 PM
www.cityofokeechobee.com/employment-opportunities or in person at:
City Hall
Heather Prince, HR Generalist
Public Safety Building
55 SE 3rd AVE
Okeechobee, FL 34974
Email: humanresources@cityofokeechobee.com
or call: 863.763.9796
EEO/ADA/GINA/VP/ DFWP/E-Verify
SELL YOUR CAR
ADOPT A PET
BUY A BOAT
FIND A TREASURE
GET A DATE
LEARN YOGA
GET A JOB
HIRE A HANDYMAN
Find whatever you need. Check out the classified ads everyday.
FREE Professional Installation
One Connected System
$200 OFF
a Vivint System + Free Installation*
HURRY & CALL NOW!
EXPIRES SEPTEMBER 30, 2025
888-347-7149
vivint
Protect What Matters Most
Stop crime before it starts with a custom-built Vivint system
Promo Code: SECURITY200
Vivint.com/200off
Scan Here to Save Now!

Electronic Billboard Digital Display



10 Yard Signs Placed Throughout the County














FDC
2050 Long Range Transportation Plan
PUBLIC OPEN HOUSE
GET INVOLVED!
TUESDAY, AUGUST 26, 2025
4:30pm–6:30pm


PUBLIC OPEN HOUSE
GET INVOLVED!
TUESDAY, AUGUST 26, 2025


2050 Long Range Transportation Plan
PUBLIC OPEN HOUSE
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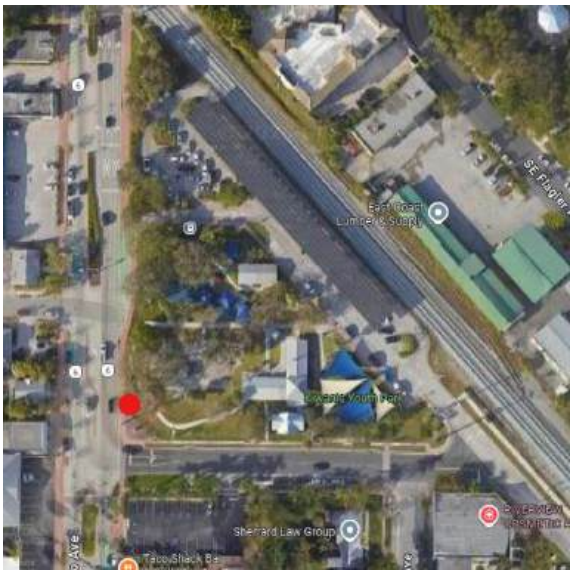

PUBLIC OPEN HOUSE
GET INVOLVED!
TUESDAY, AUGUST 26, 2025


STOP
ONLY


PUBLIC OPEN HOUSE
GET INVOLVED!
TUESDAY, AUGUST 26, 2025

CFP Open House Yard Sign Locations

Kiwanis Park



SW Flagler @ SW St. Lucie Ave



City of Stuart Hall x2



US-1 @ Joan Jefferson



Colorado Ave



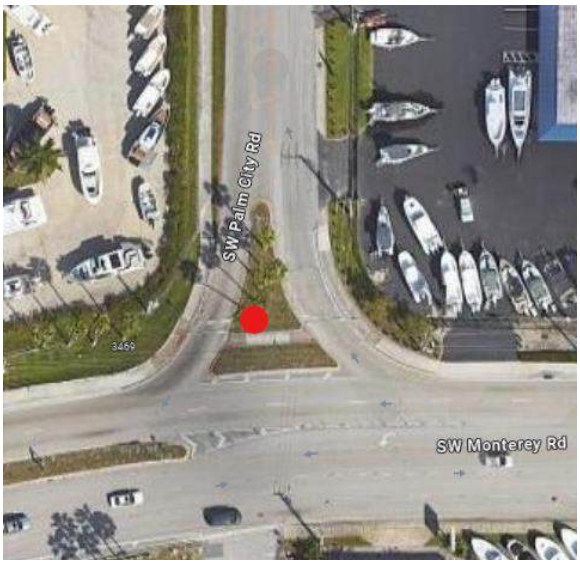
Monterey Road @ Dixie



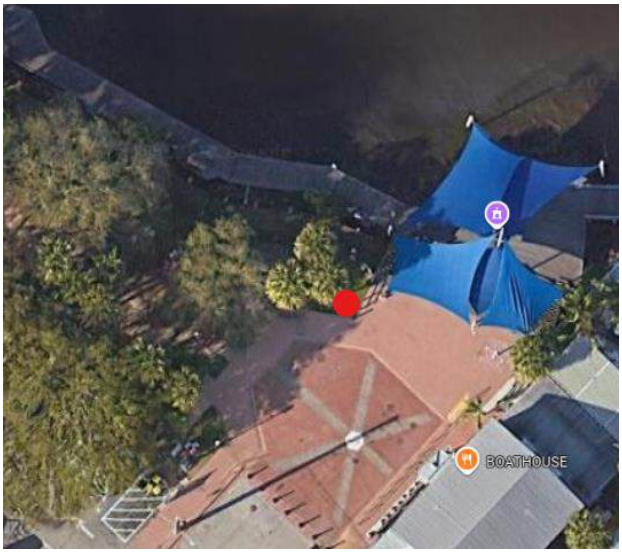
Willoughby Blvd (Willoughby Commons)



Palm City Road @ Monterey Road



Downtown Stuart



Project Flyer – English



Project Flyer – Spanish



Attachment 2: Public Input

8/25/2025

Herman De Roos
Building Captain
6011 SE Martinique DR #104
Stuart 34997

RE: Please take letter to: Martin Metropolitan Transportation Organization 9/26

I have lived in building 15, unit #102 since 12, 1985. This building is located next to the Cove Rd wall at the entrance. I object to the expansion of Cove Rd. Expansion will create more traffic and noise. Montego Cove entrance will be moved changing the view of nature behind the building. May result in decline of property value.

I am 100% against the expansion of Cove Rd

Margo Casey
6011 SE Martinique Dr. #102
Stuart, FL 34997

NOTE: BUILDING #15 IS NOW BLDG #6011. THE CHANGE OF THE GATE HEIGHT WILL BE IN HER BACKYARD.
dck

Untitled Map
Google Earth
90'
FUTURE ROAD TRAFFIC FLOW
90
FUTURE ATTACHED HOUSE
N
08/26/2025 THIS IS THE PRESENT SITUATION. THE FUTURE PLAN IS TO HAVE THE ROAD REALIGNED AS SHOWN. THIS IS ONE WAY TRAFFIC
2

GOOGLE EARTH MAP
#614 #6011 #6021
= GOOGLE EARTH MAP PICTURE
1
Untitled Map
Google Earth
3

Comment Form

MARTIN MOVES 2050

Public Open House
Martin MPO Martin Moves 2050
City of Stuart Commission Chambers
121 SW Flagler Avenue, Stuart, FL 34994
Tuesday, August 26, 2025, at 4:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "comment box" provided at the meeting. Check the Martin MPO's website regularly for updates about the LRTP, meeting announcements, and ways to get involved at MartinMPO.com. If you would like to provide input directly, please send your comments to martinmpo@martin.fl.us, or contact Ricardo Vazquez, MPO Principal Planner, at (772) 223-7983.

PLANS FOR BIG JOHN MONAHAN BRIDGE IN INDIANTOWN. SAFETY ISSUES, TRAFFIC CONGESTION

Name ROB RANICKI

Address

City, State, Zip

Email ROB@HARMARTIN.ORG

** This document is subject to public record laws and may be released to the media or public upon request. If you would like to be added to the 2050 LRTP Mailing List, please email martinmpo@martin.fl.us.*

MARTIN MPO
Metropolitan Planning Organization

MARTIN MOVES 2050

Public Open House

Martin MPO Martin Moves 2050
City of Stuart Commission Chambers
121 SW Flagler Avenue, Stuart, FL 34994
Tuesday, August 26, 2025, at 4:30 p.m.

Re, 08/26/25 MEETING REGIONAL PLANNING
TO: RICARDO VAZQUEZ - PRINCIPAL PLANNER

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "comment box" provided at the meeting. Check the Martin MPO's website regularly for updates about the LRTP, meeting announcements, and ways to get involved at MartinMPO.com. If you would like to provide input directly, please send your comments to martinmpo@martin.fl.us, or contact Ricardo Vazquez, MPO Principal Planner, at (772) 223-7983.

I AM HERMAN de ROOS - A RESIDENT OF MONTEGO COVE 55 PLUS CONDOMINIUMS.
WE HAVE 30 BUILDINGS WITH A TOTAL OF 162 UNITS OFF COVE ROAD IN STUART.
THE BUILDINGS ARE 40 YRS OLD AND WE ARE GETTING A LOT OF TRAFFIC IN & OUT TO JUST SERVICE THE REAL ESTATE & 50 ACRES OF GROUNDS, I.E. MAINTENANCE TRUCKS, AC REPAIR & REPLACEMENT, WINDOWS & DOORS, POOL MAINTENANCE, ELECTRICIANS, PLUMBERS, AMAZON, UPS, USPS, ETC. ETC. COMING IN & OUT OF OUR GATE ON COVE Rd.
IT IS AMAZING THAT THAT GATE AREA WAS APPROVED IN 1983. IT WOULD CERTAINLY NOT GET APPROVED IN 2025. FLDOT IS NOT ADDRESSING THESE SAFETY CONCERNS AS THEY ARE PUSHING THE GATE INWARDS & MAKING ENTRY INTO THE PARKING LOTS OF BLDNG 6141 IMPOSSIBLE
I WONDER IF EMERGENCY SERVICES & TRASH REMOVAL TRUCKS WILL BE ABLE TO ACCESS THE LOT.
THE FLDOT PLAN ALLOCATES MORE LAND AND A SOUND WALL ON THE NORTHSIDE OF COVE Rd — AND TAKES LANDS AWAY FROM THE MONTEGO COVE SIDE AND THERE IS NO MENTION OF A NEW SOUND WALL ON THE MONTEGO COVE SIDE, WHILE WE NEED TO RAISE OUR WALL FOR SOUND & DUST BUFFER.
ALSO - NO PLANTINGS TO SCATTER THE NOISE ARE IN THE PLAN.
I BELIEVE THIS LACK OF PROTECTION IS AGAINST PRESENT REGULATIONS IN STUART, WHICH REQUIRE SOUND WALLS & PLANT SCREENINGS TO BE INSTALLED IN NEW DEVELOPMENTS.
Q: HOW ARE TRUCKS & VEHICLES GOING TO NAVIGATE THE U TURN IN THE DESIGN THAT REQUIRES THEM TO CROSS MULTIPLE LANES OF TRAFFIC TO GO WEST ON COVE Rd ? THE U TURN IS ABOUT 150' TO THE EAST OF OUR EXIT AREA. THE DESIGN IS FAULTY & WILL BE AN INVITATION TO ACCIDENTS BY DEFINITION.
OUR UNIT 6011 - 104 ENTERS THROUGH THE PATIO AREA WHICH IS ONLY 15' AWAY FROM THE PRESENT U.S.' PERIMETER WALL. WE DO NEED NOISE & DUST PROTECTION FROM THE NEW INCREASED AMOUNT OF TRAFFIC.
THE 10' WIDE ROADWAY LANES ARE A SCARY THOUGHT CONSIDERING ALL THE HEAVY TRUCKS & EMERGENCY VEHICLES THAT RUSH TO THE SOUTH HOSPITAL DOWN THE ROAD, SIRENS BLARING ...
THIS PROJECT IS IN THE FINAL STAGES FOR DESIGN BY FLDOT - IT NEEDS TO BE CHANGED TO SAFEGUARD THE ELDERLY POPULATION OF MONTEGO COVE AND ALSO THE GENERAL PUBLIC.

Name JHR/HERMAN de ROOS & PHOEBE A. de ROOS

Address 6011 SE. MARTINIQUE DR. - 104

City, State, Zip STUART - FL. 34997

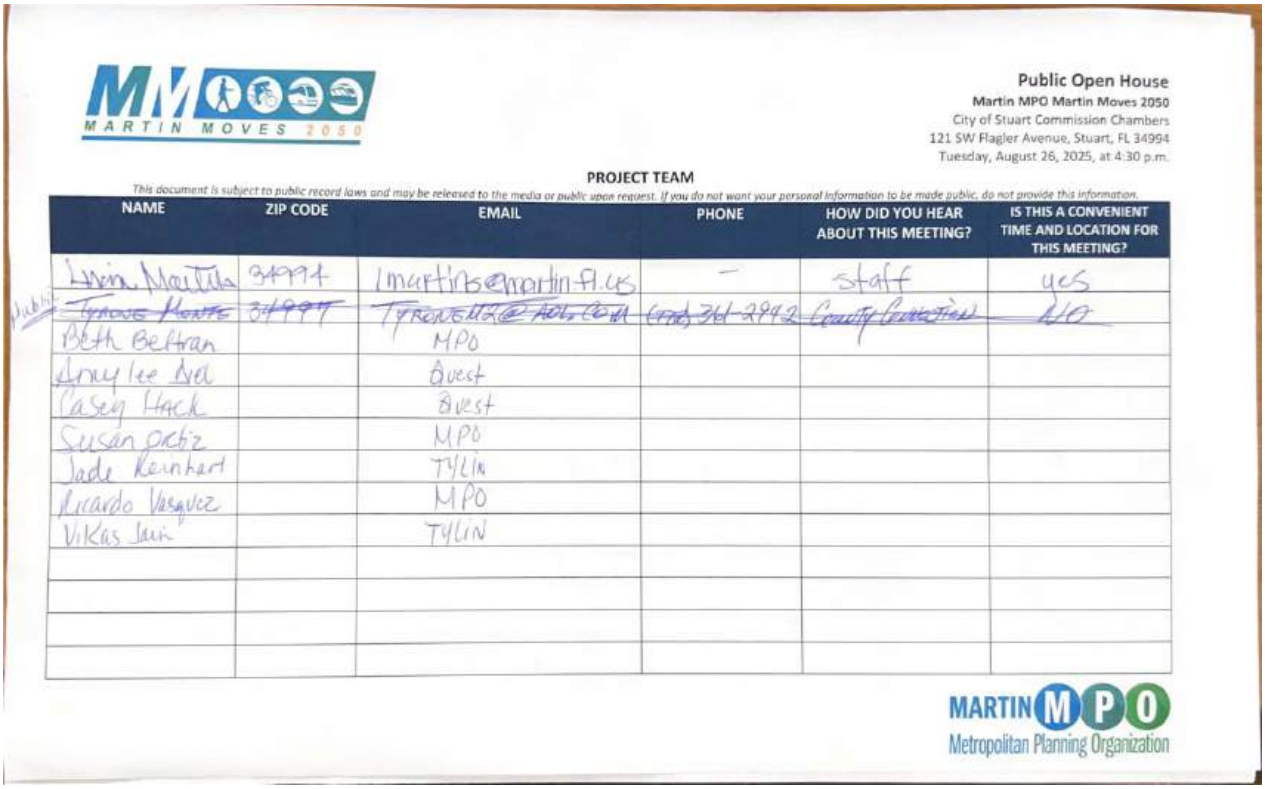
Email jhpaderoos@yahoo.com

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RICHARDO: THANK YOU FOR LISTENING TO US!
dlr

MARTIN MPO Metropolitan Planning Organization

Sign-in Sheets



MARTIN MOVES 2050

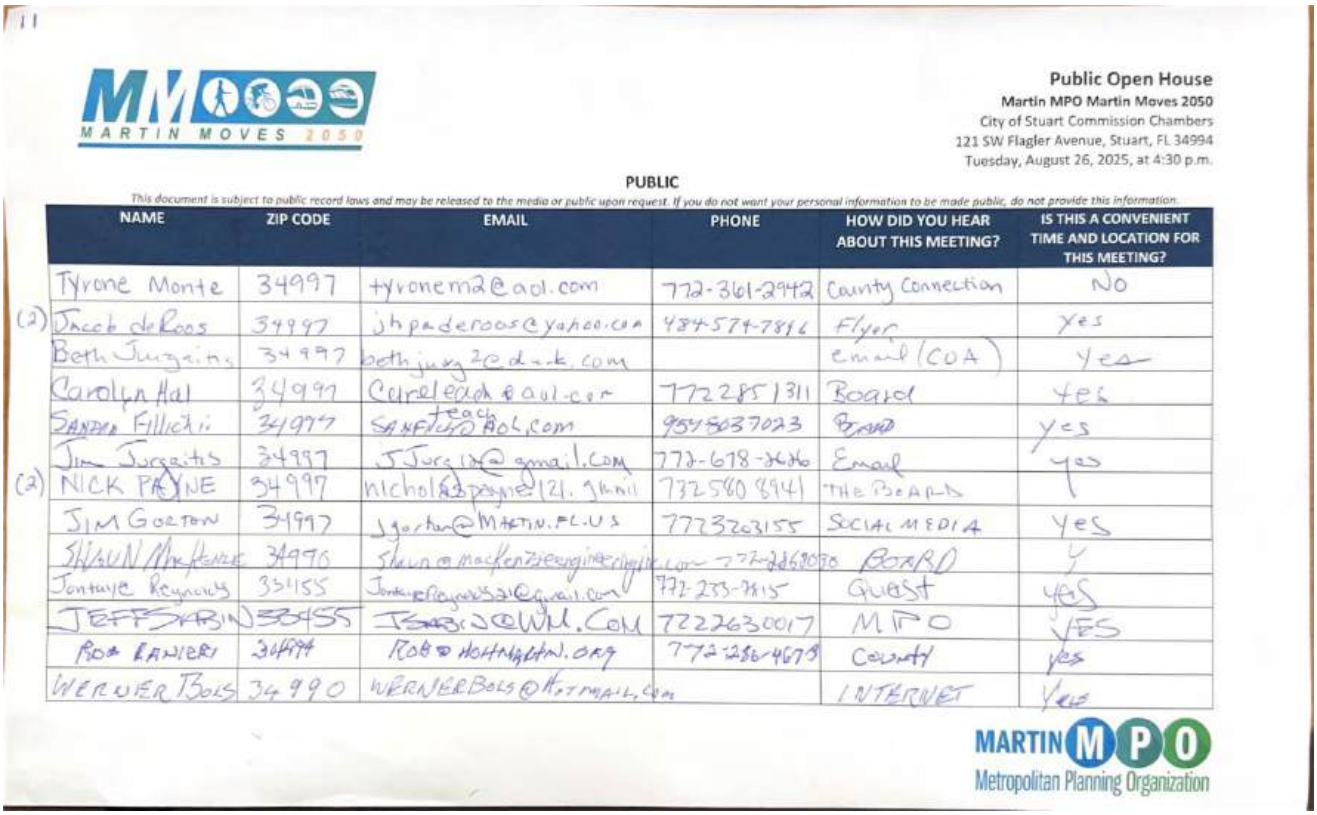
Public Open House
Martin MPO Martin Moves 2050
City of Stuart Commission Chambers
121 SW Flagler Avenue, Stuart, FL 34994
Tuesday, August 26, 2025, at 4:30 p.m.

PROJECT TEAM

This document is subject to public record laws and may be released to the media or public upon request. If you do not want your personal information to be made public, do not provide this information.

NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Irvin Martin	34994	Imartin@martin.fl.us	–	staff	yes
~~Tyrone Monte~~ (Public)	~~34997~~	~~TYRONEM2@AOL.COM~~	~~cell 361-2942~~	~~County Connection~~	~~NO~~
Beth Beltran		MPO			
Linsey Lee Ayer		Quest			
Casey Hack		Quest			
Susan Ortiz		MPO			
Jade Reinhart		TYLIN			
Ricardo Vasquez		MPO			
Vikas Jain		TYLIN			

MARTIN MPO
Metropolitan Planning Organization



MARTIN MOVES 2050

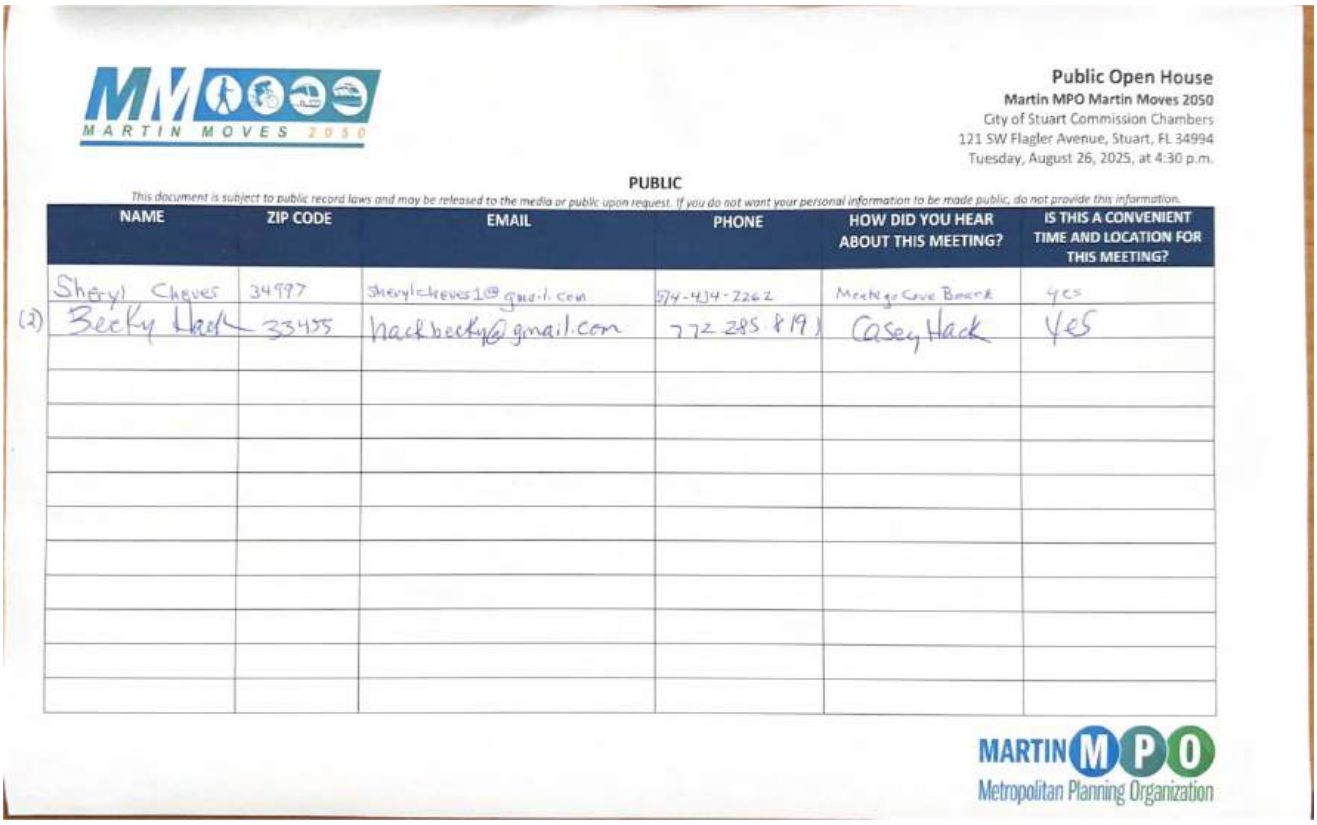
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PUBLIC

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NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Tyrone Monte	34997	tyronem2@aol.com	772-361-2942	County Connection	No
(2) Jacob deRoos	34997	jhpderoos@yahoo.com	484-574-7816	Flyer	Yes
Beth Jurgaitis	34997	bethjurg2@aol.com		email (COA)	yes
Carolyn Hal	34997	Carolehal@aol.com	7722851311	Board	Yes
Sandra Fillichio	34997	SANFILLO@teachAOL.com	9545037023	Board	yes
Jim Jurgaitis	34997	JJurg1@gmail.com	772-678-3476	Email	yes
(2) NICK PAYNE	34997	nicholaspayne121.gmail	7732580894	"The Board"	
JIM GORTON	34997	Jgorton@MARTIN.FL.US	7723203155	SOCIAL MEDIA	yes
SHAUN MacKenzie	34996	shaun@mackenzieengineering.com	772-2869090	BOARD	Y
Jontaye Reynolds	33455	Jontayereynolds3@gmail.com	772-233-7815	Guest	yes
JEFF SABIN	33455	JSABIN@WLL.COM	7722630017	MPO	YES
ROB RANIERI	34994	ROB@HOUNGLTON.ORG	772-286-4679	County	yes
WERNER BOLS	34990	WERNERBOLS@HOTMAIL.COM		INTERNET	Yes

MARTIN MPO
Metropolitan Planning Organization



MARTIN MOVES 2050

Public Open House
Martin MPO Martin Moves 2050
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NAME	ZIP CODE	EMAIL	PHONE	HOW DID YOU HEAR ABOUT THIS MEETING?	IS THIS A CONVENIENT TIME AND LOCATION FOR THIS MEETING?
Sheryl Chaves	34997	sherylchaves1@gmail.com	574-434-2262	Meetup Cove Board	yes
(2) Becky Hack	33455	hackbecky@gmail.com	772 285 8191	Casey Hack	Yes

MARTIN MPO
Metropolitan Planning Organization

Photos













Stakeholder Interview Questionnaire & Summary

Martin MPO 2050 Long Range Transportation Plan (LRTP)

1. What are the key transportation challenges and opportunities facing Martin County?

2. Identify top three to five priorities for improving transportation throughout the County and/or Treasure Coast Region?

3. Are there any strategic transportation investments that you would like the 2050 LRTP to address?

4. Share your thoughts on potential new funding sources that could help implement mobility, safety, and resiliency projects.

5. In your opinion, what would an ideal transportation system in Martin County would look like?

Martin County 2050 LRTP Key Stakeholder Interviews Summary, January – May, 2025

1. Key Transportation Challenges

- Congestion along SR-710, US-1, Turnpike, SR-714
- Mismatch between growth and infrastructure (Indiantown/Palm City)
- Underutilized transit system (Marty), regional pass-through traffic
- Freight and safety issues (truck speed on SR-710)

2. Transportation Investment Priorities

- Commuter rail & train service (Tri-Rail, Brightline, Amtrak in Indiantown)
- Corridor improvements (SR-710 widening, US-1 congestion relief, new Turnpike interchange, Willoughby Rd extension)
- Transit enhancements (microtransit, Marty expansion)
- Regional connections to St. Lucie, Palm Beach, Okeechobee Counties
- ITS and technology (smart corridors, first/last mile options)

3. Strategic Investments

- New Turnpike + I-95 connector
- Transit hubs and terminals (e.g., Tradition in St. Lucie)
- Pilot projects (Tri-Rail extension, microtransit)
- Transit-supportive infrastructure (bicycle, pedestrian)

4. New Funding Opportunities

- New sources proposed: Mobility fees from new development
- Indexed gas tax, parking fees
- User fees or contributions from FPL
- Congestion pricing

5. Ideal Transportation System – "Vision"

- Multimodal and connected network (rail, bus, bikeways, Transportation Network Companies (TNCs) integration)
- Localized service (communities like Indiantown, Palm City)
- Smaller, flexible transit vehicles
- Hubs at county lines, improved first/last mile connections

Survey Questionnaire & Results Summary

Martin MPO 2050 Long Range Transportation Plan (LRTP) Survey

Q1. How satisfied are you with the current transportation system in Martin County?

- ○ Very Satisfied
- ○ Satisfied
- ○ Mixed
- ○ Dissatisfied
- ○ Very Dissatisfied

Q2. What is your primary mode of transportation?

- ○ Car/motorcycle
- ○ Bus
- ○ Bicycle
- ○ Walk
- ○ Other (scooter, e-bike, mobility device/wheelchair)

Q3. What factors influence your primary choice of transportation? (Choose all that apply)

- ○ Cost
- ○ Reliability
- ○ Convenience
- ○ Safety
- ○ Accessibility

Q4. What are the top transportation issues in Martin County? Please rank the following choices. (1 = Most Critical to 5 = Least Critical)

- ☐ Safety
- ☐ Traffic congestion
- ☐ Limited public transit service
- ☐ Sustainability and resiliency
- ☐ Limited bicycle and pedestrian facilities

Q5. Which alternative transportation options would you be most interested in seeing expanded or introduced in Martin County? Please rank the following choices by order of interest. (1 = Most interested to 7 = Least interested).

- ☐ Electric vehicles and charging infrastructure
- ☐ Bike-sharing programs
- ☐ Carpool/vanpool
- ☐ Additional bicycle and pedestrian facilities
- ☐ Emerging mobility (electric scooters, e-bikes, microtransit, shared-use vehicles)
- ☐ Passenger rail
- ☐ Water Transportation/Ferry

Q6. How would you prioritize the following improvements? Please rank your priorities in order of importance. (1 = Highest Priority to 10 = Lowest Priority)

- ☐ Improve/expand transit service
- ☐ Improvements to bicycle and pedestrian facilities/trails
- ☐ Traffic calming and safety improvements
- ☐ Existing roadway maintenance improvements
- ☐ Reduce traffic congestion through technology improvements, such as smart signals
- ☐ Improvements that support Automated, Connected, Electric and Shared-Use vehicles
- ☐ New and/or widened roads/bridges
- ☐ Emerging mobility improvements (electric scooters, e-bikes, scooter/bike share programs, shared-use vehicles)
- ☐ Freight improvements
- ☐ Extreme weather and resiliency-related improvements

Q7. What is your zip code? _____

Q8. What is your household income range?

- ○ Less than $14,999
- ○ $15,000 - $24,999
- ○ $25,000 - $34,999
- ○ $35,000 - $49,999
- ○ $50,000 - $74,999
- ○ $75,000 – $99,999
- ○ $100,000 - $149,999
- ○ $150,000 or more

Q9. What is your age?

- ○ Younger than 20
- ○ 20-29
- ○ 30-39
- ○ 40-49
- ○ 50-59
- ○ 60-69
- ○ 70 or older
- ○ Prefer not to answer

Q10. Do you have additional suggestions that Martin MPO should consider for the 2050 LRTP?

Encuesta del Plan de Transporte de Largo Alcance (LRTP) de Martin MPO 2050

Pregunta 1 ¿Qué tan satisfecho está con el sistema de transporte actual en el condado de Martin?

- Muy satisfecho
- Satisfecho
- Mixto
- Insatisfecho
- Muy insatisfecho

Pregunta 2 ¿Cuál es su principal medio de transporte?

- Carro/moto
- Autobús
- Bicicleta
- Caminar
- Otros (scooter, bicicleta eléctrica, dispositivo de movilidad/silla de ruedas)

Pregunta 3 ¿Qué factores influyen en su elección principal de transporte? (Elija todas las que correspondan)

- Costo
- Fiabilidad
- Conveniencia
- Seguridad
- Accesibilidad

Pregunta 4 ¿Cuáles son los principales problemas de transporte en el condado de Martin? Por favor, clasifique las siguientes opciones. (1 = Más crítico a 5 = Menos crítico)

- ☐ Seguridad
- ☐ Congestión del tráfico
- ☐ Servicio de transporte público limitado
- ☐ Sostenibilidad y resiliencia
- ☐ Instalaciones limitadas para bicicletas y peatones

Pregunta 5 ¿Qué opciones de transporte alternativo le interesaría más ver ampliadas o introducidas en el condado de Martin? Por favor, clasifique las siguientes opciones por orden de interés. (1 = Más interesado a 7 = Menos interesado).

- ☐ Vehículos eléctricos e infraestructura de carga
- ☐ Programas de bicicletas compartidas
- ☐ Viajes compartidos/furgonetas compartidas
- ☐ Instalaciones adicionales para bicicletas y peatones
- ☐ Movilidad emergente (patinetes eléctricos, bicicletas eléctricas, microtránsito, vehículos de uso compartido)
- ☐ Ferrocarril de pasajeros
- ☐ Transporte Acuático/Ferry

Pregunta 6 ¿Cómo priorizaría las siguientes mejoras? Por favor, clasifique sus prioridades en orden de importancia. (1 = prioridad más alta a 10 = prioridad más baja)

- ☐ Mejorar/ampliar el servicio de tránsito
- ☐ Mejoras a las instalaciones/senderos para bicicletas y peatones
- ☐ Calmado del tráfico y mejoras de seguridad
- ☐ Mejoras en el mantenimiento de carreteras existentes
- ☐ Reducir la congestión del tráfico a través de mejoras tecnológicas, como señales inteligentes
- ☐ Mejoras que soportan vehículos automatizados, conectados, eléctricos y de uso compartido
- ☐ Carreteras/puentes nuevos y/o ensanchados
- ☐ Mejoras emergentes en la movilidad (patinetes eléctricos, bicicletas eléctricas, programas de scooters/bicicletas compartidas, vehículos de uso compartido)
- ☐ Mejoras en el transporte de mercancías
- ☐ Clima extremo y mejoras relacionadas con la resiliencia

Pregunta 7 ¿Cuál es su código postal? _____

Pregunta 8 ¿Cuál es el rango de ingresos de su hogar?

- o Menos de $14,999
- o $15,000 - $24,999
- o $25,000 - $34,999
- o $35,000 - $49,999
- o $50,000 - $74,999
- o $75,000 – $99,999
- o $100,000 - $149,999
- o $150,000 o más

Pregunta 9 ¿Cuántos años tienes?

- o Menores de 20 años
- o 20-29
- o 30-39
- o 40-49
- o 50-59
- o 60-69
- o 70 años o más
- o Prefiero no contestar

Pregunta 10 ¿Tiene sugerencias adicionales que Martin MPO debería considerar para el LRTP 2050?

MARTIN MPO
Metropolitan Planning Organization

2050 Long Range Transportation Plan

Survey Results

April 18, 2025

TYLin



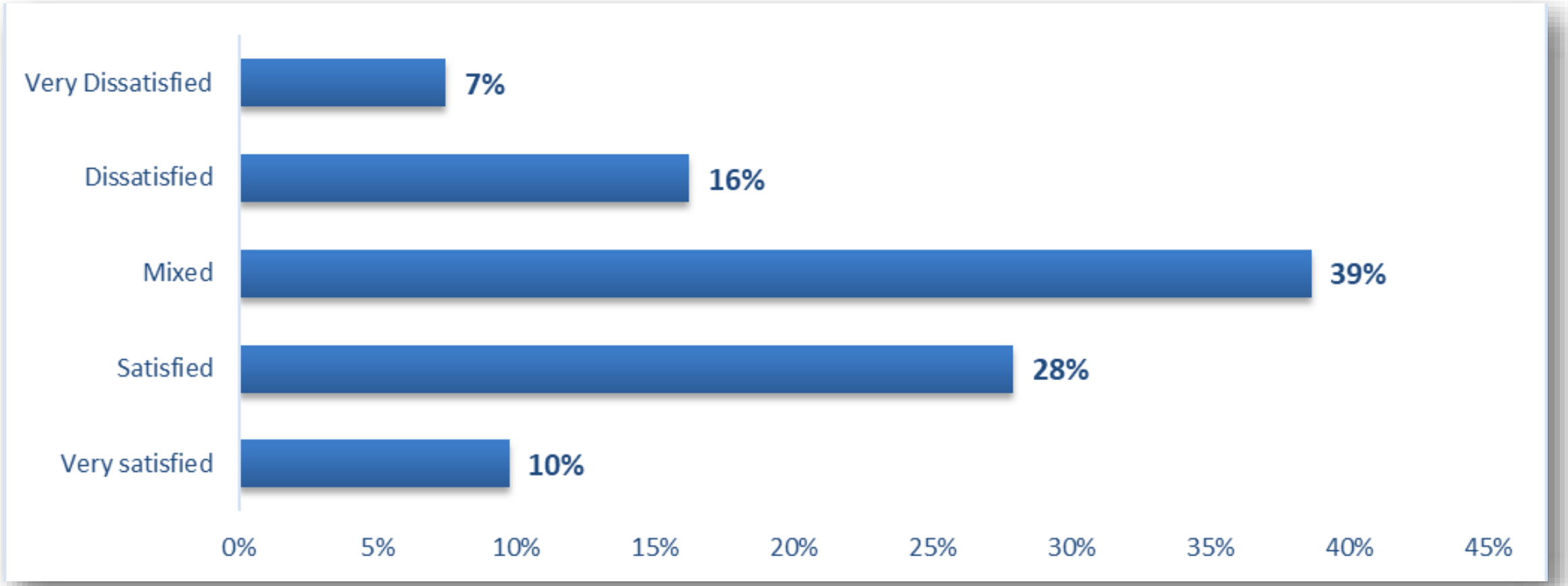
MARTIN MOVES 2050

Survey

- Received 300+ completed surveys
- Administered through multiple channels of communication
  - Visioning sessions/open house
  - Project webpage
  - Business cards
  - Multiple events, such as Martin CARES, Jammin Jensen, bike/ped safety campaigns
- 10 questions related to transportation issues and solutions
- Ensure consistency with previous LRTPs while incorporate emerging trends

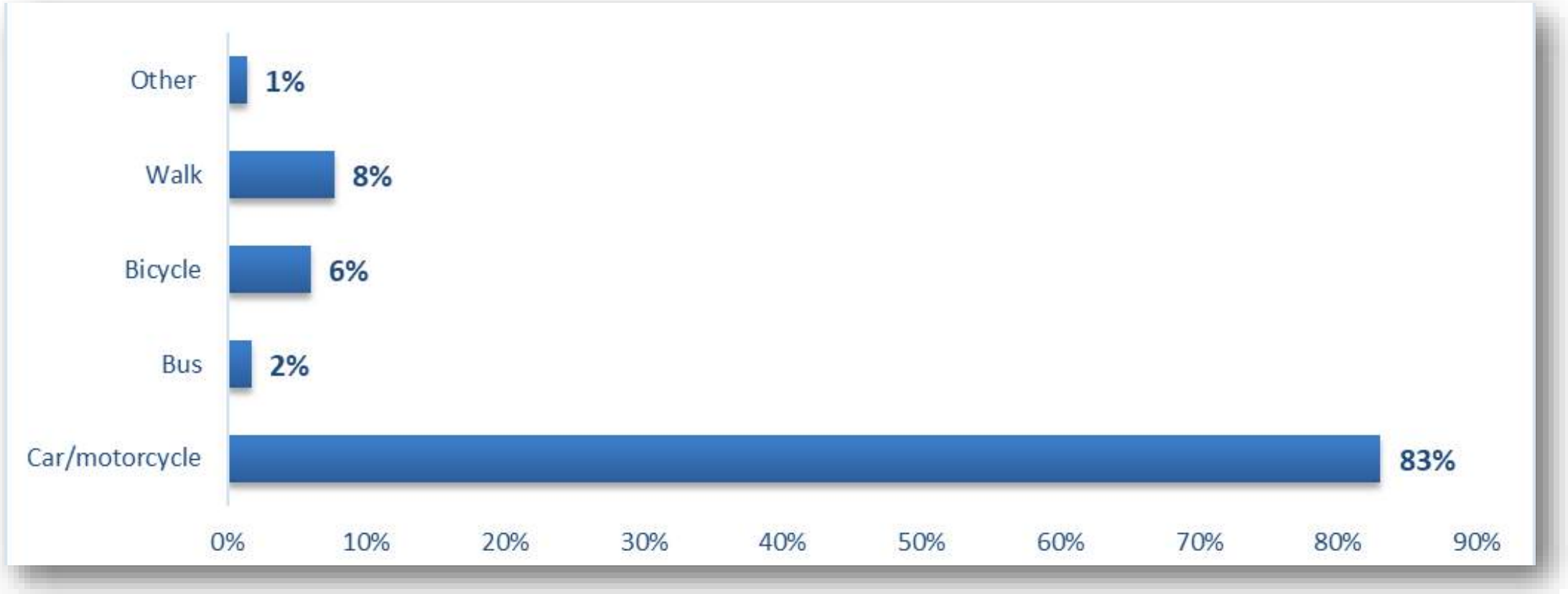
Survey Results

Q1. How satisfied are you with the current transportation system in Martin County?



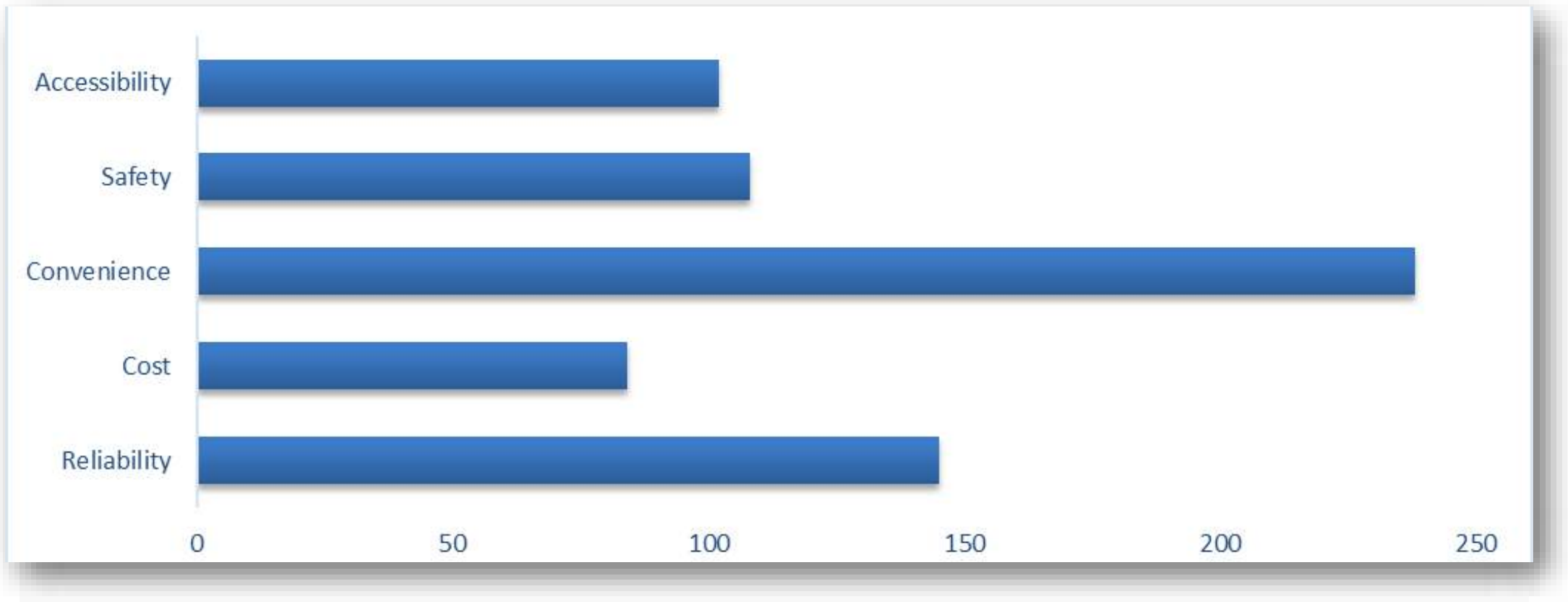
Survey Results

Q2. What is your primary mode of transportation?



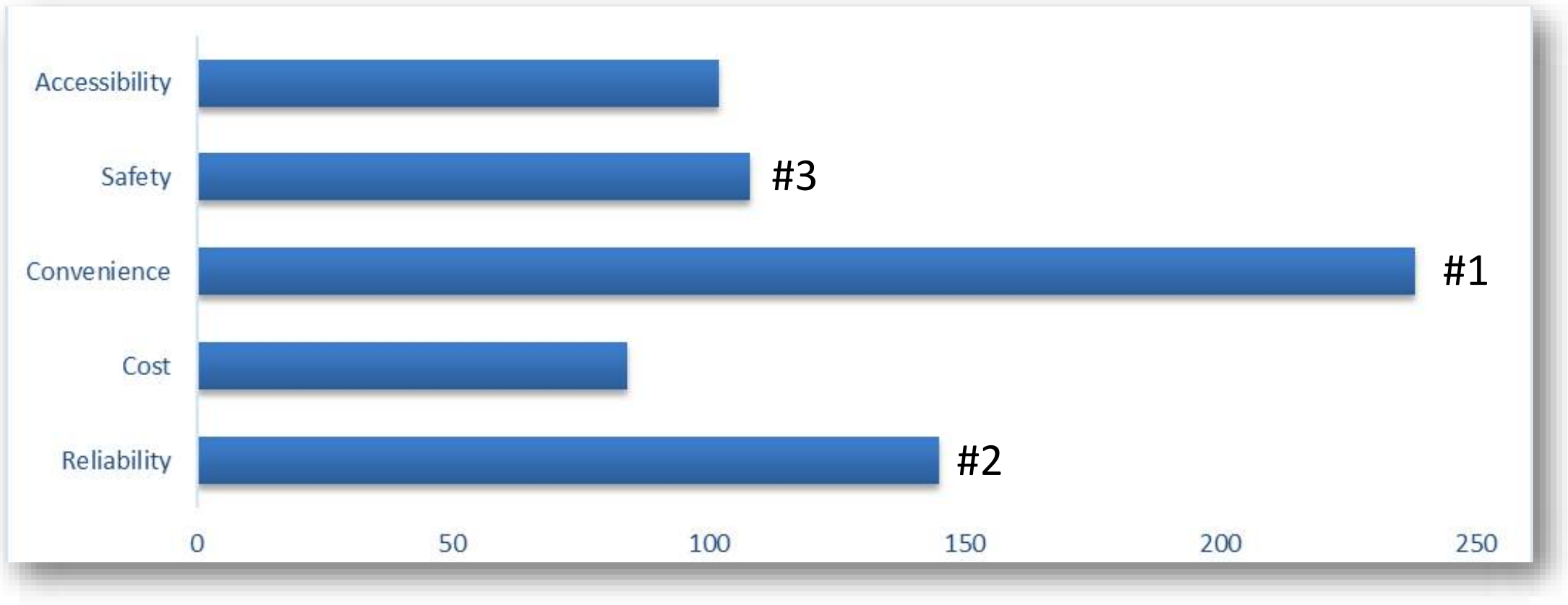
Survey Results

Q3. What factors influence your primary choice of transportation?



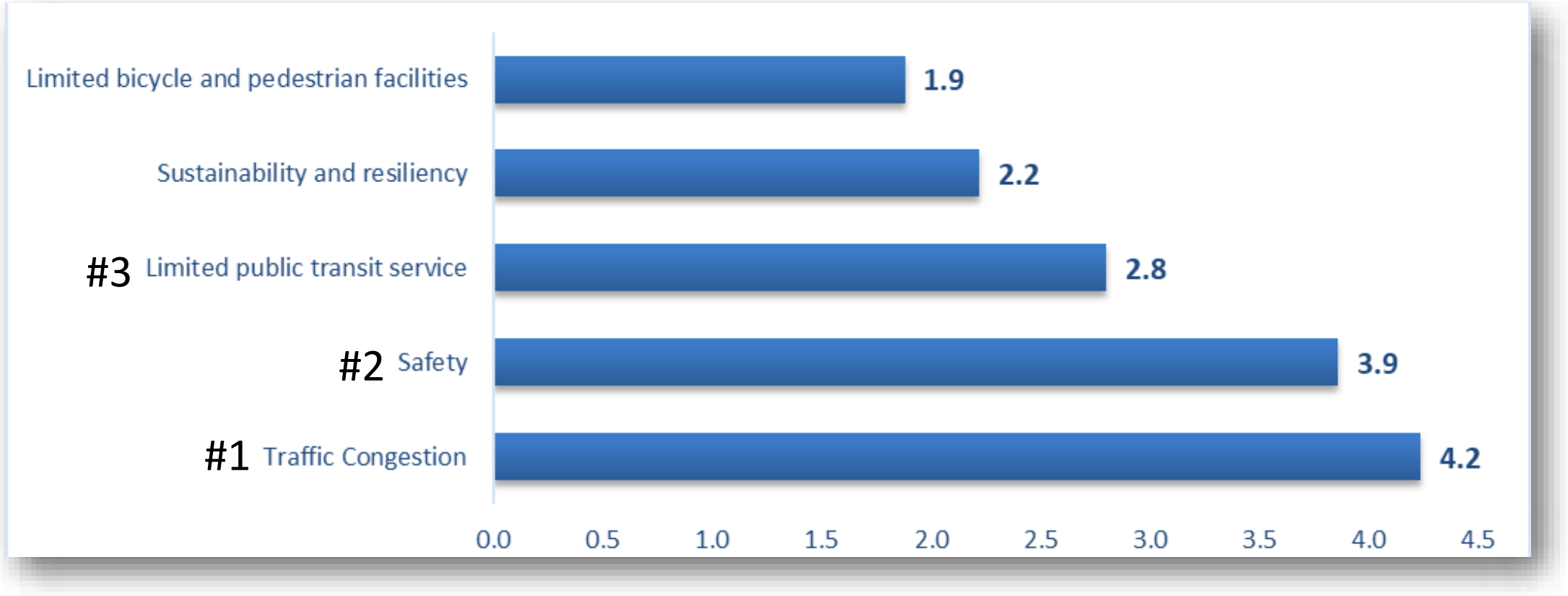
Survey Results

Q3. What factors influence your primary choice of transportation?



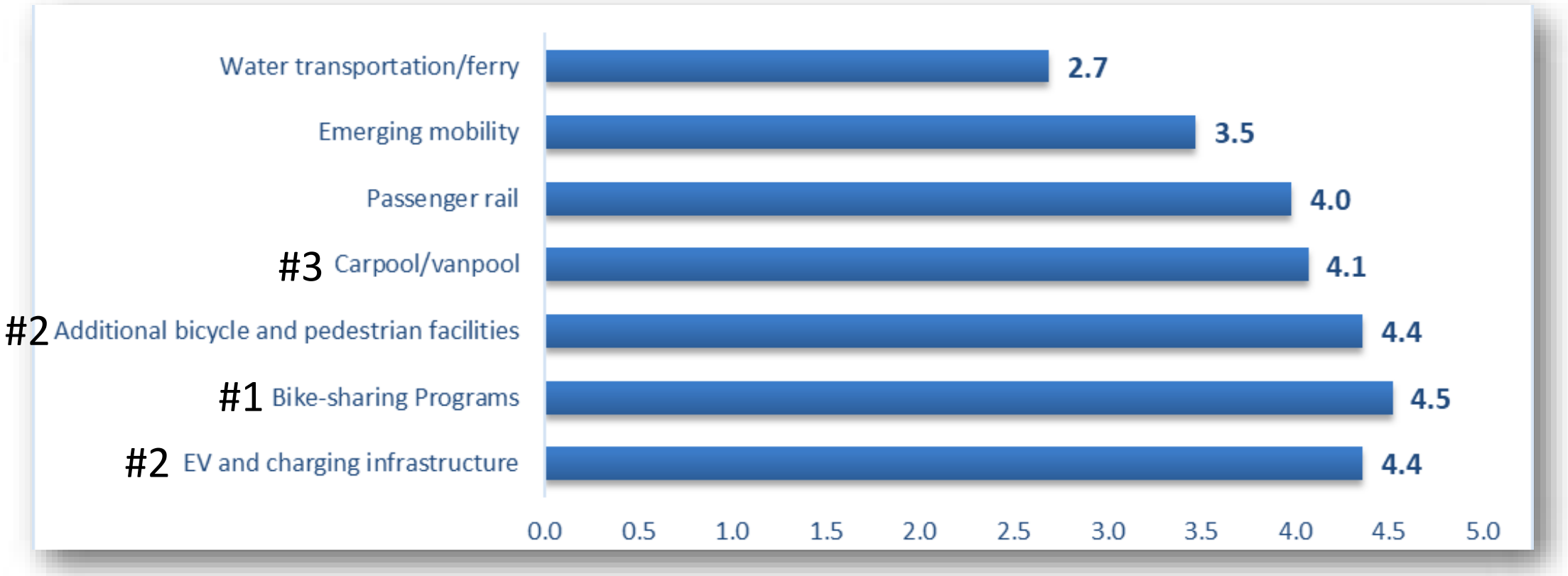
Survey Results

Q4. What are the top transportation issues in Martin County?



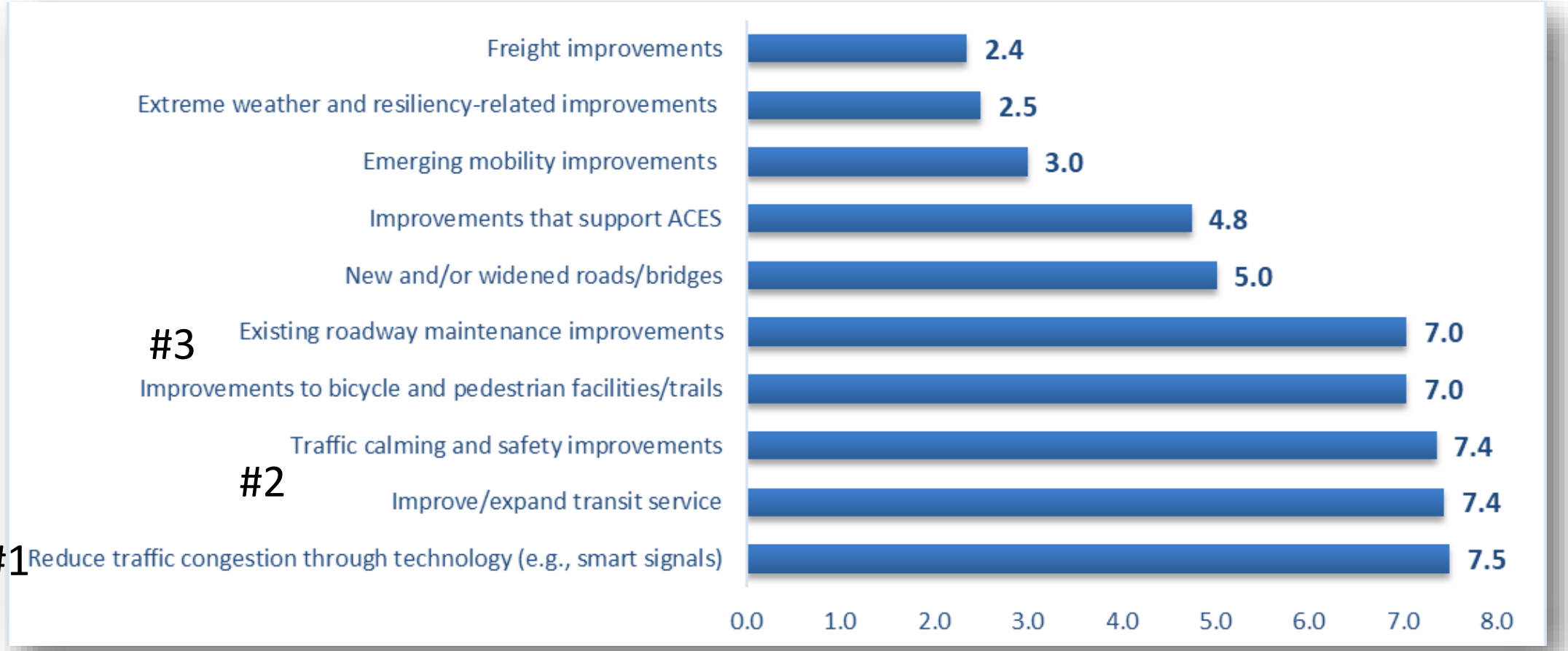
Survey Results

Q5. Which options for alternative transportation would you be most interested in seeing expanded or introduced in Martin County?



Survey Results

Q6. Q6. How would you prioritize the following improvements?



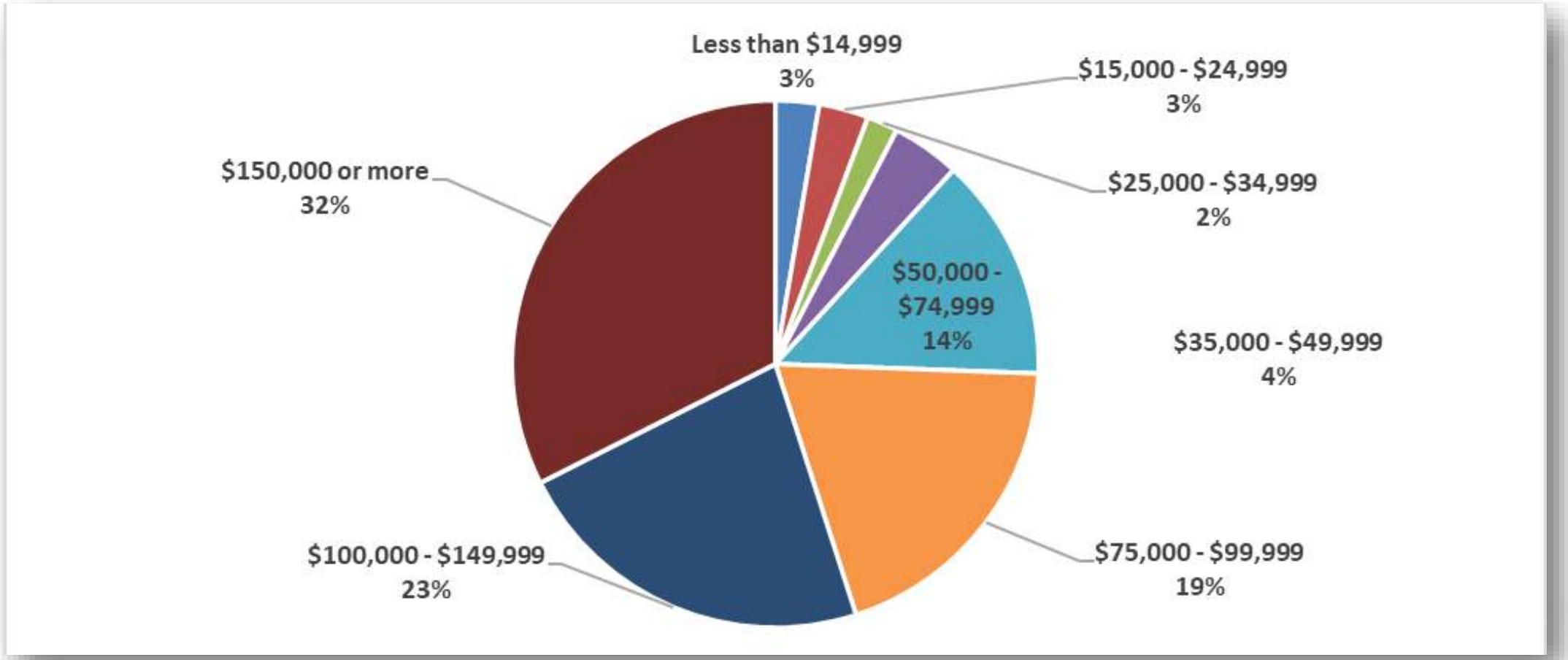
Survey Results

Q7. Which zip code do you live in?



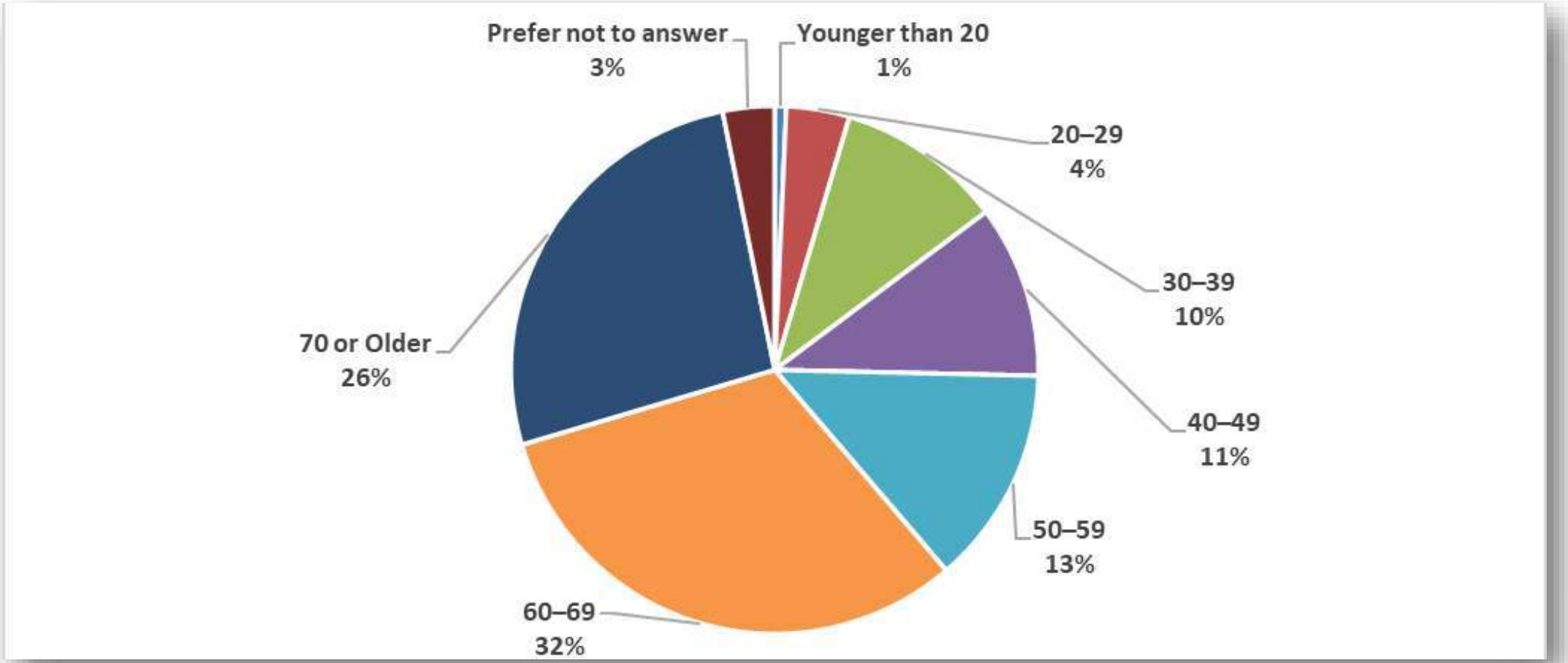
Survey Results

Q8. What is your household income?



Survey Results

Q9. What is your age?



Survey Results

Q10. Do you have additional suggestions that the Martin MPO should consider for the 2050 LRTP?

- **Traffic concerns**: Numerous requests for improved traffic light coordination, congestion mitigation, and calming measures.
- **Growth**: Concerns about overdevelopment, urban sprawl, and strain on infrastructure.
- **Public transit & Brightline**: Opinions on Brightline are highly polarized—some strongly oppose it due to cost and perceived inefficacy, while others want a local station added in Stuart or nearby.
- **Water-based transportation**: Support for expanding water taxi access and enhancing navigability for tourism and commerce.
- **Bridge improvements**: Need for the FEC Railroad drawbridge replacement or upgrades.
- **Environmental preservation**: Support for protection of green space and tree planting, and eco-friendly transit like EV infrastructure and greenways.

Survey Results

Summary of Open-Ended Responses

1. Roadway Infrastructure & Maintenance

- Strong emphasis on maintaining existing roads over new construction.
- Bridge Road, Monterey Rd, and Murphy Road were flagged for congestion, poor planning, or safety hazards.
- Suggestions to widen Martin Hwy, install turn lanes, and improve signalization, especially at high-traffic intersections like Bridge Rd & US-1.

2. Traffic Safety

- Need for enforcing traffic laws, including speeding, red light running, and aggressive driving.
- Requests for traffic light cameras, increased police presence, and safety testing for older drivers.

3. Public Transit System (Marty)

- Desire for more routes to key areas (e.g., beaches, shopping centers, industrial parks).
- Suggestions for loop bus systems in urban centers and smaller buses due to low occupancy.
- Need for enhanced services for medical needs and senior mobility.

4. Equity & Affordability

- Concerns that planning caters only to luxury development.
- Support for affordable housing integration with transportation planning.
- Need to address needs of low-income and disabled residents.

5. Sustainability & Livability

- Opposition to overdevelopment and overcrowding, especially along US-1.
- Criticism of new subdivisions without supporting infrastructure.
- Support for tree-lined boulevards, green buffers, and protected bike lanes.
- Need for non-auto-oriented development like ebikes, golf carts, trolleys, and walkability.

6. Brightline & Rail Controversy

- Sharp division in views on Brightline: some want stations in Stuart, Fairgrounds, or Hobe Sound.
- Others criticize it as costly, unnecessary, and disruptive to communities.
- Noise and environmental concerns also mentioned.

Appendix C
2050 Needs Plan Project Cost

Project Cost Summary, *Martin Moves 2050* Needs Plan

Category	Present Day Cost (PDC, 2024/25 dollars)	Year of Expenditure (YOE)				25-Year Total	20-Year Total	PDC
		2026-2030[1]	2031-2035	2036-2040	2041-2050	2026-2050	2031-2050	Beyond 2050[2]
Transit								
*Transit Operating Cost**	**$152,955,613**	**$19,637,797**	**$23,029,780**	**$46,024,637**	**$118,693,556**	**$207,385,770**	**$187,747,973**	-
Transit Capital Cost	**$15,080,276**	**$6,880,225**	**$5,789,198**	**$3,490,931**	**$3,084,600**	**$19,244,953**	**$12,364,728**	-
Highway/Roadway**	$405,927,479	$21,039,467	$151,199,494	$143,264,604	$341,135,067	**$656,638,632**	**$635,599,165**	-
Strategic Intermodal System (SIS)***	**$511,667,285**	**$118,058,285**	**$275,357,000**	**$148,222,000**	**$23,227,000**	**$564,864,285**	**$446,806,000**	**$1,183,119,285**
SIS	*$235,687,724*	*$116,890,724*	*$545,000*	*$148,222,000*	*$23,227,000*	*$288,884,724*	*$171,994,000*	*$1,256,411,000*
Florida's Turnpike Enterprise	*$275,979,561*	*$1,167,561*	*$274,812,000*	*$0*	*$0*	*$275,979,561*	*$274,812,000*	*$1,129,927,845*
Transportation System Management & Operations (TSM&O)[3]	**$265,031**	$0	$0	**$413,448**	$0	**$413,448**	**$413,448**	-
Other (Park-and-Ride, Pedestrian Bridge)	**$23,689,472**	**$0**	**$7,657,440**	**$25,984,159**	**$45,957,576**	**$79,599,174**	**$79,599,174**	-
Freight[4]	**$44,475,000**	**$0**	**$8,514,000**	**$17,901,000**	**$51,216,000**	**$77,631,000**	***$77,631,000***	-
Safety[5]	**$18,463,750**	$0	**$9,510,525**	**$5,600,400**	**$14,474,825**	**$29,585,750**	**$29,585,750**	
Complete Streets[5]	**$241,047,824**	**$0**	**$37,462,761**	**$21,782,654**	**$12,660,301**	**$71,905,716**	**$71,905,716**	-
Non-Motorized Projects[5]	**$668,494,003**	**$23,497,106**	**$220,011,971**	**$242,019,920**	**$619,449,773**	**$1,104,978,770**	**$1,081,481,664**	-
Sidewalks	*$63,964,173*	*$3,754,493*	*$21,709,083*	*$5,116,159*	*$77,796,608*	**$108,376,344**	*$104,621,851*	-
Bicycle Corridors	*$81,397,818*	*$18,142,613*	*$23,811,193*	*$24,746,401*	*$56,131,648*	**$122,831,854**	*$104,689,241*	-
Multi-Purpose Trails and Greenways	*$523,132,011*	*$1,600,000*	*$174,491,695*	*$212,157,360*	*$485,521,517*	**$873,770,572**	*$872,170,572*	-
Infrastructure Hardening[5]	**$16,061,993**	**$0**	**$4,291,520**	**$5,000,148**	**$18,488,219**	**$27,779,887**	**$27,779,887**	
Water Based Transportation								
*Operating Cost**	**$16,640,000**	$0	$0	$6,489,600	$79,462,400	**$85,952,000**	**$85,952,000**	-
Capital Cost	**$908,800**	$0	$577,920	$1,417,728	$869,120	**$2,864,768**	**$2,864,768**	-
Aviation[6]	**$32,202,906**	**$20,871,769**	**$9,227,664**	**$4,762,157**	**$9,160,259**	**$44,021,849**	**$23,150,080**	-
Other Transportation Improvement Plan (TIP) Projects	**$168,458,326**	**$168,458,326**	**$0**	**$0**	**$0**	**$168,458,326**	**$0**	-
Capacity Projects (non SIS)	*$5,396,466*	*$5,396,466*	*$0*	*$0*	*$0*	*$5,396,466*	*$0*	-
Non-Capacity Projects	*$160,204,545*	*$160,204,545*	*$0*	*$0*	*$0*	*$160,204,545*	*$0*	-
Planning (PL Funds)	*$2,857,315*	*$2,857,315*	*$0*	*$0*	*$0*	*$2,857,315*	*$0*	-
Total Cost	**$2,316,337,758**	**$378,442,975**	**$752,629,272**	**$672,373,385**	**$1,337,878,696**	**$3,141,324,328**	**$2,762,881,353**	
Strategic Intermodal System (SIS)**	$511,667,285	$118,058,285	$275,357,000	$148,222,000	$23,227,000	**$564,864,285**	**$446,806,000**	**$1,183,119,285**
Transit Operating Cost*	$152,955,613	$19,637,797	$23,029,780	$46,024,637	$118,693,556	**$207,385,770**	**$187,747,973**	-
Water Taxi (Operating Cost)*	$16,640,000	$0	$0	$6,489,600	$79,462,400	**$85,952,000**	**$85,952,000**	-
Capital Project Cost (all modes)	$1,635,074,860	$240,746,893	$454,242,492	$471,637,148	$1,116,495,741	**$2,283,122,273**	**$2,042,375,380**	-

Notes

* Operating cost includes total cost for the entire 5-year or 10-year period in Year of Expenditure (YOE) dollars, while Present Day Cost (PDC) reflects 25-year total operating cost for transit and 20-year total operating cost for water taxi service.

** Includes project cost for SR-710/Warfield Boulevard realignment, new intersection at SE 126th Avenue, and widening from SE 126th Avenue to Martin/Okeechobee County Line .

*** Project costs are based on SIS First and Second Five-Year Plans, April 2024 and SIS Long Range Cost Feasible Plan, April 2024 and Florida's Turnpike Enterprise Cost Feasible Plan projects, January 2025.

[1] Time band includes funds "as programmed" in the FY 2026-2030 Transportation Improvement Program (TIP). Does not include funds for transit, aviation, and SIS projects.

[2] Project costs include SIS 2045 Multimodal Unfunded Needs Plan (MMUNP), Florida Department of Transportation (FDOT), June 2017 and Florida's Turnpike Enterprise Unfunded Projects, January 2025.

[3] Project specific cost for specific Transportation System Management & Operations (TSM&O) improvements have not be developed at this stage. Cost included here are based on US-1 Congestion Management Study for US-1 Corridor Retrofit project only.

[4] Freight project costs do not include any overlapping improvements or projects from SIS, "other" category or modes.

[5] Safety, complete streets, non-motorized and infrastructure hardening project cost are distributed over the planning period (Year 2031-2050) to maintain internal consistency in YOE dollars .

[6] Total cost for aviation project is approximately $78.57 (PDC) or $109.66 million (YOE). The summary cost in this table shows Florida Department of Transportation's (FDOT) share of the project costs, which is estimated at 44% of the total cost.

Highway Improvements

Martin Moves 2050 **Needs Plan**

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
										1.10	1.29	1.56	1.94
419669-3	Willoughby Boulevard	Monterey Road (SR-714)	Federal Highway (US-1/SR-5)	PD&E/EMO Study	0.84	Draft Tentative Work Program, FDOT, Nov. 2024	PD&E Study	ProjectID 'R-2' included in Martin in Motion 2045 LRTP - New 2L Road	$2,827,625	$2,827,625			
441700-1	Cove Road	Kanner Highway (SR-76)	US-1/SR-5	PD&E/EMO Study	3.20	Draft Tentative Work Program, FDOT, Nov. 2024	PD&E Study	ProjectIDs 'R-4 and R-5' included in Martin in Motion 2045 LRTP - 2L to 4L	$8,748,751	$8,748,751			
441699-1	High Meadow Avenue (CR-713)	I-95 (SR-9)	Martin Highway (SR-714)	Add Lanes and Reconstruct	2.64	Draft Tentative Work Program, FDOT, Nov. 2024	Widening	ProjectID 'R-7' included in Martin in Motion 2045 LRTP - 2L to 4L	$5,396,466	$5,396,466			
447555-1	SR-710/SW Warfield Boulevard	at CR-714/Martin Highway	-	Realignment of SW Martin Highway/CR-714 to Intersection with SE 126th Boulevard and SR-710	-	Draft Tentative Work Program, FDOT, Nov. 2024	Realignment	ProjectID 'R-16' included in Martin in Motion 2045 LRTP - 2L to 4L	$317,610	$317,610			
447555-2	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Martin/Okeechobee County Line	New Intersection	-	Draft Tentative Work Program, FDOT, Nov. 2024	New Intersection		$543,009	$543,009			
447555-3	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Martin/Okeechobee County Line	Add Lanes and Reconstruct	-	Draft Tentative Work Program, FDOT, Nov. 2024	Widening		$3,206,006	$3,206,006			
RD-1	SW Indiantown Avenue	SR-710/SW Warfield Boulevard	SR-76/SW Kanner Highway	2L to 4L	0.39	TCRPM 6.0 Needs Assessment	Widening		$3,388,613		$4,371,310	$5,286,236	$6,573,909
RD-3	SW 96th Street	SW Pennsylvania Avenue	SR-76/SW Kanner Highway	2L to 4L	0.93	TCRPM 6.0 Needs Assessment	Widening		$14,640,168		$18,885,817	$22,838,662	$28,401,926
RD-4	SW Bridge Road	Pratt Whitney Road	I-95	2L to 4L	2.03	TCRPM 6.0 Needs Assessment	Widening		$31,956,496		$41,223,880	$49,852,134	$61,995,602
RD-7	SE Bridge Road/CR-708	SE Flora Avenue	SE Gomez Road	2L to 4L	1.43	TCRPM 6.0 Needs Assessment	Widening	Project ID R-10 in 2045 LRTP	$22,511,226		$29,039,482	$35,117,513	$43,671,779
RD-8	SW Allapattah Road/CR-609	CR-714/SW Martin Highway	Martin/St. Lucie County Line	2L to 4L	3.11	TCRPM 6.0 Needs Assessment	Widening		$27,022,014		$34,858,398	$42,154,341	$52,422,706
RD-9	CR-714/SW Martin Highway	SW Allapattah Road/CR-609	I-95	2L to 4L	5.36	TCRPM 6.0 Needs Assessment	Widening		$46,571,702		$60,077,495	$72,651,855	$90,349,102
RD-11	SW Newfield Parkway	West Farm Road	SW Becker Road	2L to 4L	1.13	TCRPM 6.0 Needs Assessment	Widening		$17,788,591		$22,947,283	$27,750,203	$34,509,867
RD-12	SW Newfield Parkway	SW Prairie Ave	SR-714/SW Martin Highway	2L to 4L	4.30	TCRPM 6.0 Needs Assessment	Widening		$37,151,394		$47,925,299	$57,956,175	$72,073,705
RD-15	SW Martin Downs Boulevard	SR-714/SW Martin Highway	SW High Meadow Avenue	4L to 6L	0.98	TCRPM 6.0 Needs Assessment	Widening		$15,644,442		$20,181,330	$24,405,329	$30,350,217
RD-21	NW Green River Parkway	NW Jensen Boulevard	Martin/St. Lucie County Line	2L to 4L	1.26	TCRPM 6.0 Needs Assessment	Widening		$29,752,600		$38,380,854	$46,414,056	$57,720,043
RD-27	Willoughby Boulevard Extension	SR-714/Monterey Road	SR-5/US-1/Federal Highway	New 2 Lane Road	0.84	Martin in Motion 2045 LRTP	New 2L Road	ProjectID 'R-2' included in Martin in Motion 2045 LRTP	$32,110,887		$41,423,044	$50,092,984	$62,295,121
RD-28	Village Parkway Extension	SR-714/Martin Highway	Martin/St. Lucie County Line	New 4 Lane Road	3.00	Martin in Motion 2045 LRTP	New 4L Road	ProjectID 'R-1' included in Martin in Motion 2045 LRTP	Developer Funded		-	-	-
RD-30	SR-714/SW Martin Highway	I-95 (SR-9)	SW 84th Avenue	2L to 4L	1.35	Project Steering Committee input	Widening		$21,251,857		$27,414,895	$33,152,897	$41,228,602
441700-1	Cove Road	Kanner Highway (SR-76)	US-1/SR-5	2L to 4L + Shared Use Path	3.20	TIP	Widening		$61,378,023		$79,177,649	$95,749,716	$119,073,364
441699-1	High Meadow Avenue (CR-713)	I-95 (SR-9)	Martin Highway (SR-714)	Add Lanes and Reconstruct	2.64	TIP	Widening		$23,720,000		$30,598,800	$37,003,200	$46,016,800
								Project Cost (PDC)	**$405,927,479**	**$21,039,467**	**$151,199,494**	**$143,264,604**	**$341,135,067**
										Total Cost (YOE)**			**$656,638,632**

Notes

Project included in FDOT Five Year Tentative Work Program FY26-FY30, Nov. 2024

* PDC - Present Day Cost; ** YOE - Year of Expenditure

Roadway segments #2, #16, and #29 overlap with committed projects.

Roadway segments #5, #10, and #14 overlap with SIS projects included in SIS 2035-2050 Long Range Cost Feasible Plan, April 2024.

Roadway segment #13 was recently widened and are policy constrained. Roadway segment #6 was widened.

Roadway segments #18 and #19 constrained" due to limited right-of-way availability and/or potential capital costs associated with bridge widening.

Roadway segments #17, #20, #23, and #24 is included in the TSM&O improvements list.

Roadway segment #22 and #25 is constrained due to limited right-of-way availability. It is included in the "infrastructure hardening/resiliency " projects list for Sea Level Rise (SLR) adaptation improvements.

Roadway segment #26 was a complete streets project, which included road diet and is policy constrained.

Roadway segment #28 is a developer funded project.

Added RD-30 based on input received from Project Steering Committee. This capacity project avoids creating a bottleneck resulting from roadway widening projects along SR-714/Martin Highway to the east (RD-13) and to the west (RD-9).

Transit Improvements

Martin Moves 2050 Needs Plan

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Improvement Type/Category	Comments	Annual Operating Cost (PDC, 2024/25 dollars)	Capital Cost (PDC, 2024/25 dollars)	Total Cost (YOE*)			
								2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
								1.10	1.29	1.56	1.94
n/a	Fixed Route[1]	Systemwide	Maintain existing fixed route service	Fixed route operations	Includes reallocation of resources for route restructuring. Marty Transit Development Plan, Major Update FY 2025-2034.	$2,979,999	-	$16,389,995	$19,220,994	$23,243,992	$57,811,981
T-1	Extend Route 2	Route 2	Extend route terminus to Walmart in Stuart	Route restructuring	Provides desired stop for Indiantown residents and creates transfer opportunity to Route 1 and Split Route 3.	-	-				
T-2	Split Route 3	Route 3	Split route to North and South loops and add new bus stops. North Stuart Circulator (35-minute headways) and South Stuart Circulator (40-minute headways).	Route restructuring	Increases coverage to shopping, community and medical destinations.	-	-				
T-3	Route 4 Flex Service/Pilot Later Shift Service	Route 4	Relocate terminus to Banner Lake Community Center and serve overlapping Route 1 stops (80-minute headways). Implement later service with Pilot TNC service from 5:30 pm to 8:00 pm such as through taxi partnership.	Route restructuring	As the demand for the increased service span grows, implementing could be a cost-effective solution.	-	-				
T-4	Extend Route 20X	Route 20X	Extend terminus to Tri-Rail Mangonia Park Station (80-minute headways).	Route restructuring	Extension for VA Medical Center to Tri-Rail station increases regional connectivity.	-	-				
n/a	Marketing Campaign	Countywide	Market development, communications and promotions. Leverage SFCS Program for Guaranteed Ride Home and advocating for mass transit.	Marketing	Marty Transit Development Plan, Major Update FY 2025-2034.	-	-				
n/a	Customer Facility and ADA Upgrades	Countywide	Public Works Department and Marty should have a transition plan for ADA compliance of transit infrastructure. Includes upgrades to make existing passenger facilities compliant with the Americans with Disabilities Act (ADA).	ADA upgrades		-	$250,000	$137,500	$161,250		
n/a	Add Bus Stops to Existing Routes	Systemwide	Add 40 new bus stops. • Prioritize new stops on Route 1 and 2. • New ADA compliant bus stop construction: o 30 basic stops: 5 per year o 10 enhanced stops: 2 per year • Solar powered lighting at 40 stops • 10 shelters at enhanced stops • 50 updates to at-stop static sign and information displays. • Coordinate with Area Regional Transit (ART) and Palm Tran on locations outside of Martin County	New bus stop	The need to add bus stops emerged through the precursor Transit Efficiency Study (TES) effort and from feedback from the public and elected officials and through technical analysis performed for this TDP. Typical bus stop spacing for urban transit systems nationwide is a ¼-mile spacing. The current bus stop spacing for Marty Routes 1, 2, 3, and 4, are 0.96, 2.59, 1.10, and 1.75 miles, respectively. Marty Transit Development Plan, Major Update FY 2025-2034.	-	$1,470,000	$1,360,975	$300,248		
n/a	Investigate Scope and Procurement for Microtransit	Systemwide	Depending on the customer experience desired, begin exploring taxi partnerships or microtransit opportunities to add later service for Route 4, Saturday service for local routes, and Palm City TNC Zone.	Procurement services	Marty Transit Development Plan, Major Update FY 2025-2034.	-	-				
n/a	Replacement Bus Acquisition	Systemwide	Begin procurement in 2027. Scheduled replacement of 14 buses with 12-year life cycle from 2028-2034.	Fleet replacement	Capital cost adjusted to reflect PDC (in 2025 dollars). The TDP includes 2% inflation per year. Marty Transit Development Plan, Major Update FY 2025-2034.	-	$7,420,000	$4,081,000	$4,785,900		
n/a	Bus Fleet Management Plan Update	Systemwide	Guide transition/SOW for fleet and facility power transition if desired	Study/Plan	Marty Transit Development Plan, Major Update FY 2025-2034.	-	$40,000	$44,000			
n/a	Comprehensive Operational Analysis (COA)	Systemwide	Study to enhance transfer times, update headways. Review fare structure.	Study/Plan		-	$50,000	$55,000			
n/a	Transit Development Plan Major Update	Systemwide	Required every 5-years for state block grant funding.	Study/Plan		-	$250,000	$275,000			
n/a	Intermodal Hub Design Study	-	Begin procurement in 2026.	Study/Plan		-	$100,000	$110,000			
n/a	Route Planning and Scheduling Software	Systemwide	Annual evaluation of route schedules. One route per year for review & update coordinated service plan.	Technology		-	$270,000	$165,000	$154,800		

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Improvement Type/Category	Comments	Annual Operating Cost (PDC, 2024/25 dollars)	Capital Cost (PDC, 2024/25 dollars)	Total Cost (YOE*)			
								2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
								1.10	1.29	1.56	1.94
n/a	Replacement Equipment Trip/Sparks Hardware	Systemwide	New/replacement of on-board equipment and networks for next generation Trip Sparks Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL).	Technology		-	$292,500	$211,750	$129,000		
n/a	Saturday TNC Pilot Program[2] - Routes 1, 2, 3, and 4	Routes 1, 2, 3, and 4	TNC service within 3/4-mile distance of Routes 1, 2, 3, , and 4 on weekdays from 6 am to 8 pm.	New microtransit service	Operating cost adjusted to PDC (in 2025 dollars). Marty Transit Development Plan, Major Update FY 2025-2034.	$145,396	-	$799,678	$937,805	$1,134,089	$2,820,684
T-5	Pilot Palm City TNC Zone[3]	Palm City	Implement microtransit service from 6 am to 8 pm on weekdays only. The Palm City TNC Zone would increase access for areas with a high proportion of transit-dependent populations and destinations.	New microtransit service							
n/a	Paratransit Service	Countywide	Maintain existing paratransit service	Paratransit operations	Marty Transit Development Plan, Major Update FY 2025-2034.	$248,901	-	$1,368,956	$1,605,411	$1,941,428	$4,828,679
n/a	Intermodal hub[4]	Stuart	The hub should be in proximity to the Brightline Station and be the recognized county transportation center.	Intermodal		TBD	TBD				
n/a	Additional at-stop LCD real-time bus arrival displays	Systemwide	Bus stop upgrade, $10K to $15K each	Technology		-	$450,000	$440,000	$64,500		
n/a	Sunday Shift Routes[2] 1, 2, 3, and 4	Routes 1, 2, 3, and 4	For Routes 1, 2, 3, and/or 4, offer TNC services within a ¾-mile distance of existing route alignments.	New service - Sundays		$128,934	-			$1,005,685	$2,501,320
T-6	Stuart TNC Zone[3]	Stuart	A TNC service in Stuart could increase ridership to existing routes and improve access to affordable housing units, medical services, and other origins and destinations.	New microtransit service		$1,088,100	-			$8,487,180	$21,109,140
T-7	Route 2 Express/Indiantown TNC Zone[3]	Indiantown	A restructure of service delivery to provide for a new local TNC service in Indiantown.	New microtransit service		$116,052	-			$905,206	$2,251,409
T-8	Jensen/Rio/Ocean Breeze TNC Zone[3]	Multiple jurisdictions	This new service area would connect to Route 1 and the proposed Jensen Beach Trolley from 6:00 am to 8:00 on weekdays only.	New microtransit service		$217,620	-			$1,697,436	$4,221,828
T-9	Port Salerno TNC Zone[3]	Port Salerno	This new service area in Port Salerno would connect to Route 1 and 4 from 6:00 am to 8:00 pm on weekdays only.	New microtransit service		$93,690	-			$730,782	$1,817,586
n/a	Microtransit Service Capital Cost Allocation	Systemwide		New microtransit service		-	$817,776			$1,275,731	
T-10	Kanner Highway fixed route	Multiple jurisdictions	A new fixed route service to connect the transfer station at the Robert Morgade Library to the proposed Intermodal Hub in Stuart.	New fixed route service	Unfunded transit needs, Marty Transit Development Plan, Major Update FY 2025-2034	-	$1,060,000			$1,653,600	
						$685,690	-			$5,348,382	$13,302,386
T-11	Jensen Beach Trolley	Jensen Beach	New service to connect the Stuart intermodal hub to the beaches and Treasure Coast Mall and Jensen Beach.	New trolley service		-	$1,590,000				$3,084,600
						$217,630	-				$4,222,022
n/a	Transit Planning Studies and Plans	Systemwide		Studies/Plans		-	$510,000				
n/a	O&M Facility Planning and Design Study	Systemwide		Study/Plan		-	$150,000		$193,500		
n/a	Sustainability and Resilience Study	Systemwide		Study/Plan		-	$25,000			$39,000	
n/a	Comprehensive Financial Assessment	Systemwide		Study/Plan		-	$25,000			$39,000	
n/a	Technology Deployment Study	Systemwide		Study/Plan		-	$40,000			$62,400	
n/a	Safety and Security Audit	Systemwide		Study/Plan		-	$25,000			$39,000	
n/a	Fleet Power Transition Study	Systemwide	Overlaps with Bus Fleet Management Plan Update in Line 17.	Study/Plan		-	-				
n/a	Emergency Response Planning	Systemwide		Study/Plan		-	$25,000			$39,000	
n/a	Customer Facilities and ADA Facilities Compliance	Systemwide		Study/Plan		-	$40,000			$62,400	
n/a	Triennial Review Support	Systemwide		Study/Plan		-	$10,000			$15,600	
n/a	Transit Asset Audit and Replacement Plan	Systemwide		Study/Plan		-	$80,000			$124,800	
n/a	Human Resource Recruiting, Retention and Development Study	Systemwide		Study/Plan		-	$25,000			$39,000	
n/a	Operations Scope of Work Development and Procurement Support	Systemwide		Study/Plan		-	$25,000			$39,000	
n/a	Study of Transit Values/Benefits to Martin County	Systemwide		Study/Plan		-	$40,000			$62,400	
n/a	Passenger Rail Station	Stuart		Intercity Passenger Rail Station (New Facility)	City of Stuart Brightline Station Analysis, 2018	-	TBD				
T-12	Downtown Stuart Tram	Downtown Stuart	Maintain existing tram service. Operates from 9 am to 7 pm (Mon to Thrus), 9:00 am to 9:30 pm (Fri and Sat) and 9 am to 5 pm on Sunday	Downtown circulator service	City of Stuart Tram Business Plan, 2019	$196,212	-	$1,079,168	$1,265,570	$1,530,457	$3,806,521
T-13	Tri-Rail Extension	FEC Railroad Corridor	From Palm Beach County to Fort Pierce	Regional transit service		Not Available	Not Available				
T-14	SR-710/CSX Connector	CSX Railroad Corridor	Palm Beach County to SW Allapattah Road	Regional transit service		Not Available	Not Available				
T-15	Turnpike Express Bus Route	Florida's Turnpike	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Regional transit service		Not Available	Not Available				

MPO Project ID Number	Project Name	Street Name/Geography	Project Description	Improvement Type/Category	Comments	Annual Operating Cost (PDC, 2024/25 dollars)	Capital Cost (PDC, 2024/25 dollars)	Total Cost (YOE*)			
								2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
								1.10	1.29	1.56	1.94
T-16	US-1 Transit Enhancements	US-1 Corridor	Palm Beach County Line to Brevard County Line	Regional transit service	2045 Treasure Coast Regional LRTP	Not Available	Not Available				
T-17	I-95 Express Bus Route	I-95 Corridor	Palm Beach County Line to Gatlin Boulevard/I-95	Regional transit service		Not Available	Not Available				
					Annual Operating Cost (PDC, 2024/25 dollars)	**$6,118,225**	**Total Operating Cost (YOE*)**	**$19,637,797**	**$23,029,780**	**$46,024,637**	**$118,693,556**
						Capital Cost (PDC, 2024/25 dollars)	**$15,080,276**				
							Capital Cost (YOE*)	**$6,880,225**	**$5,789,198**	**$3,490,931**	**$3,084,600**

Notes

[1] Fixed bus route bus service includes restructured routes or modifications for Marty routes 2, 3, 4, and 20X.

[2] Provide on-demand service through partnerships with Transportation Network Companies, microtransit or taxi partnership within 0.75-mile distance of existing Marty routes.

[3] Provide on-demand service through partnership with Transportation Network Companies, microtransit or taxi partnership within designated geographic areas or zones to enhance connectivity to Marty routes as well as origins and destinations.

[4] Project cost not available at this stage. Project cost could vary significantly based on development program for the facility. Design features should be centered on pedestrian and bicycle activity, local taxis, TNCs, bikeshare, bike lockers, electric charging stations, park-and-ride facilities, and private charter bus companies.

* YOE - Year of Expenditure

n/a - Not Applicable

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Strategic Intermodal System (SIS) Improvements

Martin Moves 2050 **Needs Plan**

SIS 2035-2050 Long Range Cost Feasible Plan, April 2024

MPO Project ID Number[1]	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (PDC)	Total Cost (YOE*)					Project Phase				
									2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50
											1.561	1.784	2.098					
4132532	I-95	Martin/Palm Beach County Line	CR-708/Bridge Road	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	$1,700,000	$1,700,000					PD&E				
3403	I-95	Martin/Palm Beach County Line	CR-708/Bridge Road	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE		$6,516,000				$6,516,000					PE	
3405	SR-710	SE 126th Boulevard	Martin Powerplant Road	Add 2 Lanes to Build 4	SIS Long Range CFP FY2035-2050	A2-4		$92,670,000			$144,657,000					CON		
4132542	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	$1,649,000	$1,649,000					PD&E				
3664	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE		$9,985,000				$9,985,000					PE	
4226815	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	$2,600,000	$2,600,000					PD&E				
3665	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes	SIS Long Range CFP FY2035-2050	MGLANE		$6,726,000				$6,726,000					PE	
3670	I-95	at SR-714/Martin Highway	-	Modify Interchange	0	M-INCH		$2,355,000			$3,565,000					PE, CON		
4192523	SR-710	Martin/Okeechobee County Line	FPL Power Plant Access Road	Add Turn Lane(s)	SIS Adopted 1st Five Year Program	TURN	PE phase in SIS Adopted 1st Five Year Program	$52,000	$52,000					PE				
4533332	SR-710	Martin/Okeechobee County Line	FPL Power Plant Access Road	Add 2 Lanes to Build 4	SIS Adopted 1st Five Year Program	A2-4	PE and ROW phases in SIS Adopted 1st Five Year Program	$4,747,700	$4,747,700					PE, ROW				
4533331	SR-710/SW Warfield Boulevard	FR FPL Access Rd	CR-609/SW Allapattah Road	Add 4 Lanes to Build 6	SIS Adopted 1st & 2nd Five Year Programs	A4-6	PE and ROW phases in SIS Adopted 1st & 2nd Five Year Programs	$16,248,000	$15,703,000	$545,000				PE, ROW	ROW			
							Total Cost	**$145,248,700**	**$26,451,700**	**$545,000**	**$148,222,000**	**$23,227,000**	**$0**					
												Total Cost (YOE)	**$198,445,700**					

Notes

[1] The MPO Project Identification (ID) Number corresponds to the ID included in the SIS Long Range Cost Feasible Plan or SIS Adopted First and Second Five-Year Program as the case may be.

Project included in FDOT Five Year Work Program FY26-FY30/TIP, Nov. 2024

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Florida's Turnpike Enterprise Cost Feasible Plan Projects, January 2025

MPO Project ID Number[2]	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (PDC)	Total Cost (YOE*)					Project Phase				
									2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50
446975-1 & 446166-1	Turnpike Mainline (SR-91)	-	-	New Interchange: MP 125 - I-95 (New Direct Connect Ramps from Turnpike Mainline (SR-91)	Turnpike Enterprise Major Projects List, Martin County, January 2025	New Interchange	PD&E is underway, preferred alternative selected	$25,867,561	$1,167,561	$24,700,000				PD&E	PE			
446333-1 & 446334-1	Turnpike Mainline (SR-91)	North of Stuart/SR-714 (MP 134.8)	North of Becker Road (MP 138.5)	Widen from 4 to 8 lanes, includes interchange improvement: MP 138 - Becker Road	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	PE is underway, ROW (Phase 43) in 2031 and CON (Phase 52) in 2032 - 2035	$250,112,000		$250,112,000				PE	ROW, CON			
							Total Cost	**$275,979,561**	**$1,167,561**	**$274,812,000**								
												Total Cost (YOE)	**$275,979,561**					

Notes

[2] The MPO Project Identification (ID) Number corresponds to the Florida Turnpike's Financial Project Identification (FPID) included in its Major Projects List, January 2025.

SIS 2045 Multi-Modal Unfunded Needs Plan (MMUNP), June 2017

MPO Project ID Number[3]	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (PDC)	Total Cost (YOE*)				
									2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50
											1.561	1.784	2.098
308	SR-710	Martin/Okeechobee County Line	Martin Powerplant Road	Add 2 Lanes to Build 4	SIS 2045 MMUNP, June 2017	A2-4	Long Term Highway Improvements, Year 2045	$24,524,000				$43,750,816	
2817	I-95	High Meadow Avenue	Becker Road	Interchange Improvement	SIS 2045 MMUNP, June 2017	M-INCH	Long Term Highway Improvements, Year 2045	$113,547,000				$202,567,848	
2701	SR-710 Exclusive Guideway Transit Hub	at Indiantown	-	Passenger Service	SIS 2045 MMUNP, June 2017	PSERV	Mid Term Transit Improvements, Year 2035, Potential SIS Facility	$11,400,000			$17,795,400		
2259	SR-710 Exclusive Guideway	Indiantown	Mangonia Park Tri-Rail Station	Passenger Service	SIS 2045 MMUNP, June 2017	PSERV	Mid Term Transit Improvements, Year 2035, Potential SIS Facility	$386,460,000			$603,264,060		
2261	US-1 Exclusive Guideway	West Palm Beach Transit Hub	Fort Pierce	Passenger Service	SIS 2045 MMUNP, June 2017	PSERV	Mid Term Transit Improvements, Year 2035, Potential SIS Facility	$720,480,000			$1,124,669,280		
							Total Cost	**$1,256,411,000**	**$0**	**$0**	**$1,745,728,740**	**$246,318,664**	**$0**
												Total Cost (YOE)	**$1,992,047,404**

Notes

[3] The MPO Project Identification (ID) Number corresponds to the ID included in the SIS 2024 MMUNP, June 2017.

* YOE - Year of Expenditure. Inflation factors are consistent with SIS Long Range Cost Feasible Plan.

Florida's Turnpike Enterprise Unfunded Projects, January 2025

MPO Project ID Number[4]	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (PDC)	Total Cost (YOE*)					Project Phase				
									2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50
446975-1	Turnpike Mainline (SR-91)	-	-	New Interchange: MP 125 - I-95 (New Direct Connect Ramps from Turnpike Mainline (SR-91)	Turnpike Enterprise Major Projects List, Martin County, January 2025	New Interchange	Construction estimated that includes Direct Connection Interchange between I-95 and Florida's Turnpike and the widening of the Turnpike Mainline approx. 2 miles to the north and south of Bridge Rd. (July 2025)	$309,143,845										
446165-1	Turnpike Mainline (SR-91)	at Stuart/SR-714 (MP 133)	-	Interchange Improvement: MP 133 - Stuart (SR-714)	Turnpike Enterprise Major Projects List, Martin County, January 2025	Interchange Improvement	PE (Phase 32) at $1.7M is underway; ROW ($24.245M) and CON ($141.739M) is unfunded	$165,984,000						PE, ROW				
446219-1	Turnpike Mainline (SR-91)	MP 117.7 - Palm Beach/Martin County Line	MP 125 - I-95 Connector	Widen from 4 to 6 lanes	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	PE (Phase 32) is underway; CON is unfunded	$252,521,000						PE				
446332-1	Turnpike Mainline (SR-91)	MP 125 - I-95 Connector	MP 131 - Thomas B Manuel Bridge	Widen from 4 to 6 lanes	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	PE (Phase 32) is underway; ROW ($12.16M) and CON ($260.169M) is unfunded	$272,329,000						PE	ROW			
446617-1	Turnpike Mainline (SR-91)	MP 131 - Thomas B Manuel Bridge	MP 133 - Stuart/SR-714	Widen from 4 to 6 lanes	Turnpike Enterprise Major Projects List, Martin County, January 2025	Widening	ROW ($6.176M) and CON ($123.774M) is unfunded	$129,950,000										
							Total Cost	**$1,129,927,845**	**$0**	**$0**	**$0**	**$0**	**$0**					
												Total Cost (YOE)	**$0**					

Notes

[4] The MPO Project Identification (ID) Number corresponds to the Florida Turnpike's Financial Project Identification (FPID) included in its Major Projects List, January 2025.

MPO Project ID Number[1]	Street Name/Facility	From	To	Project Description	Source	Improvement Type	Comments	Project Cost (PDC)	Total Cost (YOE*)					Project Phase				
									2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50	2024/25-2029/30	2030/31-2034/35	2034/35-2039/40	2040/41-2044/45	2045/46-2049/50
											1.561	1.784	2.098					
441636-3	SR-714	at FEC Railway	-	Grade Separation	Draft Tentative Work Program, FDOT, Dec. 2024	GRASEP	Draft Tentative Work Program, FDOT, Nov. 2024	$75,159,024	$75,159,024					PE, ROW, CON				
453333-4	SR-710/SW Warfield Boulevard	SW Allapattah Road	SW Van Buren Avenue	Add Lanes and Reconstruct	Draft Tentative Work Program, FDOT, Dec. 2024	Widening	Draft Tentative Work Program, FDOT, Nov. 2024	$15,280,000	$15,280,000					CON				
							Total Cost	**$90,439,024**	**$90,439,024**									

Notes

Project included in FDOT Five Year Tentative Work Program FY26-FY30, Nov. 2024

Transportation System Management & Operations (TSM&O) Improvements

Martin Moves 2050 **Needs Plan**

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE)			
									2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
									1.10	1.29	1.56	1.94
CM-1	US-1/Federal Highway	Martin/St. Lucie County Line	SE Indian Street	Congestion Management	7.85	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	Audible & Vibratory Edge Line Striping; Advance Vehilce Detection	$265,031			$413,448	
CM-2	Dixie Highway	NW Palm Street	S. Colorado Avenue	Congestion Management	1.33	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-3	SE Monterey Road	SE Monterey Road (Ext)	SE Dixie Highway	Congestion Management	0.52	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-4	Jensen Beach Boulevard	US-1/Federal Highway	Indian River Drive	Congestion Management	2.94	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-5	CR-732/NE Causeway Blvd	Indian River Drive	SR-A1A	Congestion Management	2.47	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-6	Indian River Drive	Jensen Beach Boulevard	NE Dixie Highway	Congestion Management	1.33	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-7	SW Joan Jefferson Way	US-1/Federal Highway	Dixie Highway	Congestion Management	0.13	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-8	S Colorado Ave	SE Ocean Boulevard	US-1/Federal Highway	Congestion Management	0.45	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-9	SE Ocean Boulevard	S Colorado Ave	SE Palm Beach Road	Congestion Management	0.99	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-10	SR-714/Martin Highway	SW Mapp Road	S Kanner Highway/SR-76	Congestion Management	1.07	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-12	Dixie Highway	Salerno Road	St. Lucie Boulevard	Congestion Management	0.71	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-13	CR-713/High Meadow Avenue	I-95	SR-714/Martin Highway	Congestion Management	2.85	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				
CM-14	SW Murphy Road	Martin/St. Lucie County Line	SR-714/Martin Highway	Congestion Management	2.25	Congestion Analysis, CMP Update, Martin Moves 2050 LRTP	TBD	TBD				

Notes:

* PDC - Present Day Cost

Project ID CM-11, SR-714/Martin Highway wass identified as a congested corridor based on Year 2023 data before the completion of improvements. Therefore, it is omitted from the needs plan list of TSM&O corridors.

Location and corridor specific improvements will be identified based on detailed technical analysis including data collection, traffic and safety evaluation along with corresponding project cost estimates.

Project cost for CM-1 is based on Martin MPO's US-1 Congestion Management Study, 2024 with project limits from Martin/St. Lucie County Line to Cove Road.

Other Improvements

Martin Moves 2050 **Needs Plan**

MPO Project ID Number	Project Name	From	To	Project Description	Source	Improvement Type	Comments	Base Construction Cost (2019/20 dollars)	Construction Cost[1] (2024/25 dollars)	MOT	Mobilization	Sub-Total (2024/25 dollars)	Scope Contingency	Total Construction Cost (2024/25 dollars)	PE/Design	CEI	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
																		2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
										10%	10%		10%		15%	10%		1.10	1.29	1.56	1.94
P-1	Kanner Highway/SR-76 at I-95			Facility located in southwest corner of Kanner Highway/SR 76, approximately 46,000 sq. ft. 106 parking spaces including four ADA spaces and six kiss-and-ride.	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10, 38, 43 and 44	Park-and-Ride	Cost from 2045 LRTP; includes MOT and contingency	1,908,000	2,442,240			**2,442,240**		**2,442,240**	366,336	244,224	**3,052,800**		**3,938,112**	**4,762,368**	**5,922,432**
n/a	West of I-95 between Becker Road and Martin Highway			Park-and-Ride Lot	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10	Park-and-Ride	Assumes 50 spaces @ $17,000/space	901,000	1,153,280			**1,153,280**		**1,153,280**	172,992	115,328	**1,441,600**		**1,859,664**	**2,248,896**	**2,796,704**
n/a	West of Turnpike in vicinity of Sand Avenue			Park-and-Ride Lot	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10	Park-and-Ride	Assumes 50 spaces @ $17,000/space	901,000	1,153,280			**1,153,280**		**1,153,280**	172,992	115,328	**1,441,600**		**1,859,664**	**2,248,896**	**2,796,704**
PB-1	FEC Railroad Pedestrian Grade Separation	Sailfish Circle Park and Park-and-Ride Lot	Flagler Avenue	Non-motorized grade separated crossing (overpass)	Martin County Freight & Goods Movement Plan, Oct. 2020 - Mid Rnage (2026-2030), Martin MPO; FEC Railroad Grade Separation Study, Martin MPO, August 2017	Pedestrian Plaza Overpass	Cost does not include operation and maintenance of elevators; potential for partial (up to 50%) from Brightline	5,076,000	6,497,280	649,728	649,728	**7,796,736**	779,674	**8,576,410**	1,286,461	857,641	**10,720,512**			**16,723,999**	**20,797,793**
PB-2	FEC Railroad Pedestrian Grade Separation	Railroad Avenue	Commerce Avenue	Non-motorized railroad grade separated crossing (overpass)	Martin County Freight & Goods Movement Plan, Oct. 2020 - Mid Range (2026-2030), Martin MPO; FEC Railroad Grade Separation Study, Martin MPO, August 2017	Pedestrian Overpass		3,996,000	5,114,880			**5,114,880**	511,488	**5,626,368**	843,955	562,637	**7,032,960**				**13,643,942**
RR-1	FEC Railroad Bridge	Over St. Lucie River		Double tracking FEC railroad bridge over St. Lucie river	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	New Railroad Bridge/Rail Capacity		TBD									-				
															Total Project Cost (PDC)		**23,689,472**	**0**	**7,657,440**	**25,984,159**	**45,957,576**

Notes

* PDC - Present Day Cost

** YOE - Year of Expenditure

[1] Construction cost includes adjustments applied to base construction cost from 2045 LRTP to account for inflation @ of 5% per year for five years from 2020 to 2025.

PB-1, PB-2, and RR-1 are included in Freight Needs.

RR-1 is a privately funded project.

Total Project Cost (YOE) for 25-year period	**79,599,174**

Freight Improvements

Martin Moves 2050 **Needs Plan**

MPO Project ID Number[1]	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*)	Total Cost (YOE**)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
										1.10	1.29	1.56	1.94
1541	SR-710	Martin Powerplant Road	CR-609/Allapattah Road	Add 2 Lanes to Build 4		SIS Long Range CFP FY2035-2050	A2-4	FM# 4192522, *Martin in Motion* 2045 LRTP; Freight Mobility and Trade Plan (FMTP), April 2020	$39,609,000			$61,829,000	
3403	I-95	Martin/Palm Beach County Line	CR-708/Bridge Road	Managed Lanes		SIS Long Range CFP FY2035-2050	MGLANE	Freight Mobility and Trade Plan (FMTP), April 2020	$6,516,000				$6,516,000
3405	SR-710	SE 126th Boulevard	Martin Powerplant Road	Add 2 Lanes to Build 4		SIS Long Range CFP FY2035-2050	A2-4	Freight Mobility and Trade Plan (FMTP), April 2020	$92,670,000			$144,657,000	
3417	SR-714	at FEC Railway	-	Grade Separation		SIS Long Range CFP FY2035-2050	GRASEP	Freight Mobility and Trade Plan (FMTP), April 2020	$93,024,000			$7,357,000	
4226815	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes		SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program	$2,250,000	$2,250,000			
4132542	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes		SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program, Project ID 'F-1' included in *Martin in Motion* 2045 LRTP	$1,649,000	$1,649,000			
3664	I-95	CR-708/Bridge Road	High Meadow Avenue	Managed Lanes		SIS Long Range CFP FY2035-2050	MGLANE	PD&E phase in SIS Adopted 1st Five Year Program, Project ID 'F-1' included in *Martin in Motion* 2045 LRTP	$9,985,000				$9,985,000
n/a	Strategies for Reducing Railroad Trespassing (SRRT) Pilot Project	Florida East Coast (FEC) Railway Corridor	-	Enhanced Safety Improvements per Brightline and Martin County Agreement		Freight Mobility and Trade Plan (FMTP), April 2020	Safety	Freight Mobility and Trade Plan (FMTP), April 2020	-				
								Total Project Cost	$245,703,000	$3,899,000	$0	$213,843,000	$16,501,000
													$234,243,000

Notes

[1] The MPO Project Identification (ID) Number corresponds to the ID included in the SIS Long Range Cost Feasible Plan or SIS Adopted First and Second Five-Year Program as the case may be.

Project included in FDOT Five Year Tentative Work Program FY26-FY30, Nov. 2024

Freight Needs

MPO Project ID Number[2]	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC)	Total Cost (YOE*)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
										1.10	1.29	1.56	1.94
RR-1	FEC Railroad Bridge	Over St. Lucie River	-	Double tracking FEC railroad bridge over St. Lucie river	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	New Railroad Bridge/Rail Capacity		TBD	-	-	-	-
FRR-6	US-27 Corridor Rail Bypass	Miami-Dade County	FEC Railroad at SR-710	New Railroad, Rehabilitation		Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	New Railroad, Rehabilitation		-	-	-	-	-
FP-3	Martin County I-95 NB and SB Rest Areas	-	-	Dynamic Truck Parking, Touch-Screen Kiosk	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short Range (2021-2025)	ITS		TBD	-	-	-	-
FP-5	Truck Parking (Pull Offs) (700'X100'; 20 truck parking)	Regional - US 98, SR 710	-	New Parking	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	New Parking	Cost for full build truck parking varies from $180,000 to $260,000 based on recently completed projects in Florida, plus 50% for soft costs	$6,600,000		**$8,514,000**	$10,296,000	$12,804,000

MPO Project ID Number[1]	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*)	Total Cost (YOE**)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
										1.10	1.29	1.56	1.94
FSH1	SR-714/Martin Highway	I-95	Citrus Blvd	Widen paved shoulders from 4' to 7'	4.4	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	$2,970,000		$3,831,300	**$4,633,200**	$5,761,800
FSH2	US-98	Palm Beach County Line	Okeechobee County Line	Widen paved shoulders from 4' to 7'	12.6	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short Range (2021-2025)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	$8,505,000		$10,971,450	**$13,267,800**	$16,499,700
FSH3	SE Bridge Road	0.5 Miles east of I-95	Flora Avenue	Widen paved shoulders from 1' to 7'	5.00	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	$3,375,000		$4,353,750	$5,265,000	**$6,547,500**
FSH4	SR-76/ SW Kanner Highway	US- 98	Pratt Whitney Rd	Widen paved shoulders from 4' to 7'	23.00	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Shoulder Widening	Unit cost based on FDOT Cost Per Mile model for U-18 + 50% for soft costs	$15,525,000		$20,027,250	$24,219,000	**$30,118,500**
FRH1	Rural Highways - West of I-95	Regional	-	TSM&O System (10 Digital Message Signs)	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	TSM&O	Assume 51x100ft DMS with support structure at $500,000 plus 50% for soft cost	$7,500,000		$9,675,000	$11,700,000	**$14,550,000**
FRH2	Rural Highways - West of I-95	Regional	-	Provide Rural Center U-Turns Every 10 Miles	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Restriping/Lane Reconfiguration		TBD	-	-	-	-
FRH3	Rural Highways - West of I-95	Regional	-	Visibility Warning System (8)	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Technology		TBD	-	-	-	-
FTRP1	Highways, Local Roads	Countywide	-	Designated Truck Routes and No Thru Trucks (50)	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short Range (2021-2025)	Truck Route Plan (Signage)		TBD	-	-	-	-
FS2	Stuart Area Projects	Areawide	-	FDOT TSM&O, MPO 2020 Congestion Management Projects	-	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Short & Mid Range (2021-2030)	TSM&O	Martin in Motion, 2045 LRTP	TBD	-	-	-	-
FS3	US-1	Cove Road	St. Lucie County Line	Corridor Retrofit	8.80	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Corridor Retrofit	US-1 Congestion Management Study, 2024	$44,244,780		$57,075,766	$69,021,857	$85,834,873
FS7	High Meadow Avenue	I-95	SR-714/ Martin Highway	Add 2 Lanes & Reconstruct 2 Lanes (4LD)	2.64	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Widening	Draft Tentative Work Program, FDOT, Nov. 2024; Phases - PE, ROW	$5,396,466	$5,396,466			
FS4	Cove Road	Kanner Highway/SR-76	CR-A1A	Add 2 Lanes & Reconstruct 2 Lanes (4LD)	4.32	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Mid Range (2026-2030)	Widening	Project IDs 'R-4, R-5, R-6' included in Martin in Motion 2045 LRTP; Draft Tentative Work Program, FDOT, Nov. 2024; Phases - PE, ROW (partial project)	$8,748,751	$8,748,751			
FS8	Bridge Road	Powerline Avenue	Federal Highway/US-1	Add 2 Lanes & Reconstruct 2 Lanes (4LD)	2.00	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Widening	Project ID 'R-10' included in Martin in Motion 2045 LRTP, cost increased by 1.28 at 5% YoY	$20,785,390				$40,323,657
FS9	SR-714/ Martin Downs Boulevard	Matheson Avenue	Palm City Road	Add 2 Lanes & Reconstruct 4 Lanes (6LD)	1.33	Martin County Freight & Goods Movement Plan, Oct. 2020, Martin MPO - Long Range (2031-2045)	Widening	Project ID 'R-13' included in Martin in Motion 2045 LRTP, cost increased by 1.28 at 5% YoY	$72,986,267				$141,593,358

MPO Project ID Number[1]	Street Name/Project Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*)	Total Cost (YOE**)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
										1.10	1.29	1.56	1.94
WS-NB	I-95	Weigh-in-Motion Station (Northbound)	-	TBD	-	Project Steering Committee & I-95 Master Plan	ITS		TBD	-	-	-	-
WS-SB	I-95	Weigh-in-Motion Station (Southbound)	-	TBD	-	Project Steering Committee & I-95 Master Plan	ITS		TBD	-	-	-	-
RA-NB	I-95	Rest Area (Northbound)	-	Dynamic Truck Parking, Touch-Screen Kiosk	-	Project Steering Committee & I-95 Master Plan	ITS	Overlaps with Project ID FP3	TBD	-	-	-	-
RA-SB	I-95	Rest Area (Southbound)	-	Dynamic Truck Parking, Touch-Screen Kiosk	-	Project Steering Committee & I-95 Master Plan	ITS	Overlaps with Project ID FP3	TBD	-	-	-	-
								Total Project Cost (PDC)	$44,475,000	**$0**	**$8,514,000**	**$17,901,000**	**$51,216,000**
										Total Cost (YOE)**			**$77,631,000**

Notes

RR-1 is included in and overlaps with projects in the "Other Improvements" category.

Freight Needs that do not overlap with improvements/projects included in other modes or categories.

FS# - Freight Supportive Corridors identified in the Martin MPO's Freight and Goods Movement Plan, October 2020. FS3 overlaps with CM-1.

Project included in FDOT Five Year Tentative Work Program FY26-FY30, Nov. 2024

FRH1, FRH2, FRH3, FTRP1 and FS2 are areawide, countywide or regional projects that are not shown on the map.

RR-1 is a privately funded project.

Safety Improvements

Martin Moves 2050 **Needs Plan**

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE)			
										2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
										1.10	1.29	1.56	1.94
401	US 1/SE Federal Hwy	SE Indian St	SE Central Pkwy	Safety audit, safety improvements	1.28	Vision Zero Plan, May 2022	Safety audit	Lump sum	$400,000		**516,000**	624,000	776,000
402	US 1/SE Federal Hwy	SR 76/Kanner Hwy	Roosevelt Bridge	Safety audit, speed reduction, safety improvements	0.84	Vision Zero Plan, May 2022	Safety audit	Lump sum	$350,000		**451,500**	546,000	679,000
403	S Kanner Hwy	SE Cove Rd	SE Salerno Rd	Education, enforcement	0.59	Vision Zero Plan, May 2022	Education & enforcement	Lump sum	$500,000		**645,000**	780,000	970,000
404	US 1/Federal Hwy	NW Goldenrod Rd	St. Lucie County Line	Education, enforcement	0.94	Vision Zero Plan, May 2022	education & enforcement	Lump sum	$750,000		**967,500**	1,170,000	
405	S Dixie Hwy	SE Delmar St	SE Aviation Way	Bike facility study, safety improvements	0.60	Vision Zero Plan, May 2022	Study	Lump sum	$100,000		**129,000**	156,000	194,000
407	SE Dixie Highway	SE Normand Street	SE Kensington Street	Shift drainage inward by 3 ft	1.24	Martin County SS4A Action Plan	Drainage		$1,500,000		1,935,000	**2,340,000**	2,910,000
408	SE Dixie Highway	SE Broward Street	-	Upgrade existing mid-block pedestrian crosswalk to pedestrian hybrid beacon	0.02	Martin County SS4A Action Plan	Install pedestrian hybrid beacon		$1,600,000		2,064,000	**2,496,000**	3,104,000
415	SE Dixie Highway	Monterey Road	-	Upgrade existing crosswalks to high emphasis crosswalk	0.03	Martin County SS4A Action Plan	Install high emphasis crosswalk		$15,000		19,350	**23,400**	29,100
416	SE Dixie Highway	SE Airport Road	-	Upgrade existing crosswalks to high emphasis crosswalk	0.02	Martin County SS4A Action Plan	Install high emphasis crosswalk		$15,000		19,350	**23,400**	29,100
418	SE Dixie Highway	SE Indian Street	-	Upgrade existing crosswalks to high emphasis crosswalk	0.02	Martin County SS4A Action Plan	Install high emphasis crosswalk		$15,000		19,350	**23,400**	29,100
419	SE Dixie Highway	SE Seaward Street	-	Upgrade existing crosswalks to high emphasis crosswalk	0.02	0	Install high emphasis crosswalk		$15,000		19,350	**23,400**	29,100
420	SE Dixie Highway	SE Aviation Way	-	Improve bus stop boarding and alighting areas to be ADA compliant and add shelters	0.03	Martin County SS4A Action Plan	Bus stop shelter and ADA improvements	Overlaps with transit improvements	$40,000		51,600	**62,400**	77,600
421	SE Dixie Highway	SE Cove Road	SE Westfield Street	Install sidewalk barriers or fencing	0.37	Martin County SS4A Action Plan	Sidewalk		$90,000		116,100	**140,400**	174,600
422	SE Dixie Highway	SE Salerno Road	SE Westfield Street	Reduce width of parking spaces and install a bicycle lane	0.25	Martin County SS4A Action Plan	Restriping		$340,000		438,600	**530,400**	659,600
423	SE Dixie Highway	South of SE Salerno Road	-	Upgrade existing midblock crossing to include pedestrian hybrid beacons and high-visibility crosswalks	0.01	Martin County SS4A Action Plan	Install pedestrian hybrid beacon & high visibility crosswalks	Project cost included in #408	-		-	**-**	-
424	SE Bridge Road	SE Powerline Avenue	SE Flora Avenue.	Extend rumble strips (centerline and shoulders)	1.13	Martin County SS4A Action Plan	Misc. construction		$1,410,000		1,818,900	2,199,600	**2,735,400**
425	SE Bridge Road	I-95	SE Flora Avenue.	Install lighting	5.42	Martin County SS4A Action Plan	Lighting						
426	SE Bridge Road	SE Powerline Avenue	-	Install electronic speed feedback sign	0.02	Martin County SS4A Action Plan	Install speed feedback sign		$25,000		32,250	39,000	**48,500**
427	SE Bridge Road	at Powerline Road	-	Install electronic speed feedback sign	0.01	Martin County SS4A Action Plan	Install speed feedback sign		$25,000		32,250	39,000	**48,500**
428	SW Martin Highway	SW Deer Run	West of I-95	Install lighting	11.78	Martin County SS4A Action Plan	Lighting		$2,801,250		3,613,613	4,369,950	**5,434,425**
429	SW Martin Highway	SW Deer Run	West of I-96	Improve road friction	11.78	Martin County SS4A Action Plan	Misc. construction						
430	SW Martin Highway	SW Allapattah	-	Intersection illumination	0.02	Martin County SS4A Action Plan	Lighting						
431	SW Martin Highway	SW Deer Run	SW Allapattah Road	Install rumble strips (centerline and shoulders)	5.50	Martin County SS4A Action Plan	Misc. construction						
432	SE Dixie Hwy	SE Osprey St	SE Gleason St	Signal improvements	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	Signal Improvements		$3,200,000		4,128,000	4,992,000	**6,208,000**
433	SE Commerce Ave	SE Indian St	SE Salerno Rd	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks	2.25	Martin MPO FY27-FY31 Unfunded Safety Priority List	RRR	FDOT Cost per Mile Model (U-13) plus 50% for engineering, CEI	$1,800,000		**2,322,000**	2,808,000	3,492,000
na	Railroad Crossings	County Wide	-	Second train incoming warning system	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	RR Xing Safety		TBD		-	-	-
434	SW Amaryllis Ave	CSX Crossing	-	Railroad crossing gates	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	RR Xing Safety	Cost includes precast panel, embedded trackwork, MOT, paving, signals, and soft costs	$3,000,000		**3,870,000**	4,680,000	5,820,000
435	Bridge Rd	@ Powerline Drive	-	Turn lane	-	Martin MPO FY27-FY31 Unfunded Safety Priority List	Turn Lane	FDOT Cost per Mile Model (R-28) plus 50% for engineering, CEI	$472,500		**609,525**	737,100	916,650
								Total Project Cost (PDC)	**$18,463,750**	**0**	**9,510,525**	**5,600,400**	**14,474,825**
											Total Cost (YOE)**		**$29,585,750**

Notes

MPO Project ID #s 403 and 403: Implement bicycle education and speed enforcement programs.

Cost estimate for projects and initiatives identified in Martin MPO's Vision Zero Plan are lump sum for budgetary purposes.

Project cost for improvements recommended in Martin County SS4A Action Plan are based on rough order of magnitude (ROM) cost estimates prepared by Martin County for grant application purposes.

Complete Streets

Martin Moves 2050 **Needs Plan**

MPO Project ID Number	Segment ID[1]	Street Name	From	To	Project Description	Length (in miles)	Right-of-Way (ROW) Width (in feet)	Source	Base Construction Cost (2024/25 dollars)	Construction Cost (2024/25 dollars)	MOT 10%	Mobilization 10%	Sub-Total (2024/25 dollars)	Scope Contingency 10%	Total Construction Cost (2024/25 dollars)	PE/Design 15%	CEI 15%	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**) 2025/26-2029/30 1.10	2030/31-2034/35 1.29	2035/36-2039/40 1.56	2040/41-2049/50 1.94
CS-2	211	NW Dixie Hwy (SR-707)	NW Green River Pkwy	Confusion Corner	Four 12.5' travel lanes with center turn lane replaced with four 10'-11' travel lanes with landscaped median. Addition of protected bike lanes in both directions. Addition of shade trees & street lights adjacent to bike lanes.	1.98	100	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$2,278,024	**4,510,488**	451,049	451,049	**5,412,585**	$541,259	**$5,953,844**	$893,077	$893,077	**$7,739,997**		**$9,984,596**	**$12,074,396**	**$15,015,594**
CS-4	226	SE Palm Beach Rd	SE Ocean Blvd (SR-A1A)	SE Monterey Rd	Addition of raised bike lanes in both directions. Addition of shade trees. Conversion of 5' side walks on both sides to 10' multi-use path on east side & 6' sidewalk on west side. 2' furnishing zones adjacent to sidewalk/paths.	1.09	80	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$4,670,170	**5,090,485**	509,049	509,049	**6,108,582**	$610,858	**$6,719,441**	$1,007,916	$1,007,916	**$8,735,273**		**$11,268,502**	**$13,627,026**	**$16,946,429**
CS-5	270	SE Christie Way	SE Dixie Hwy	SE Palm Beach Rd	Conversion of 6' side walks on north side to 8' multi-use path. Addition of shade trees and street lights adjacent to existing sidewalk on south side.	0.08	0	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$558,626	**44,690**	4,469	4,469	**53,628**	$5,363	**$58,991**	$8,849	$8,849	**$76,688**		**$98,928**	**$119,633**	**$148,775**
CS-7	286	SE Jack Avenue	Port Salerno Elementary	SE Cove Rd	New curb & gutters. Addition of shade trees & street lights adjacent to new 10' shared use path. Project assumes improvements same as SE Palm City Road (CS-19)	0.76	70	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$2,386,786	**1,813,957**	181,396	181,396	**2,176,749**	$217,675	**$2,394,424**	$359,164	$359,164	**$3,112,751**		**$4,015,448**	**$4,855,891**	**$6,038,736**
CS-8	242	SR-5 (US-1)	NW Sunset Blvd	S end of Roosevelt Bridge	Addition of markings for existing bike lanes. Addition of sidewalks, shade trees & street lighting.	3.57	150	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$1,530,527	**5,463,981**	546,398	546,398	**6,556,777**	$655,678	**$7,212,455**	$1,081,868	$1,081,868	**$9,376,191**		**$12,095,287**	**$14,626,858**	**$18,189,811**
CS-9	341	SR-5 (US-1)[2]	SW Joan Jefferson Way	600 feet south of SE Tressler Dr	Resurfacing (FM # 446110.1 - Unfunded)	1.42	150	Complete Streets: Access to Transit Study, Martin MPO, June 2020;		**6,000,000**			**6,000,000**		**$6,000,000**			**$6,000,000**		**$7,740,000**	**$9,360,000**	**$11,640,000**
CS-10	137	SE Indian St	SR-5 (US-1)	SE Dixie Hwy (SR-A1A)	Convert 5 lane urban roadway including center turn lane to 4 lane divided facility with separated bike lanes.	0.36	100	Complete Streets: Access to Transit Study, Martin MPO, June 2020;	$4,223,563	**1,520,483**	152,048	152,048	**1,824,579**	$182,458	**$2,007,037**	$301,056	$301,056	**$2,609,148**		**$3,365,801**	**$4,070,271**	**$5,061,748**
CS-11	268	S Kanner Hwy (SR- 76)[2]	SR-5 (US-1)	SW Manor Dr	Resurfacing (FM # 443995.1 - Unfunded)	0.44	110	Complete Streets: Access to Transit Study, Martin MPO, June 2020;		**4,385,904**			**4,385,904**		**$4,385,904**			**$4,385,904**		**$5,657,816**	**$6,842,010**	**$8,508,654**
CS-12	182	SE Salerno Rd	SR-5 (US-1)	SE Dixie Hwy (SR-A1A)	Addition of street lights & landscaping on south side. Conversion of 6' sidewalk with 2' landscape to 8' multi-use path on north side.	0.93	65	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$558,626	**519,522**	51,952	51,952	**623,426**	$62,343	**$685,769**	$102,865	$102,865	**$891,499**		**$1,150,034**	**$1,390,739**	**$1,729,509**
CS-13	311	SE Salerno Rd	SE Dixie Hwy (SR-A1A)	SE De Soto Ave	Project assumes continuation of improvements/cross section between SR 5 (US-1) and SE Dixie Hwy. (CS-12)	0.08	60	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$558,626	**44,690**	4,469	4,469	**53,628**	$5,363	**$58,991**	$8,849	$8,849	**$76,688**		**$98,928**	**$119,633**	**$148,775**
CS-14	267	SE Cutoff Rd	SR-5 (US-1)	SE Dixie Hwy (SR-A1A)	Shared use path on one side. Shade trees and lighting.	0.23	110	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$1,065,820	**245,139**	24,514	24,514	**294,166**	$29,417	**$323,583**	$48,537	$48,537	**$420,658**		**$542,649**	**$656,226**	**$816,076**
CS-15	212	SE Dixie Hwy	Confusion Corner	SE Palm Beach Rd	Addition of buffered bike lanes in both directions. Addition of shade trees & bioswales. Addition of sidewalk & street lights.	1.07	90	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$1,472,400	**1,575,468**	157,547	157,547	**1,890,562**	$189,056	**$2,079,618**	$311,943	$311,943	**$2,703,503**		**$3,487,519**	**$4,217,465**	**$5,244,796**
CS-16	322	SE Dixie Hwy (SR-A1A)	SE Salerno Rd	SE Cove Rd	New markings along travel lanes and on-street parking lanes. New shade trees. Parklet options available.	0.61	90	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$578,273	**352,746**	35,275	35,275	**423,296**	$42,330	**$465,625**	$69,844	$69,844	**$605,313**		**$780,853**	**$944,288**	**$1,174,307**
CS-17	325	SE Dixie Hwy (SR-A1A)	Port Salerno CRA (North Boundary)	SE Salerno Rd	Project assumes continuation of improvements/cross section between SE Salerno Road and SE Cove Road. (CS-16)	0.39	90	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$578,273	**225,526**	22,553	22,553	**270,632**	$27,063	**$297,695**	$44,654	$44,654	**$387,003**		**$499,234**	**$603,725**	**$750,786**
CS-18	287	SE Ebbtide Ave	SE Salerno Rd	SE Cove Rd	Addition of buffered bike lanes in both directions. Addition of shade trees & bioswales. Addition of sidewalk & street lights.	0.5	65	Complete Streets: Access to Transit Study, Martin MPO, June 2020	$1,232,940	**616,470**	61,647	61,647	**739,764**	$73,976	**$813,740**	$122,061	$122,061	**$1,057,863**		**$1,364,643**	**$1,650,266**	**$2,052,253**
CS-19	130	SW Palm City Rd	SR-5 (US-1)	400 feet north of SW Indian Grove Dr	Two 12' travel lanes become two 11' travel lanes. New curb & gutters. Addition of shade trees & street lights adjacent to new 10' shared use path.	0.33	80	Complete Streets: Access to Transit Study, Martin MPO, June 2020; Martin MPO FY27-FY31 Unfunded Safety Priority List (#4)	$2,386,786	**787,639**	78,764	78,764	**945,167**	$94,517	**$1,039,684**	$155,953	$155,953	**$1,351,589**		**$1,743,550**	**$2,108,479**	**$2,622,083**
																	Total Cost, PDC	**$241,047,824**	**$0**	**$37,462,761**	**$21,782,654**	**$12,660,301**
																				Total Project Cost (YOE) for 25-year period		**$71,905,716**

Notes

* PDC - Present Day Cost

** YOE - Year of Expenditure

[1] Segment ID cross references projects identified in Martin MPO's Complete Streets: Access to Transit Study, June 2020

[2] Project cost for CS-9 and CS-11 is "as programmed" per *Martin in Motion* 2045 LRTP

Base construction cost are derived using FDOT's cost per mile models and based on existing and proposed typical section included in Martin MPO's Complete Streets: Access to Transit Study, June 2020.

Non-Motorized Improvements

Martin Moves 2050 **Needs Plan**

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Sides	Base Construction Cost (2024/25 dollars)	Construction Cost (2024/25 dollars)	MOT	Mobilization	Sub-Total (2024/25 dollars)	Scope Contingency	Total Construction Cost (2024/25 dollars)	PE/Design	CEI	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
																	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
									10%	10%		10%		15%	10%		1.10	1.29	1.56	1.94
SIDEWALKS																				
145	Anthione Way	Florida Avenue	End	Sidewalk	0.08	2	$349,250	$53,076		$5,308	$58,384	$5,838	$64,222	$9,633	$6,422	$80,278		**$103,559**	$125,234	$155,739
146	Aurora Way	Florida Avenue	End	Sidewalk	0.08	2	$349,250	$58,873		$5,887	$64,761	$6,476	$71,237	$10,685	$7,124	$89,046		**$114,869**	$138,911	$172,749
147	Begonia Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	2	$349,250	$91,882		$9,188	$101,070	$10,107	$111,177	$16,677	$11,118	$138,971		**$179,273**	$216,795	$269,604
140	Cardinal Avenue	NE Baker Road	Dixie Highway	Sidewalk	0.12	2	$349,250	$86,171		$8,617	$94,788	$9,479	$104,267	$15,640	$10,427	$130,334		**$168,131**	$203,321	$252,848
191	Cardinal Avenue	NE 15th St	SE Seneca Avenue	Sidewalk	0.14	2	$349,250	$99,855		$9,985	$109,840	$10,984	$120,824	$18,124	$12,082	$151,030		**$194,829**	$235,607	$292,998
156	Citrus Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	2	$349,250	$92,087		$9,209	$101,295	$10,130	$111,425	$16,714	$11,142	$139,281		**$179,673**	$217,279	$270,206
148	Comus Street	Lantana Avenue	End	Sidewalk	0.21	2	$349,250	$143,323		$14,332	$157,655	$15,765	$173,420	$26,013	$17,342	$216,775		**$279,640**	$338,170	$420,544
220	Crosswalk On SE Monterey Rd At SE Kingswood Terrace	-	-	Midblock Crosswalk	-	1	$10,000	$10,000		$1,000	$11,000	$1,100	$12,100	$1,815	$1,210	$15,125		**$19,511**	$23,595	$29,343
335	Crosswalk On SE Monterey Rd S Of E Ocean Blvd	-	-	Midblock Crosswalk	-	1	$10,000	$10,000		$1,000	$11,000	$1,100	$12,100	$1,815	$1,210	$15,125		**$19,511**	$23,595	$29,343
336	Crosswalk On SE Ocean Blvd E Of SE Monterey Rd	-	-	Midblock Crosswalk	-	1	$10,000	$10,000		$1,000	$11,000	$1,100	$12,100	$1,815	$1,210	$15,125		**$19,511**	$23,595	$29,343
337	Crosswalk On SW Warfield Blvd At SW Jefferson Ave	-	-	Midblock Crosswalk	-	1	$10,000	$10,000		$1,000	$11,000	$1,100	$12,100	$1,815	$1,210	$15,125		**$19,511**	$23,595	$29,343
343	Dixie Hwy	E 14th St	Dixie Hwy/S Colorado Ave	Sidewalk	0.99	1	$349,250	$345,758		$34,576	$380,333	$38,033	$418,367	$62,755	$41,837	$522,958		**$674,616**	$815,815	$1,014,539
231	East Coast Greenway Bridge/NW Dixie Hwy	-	-	Bridge Replacement	-	1	$10,115,420	$10,115,420		$1,011,542	$11,126,962	$1,112,696	$12,239,658	$1,835,949	$1,223,966	$15,299,573		**$19,736,449**	$23,867,333	$29,681,171
150	Eucalyptus Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	2	$349,250	$92,119		$9,212	$101,331	$10,133	$111,464	$16,720	$11,146	$139,330		$179,735	**$217,354**	$270,300
151	Fern Street	Lantana Avenue	Florida Avenue	Sidewalk	0.13	2	$349,250	$92,039		$9,204	$101,243	$10,124	$111,368	$16,705	$11,137	$139,210		$179,581	**$217,167**	$270,067
152	Florida Avenue	Bridge Road	Comus Street	Sidewalk	0.33	2	$349,250	$233,430		$23,343	$256,773	$25,677	$282,451	$42,368	$28,245	$353,063		$455,451	**$550,779**	$684,943
160	High Meadow Avenue	Bane Berry Drive	Swallowtrail Way	Sidewalk	0.60	2	$349,250	$420,967		$42,097	$463,064	$46,306	$509,370	$76,406	$50,937	$636,713		$821,360	**$993,272**	$1,235,223
58	Indian River Dr	NE Causeway Blvd	1,000 Ft S Of Admiral'S Way	Sidewalk	0.14	2	$349,250	$97,790		$9,779	$107,569	$10,757	$118,326	$17,749	$11,833	$147,907		$190,801	**$230,736**	$286,940
153	Mars Street	Florida Avenue	US-1/Federal Hwy/SR-5	Sidewalk	0.21	2	$349,250	$148,509		$14,851	$163,359	$16,336	$179,695	$26,954	$17,970	$224,619		$289,759	**$350,406**	$435,761
20503	SE Monterey Road	Montrey Road Triangle Entrance	US-1/Federal Hwy/SR-5	Sidewalk	0.05	1	$349,250	$17,463		$1,746	$19,209	$1,921	$21,130	$3,169	$2,113	$26,412		$34,072	**$41,203**	$51,239
25	NE Dixie Hwy	SE Green River Pkwy	NE Cardinal Ave/Savannah Rd	Sidewalk	0.43	2	$349,250	$300,355		$30,036	$330,391	$33,039	$363,430	$54,514	$36,343	$454,287		$586,030	**$708,688**	$881,317
126	NE Seneca Avenue	NE Cardinal Avenue	NW Greenriver Parkway	Sidewalk	0.29	2	$349,250	$204,468		$20,447	$224,915	$22,491	$247,406	$37,111	$24,741	$309,258		$398,943	**$482,442**	$599,961
154	Neptune Street	Florida Avenue	US-1/Federal Hwy/SR-5	Sidewalk	0.21	2	$349,250	$148,471		$14,847	$163,318	$16,332	$179,649	$26,947	$17,965	$224,562		$289,685	**$350,316**	$435,650
158	NW Alice Street	Dixie Highway	Existing Terminus Near Alice Road	Sidewalk	0.27	2	$349,250	$185,504		$18,550	$204,054	$20,405	$224,460	$33,669	$22,446	$280,574		$361,941	**$437,696**	$544,314
20501	NW Baker Road	Cavendish Ct	US-1/Federal Hwy/SR-5	Sidewalk	0.57	1	$349,250	$199,073		$19,907	$218,980	$21,898	$240,878	$36,132	$24,088	$301,097		$388,415	**$469,712**	$584,128
155	Psyche Street	Florida Avenue	End	Sidewalk	0.08	1	$349,250	$28,137		$2,814	$30,950	$3,095	$34,045	$5,107	$3,405	$42,557		$54,898	**$66,389**	$82,560
224	S Dixie Hwy At SW Flagler Ave	-	-	Pedestrian Bridge	-	1	$10,115,420	$10,115,420		$1,011,542	$11,126,962	$1,112,696	$12,239,658	$1,835,949	$1,223,966	$15,299,573		$19,736,449	$23,867,333	**$29,681,171**
144	SE Alamanda Way	Lantana Avenue	Florida Avenue	Sidewalk	0.13	2	$349,250	$91,851		$9,185	$101,036	$10,104	$111,140	$16,671	$11,114	$138,925		$179,213	$216,722	**$269,514**
212	SE Bonita Street	SE Birch Avenue	St. Lucie Boulevard	Sidewalk	0.64	2	$349,250	$443,829		$44,383	$488,212	$48,821	$537,033	$80,555	$53,703	$671,292		$865,966	$1,047,215	**$1,302,306**
213	SE Clayton Street	SE Birch Avenue	St. Lucie Boulevard	Sidewalk	0.64	2	$349,250	$445,900		$44,590	$490,490	$49,049	$539,539	$80,931	$53,954	$674,423		$870,006	$1,052,101	**$1,308,382**
149	SE Date Street	Lantana Avenue	Florida Avenue	Sidewalk	0.13	2	$349,250	$92,188		$9,219	$101,407	$10,141	$111,548	$16,732	$11,155	$139,435		$179,871	$217,518	**$270,504**
300	SE Dixie Hwy	Indian Street	Jefferson St	Right Sizing	0.34	1	$1,477,460	$502,336		$50,234	$552,570	$55,257	$607,827	$91,174	$60,783	$759,784		$980,121	$1,185,263	**$1,473,981**
20502	SE Dixie Hwy	E 14th St	E Florida Street	Sidewalk/Shared-Use Path	0.4	2	$1,031,070	$824,856		$82,486	$907,342	$90,734	$998,076	$149,711	$99,808	$1,247,595		$1,609,397	$1,946,248	**$2,420,334**
98	US-1/Federal Hwy/SR-5	SE Highborn Way	Jonathan Dickinson State Park Entrance	Sidewalk	3.31	2	$349,250	$2,312,035		$231,204	$2,543,239	$254,324	$2,797,562	$419,634	$279,756	$3,496,953		$4,511,069	$5,455,247	**$6,784,089**
128	SE Flamingo Avenue	SE 10th Street	SE Ocean Boulevard	Sidewalk	0.52	2	$349,250	$365,297		$36,530	$401,826	$40,183	$442,009	$66,301	$44,201	$552,511		$712,739	$861,917	**$1,071,871**
127	SE Horseshoe Road	SE Anchor Avenue	SE Kubin Avenue	Sidewalk	1.15	2	$349,250	$698,500		$69,850	$768,350	$76,835	$845,185	$126,778	$84,519	$1,056,481		$1,362,861	$1,648,111	**$2,049,574**
223	SE Indian St At Railroad Ave	-	-	Pedestrian Bridge	-	1	$10,115,420	$10,115,420		$1,011,542	$11,126,962	$1,112,696	$12,239,658	$1,835,949	$1,223,966	$15,299,573		$19,736,449	$23,867,333	**$29,681,171**
157	SE Lantana Avenue	Bridge Road	Comus Street	Sidewalk	0.34	2	$349,250	$234,423		$23,442	$257,866	$25,787	$283,652	$42,548	$28,365	$354,566		$457,390	$553,122	**$687,857**
132	SW Magnolia Street	SW 173rd Avenue	SW 168th Avenue	Sidewalk	0.39	2	$349,250	$271,230		$27,123	$298,353	$29,835	$328,188	$49,228	$32,819	$410,235		$529,203	$639,967	**$795,856**
BICYCLE CORRIDORS																				
164	137th Street	Bridge Road	Powerline Avenue	Bike Lanes	1.91	2	$194,950	$745,013	$74,501	$74,501	$894,016	$89,402	$983,417	$147,513	$98,342	$1,229,271		**$1,585,760**	$1,917,663	$2,384,787
165	Baker Road	Green River Parkway	Cardinal Avenue	Bike Lanes	0.28	2	$194,950	$108,333	$10,833	$10,833	$130,000	$13,000	$143,000	$21,450	$14,300	$178,749		**$230,587**	$278,849	$346,774
305	Citrus Blvd	SW Warfield Blvd	SW 96th St	Buffered Bike Lane	10.93	2	$243,690	$5,327,063	$532,706	$532,706	$6,392,476	$639,248	$7,031,724	$1,054,759	$703,172	$8,789,655		**$11,338,654**	$13,711,861	$17,051,930
167	County Line Road	NE Savannah Road	Indian River Road	Bike Lanes	0.40	2	$194,950	$157,306	$15,731	$15,731	$188,767	$18,877	$207,644	$31,147	$20,764	$259,555		**$334,826**	$404,905	$503,536
137	Dixie Highway	Green River Parkway	Savannah Road	Bike Lanes	0.43	2	$194,950	$166,196	$16,620	$16,620	$199,435	$19,944	$219,379	$32,907	$21,938	$274,224		**$353,748**	$427,789	$531,994
139	Dixie Highway	Wright Blvd	Green River Parkway	Bike Lanes	0.37	2	$194,950	$143,890	$14,389	$14,389	$172,668	$17,267	$189,935	$28,490	$18,994	$237,419		**$306,271**	$370,374	$460,593
168	Dixie Highway	Palmer Street	Indian River Drive	Bike Lanes	0.74	2	$194,950	$288,171	$28,817	$28,817	$345,806	$34,581	$380,386	$57,058	$38,039	$475,483		**$613,373**	$741,753	$922,437
59	Dixie Hwy	NE Savannah Rd	Seahorse Pl	Bike Lanes	0.97	2	$194,950	$378,203	$37,820	$37,820	$453,844	$45,384	$499,228	$74,884	$49,923	$624,035		**$805,005**	$973,495	$1,210,628
87	Dixie Hwy	Seahorse Pl	NE Palmer St	Bike Lanes	0.86	2	$194,950	$335,314	$33,531	$33,531	$402,377	$40,238	$442,614	$66,392	$44,261	$553,268		**$713,716**	$863,098	$1,073,340
169	Fisherman's Wharf Drive	Pennsylvania Avenue	Yachtsman Drive	Bike Lanes	0.25	2	$194,950	$97,696	$9,770	$9,770	$117,235	$11,723	$128,958	$19,344	$12,896	$161,198		**$207,945**	$251,468	$312,723
170	Fork Road	US-1/Federal Hwy/SR-5	Pine Lake Drive	Bike Lanes	0.80	2	$194,950	$310,922	$31,092	$31,092	$373,107	$37,311	$410,418	$61,563	$41,042	$513,022		**$661,798**	$800,314	$995,263
43	High Meadow Ave	300ft North of SW Martin Downs Blvd	SW Murphy Rd	Bike Lanes	0.97	2	$194,950	$378,203	$37,820	$37,820	$453,844	$45,384	$499,228	$74,884	$49,923	$624,035		**$805,005**	$973,495	$1,210,628
54	High Meadow Ave	SW Martin Downs Blvd	750ft South of SW Martin Downs Blvd	Bike Lanes	0.79	2	$194,950	$308,021	$30,802	$30,802	$369,625	$36,963	$406,588	$60,988	$40,659	$508,235		**$655,623**	$792,846	$985,975
215	High Medow Avenue	Martin Highway	I-95	Bike Lanes	2.81	2	$194,950	$1,095,405	$109,541	$109,541	$1,314,486	$131,449	$1,445,935	$216,890	$144,593	$1,807,418		**$2,331,570**	$2,819,573	$3,506,392
56	Indian River Dr	NE Palmer St	NE Jensen Beach Blvd	Bike Lanes	1.69	2	$194,950	$658,931	$65,893	$65,893	$790,717	$79,072	$869,789	$130,468	$86,979	$1,087,236		**$1,402,535**	$1,696,088	$2,109,238
57	Indian River Dr	NE Causeway Blvd	County Line Rd	Bike Lanes	0.93	2	$194,950	$362,607	$36,261	$36,261	$435,128	$43,513	$478,641	$71,796	$47,864	$598,302		**$771,809**	$933,350	$1,160,705
86	Indian River Dr	NE Jensen Beach Blvd	NE Causeway Blvd	Bike Lanes	0.45	2	$194,950	$175,455	$17,546	$17,546	$210,546	$21,055	$231,601	$34,740	$23,160	$289,501		**$373,456**	$451,621	$561,631
36	Indian St	SE Dixie Hwy	SE St Lucie Blvd	Bike Lane	0.77	1	$194,950	$150,112	$15,011	$15,011	$180,134	$18,013	$198,147	$29,722	$19,815	$247,684		**$319,512**	$386,387	$480,507
210	Kanner Highway	Lost River	Monterey Road	Bike Lanes	5.15	1	$194,950	$1,003,949	$100,395	$100,395	$1,204,739	$120,474	$1,325,213	$198,782	$132,521	$1,656,517		$2,136,906	**$2,584,166**	$3,213,642
171	Kitchen Creek	138th Street	Jonathan Dickson State Park Path	Bike Lanes	0.49	2	$194,950	$192,986	$19,299	$19,299	$231,584	$23,158	$254,742	$38,211	$25,474	$318,428		$410,772	**$496,747**	$617,750
52	Mapp Rd	SW Silver Wolf Dr	NW Martin Hwy	Bike Lanes	2.50	2	$194,950	$974,750	$97,475	$97,475	$1,169,700	$116,970	$1,286,670	$193,001	$128,667	$1,608,338		$2,074,755	**$2,509,007**	$3,120,175
172	Mapp Road	Hidden River Avenue	Martin Downs Boulevard	Bike Lanes	2.98	2	$194,950	$1,162,701	$116,270	$116,270	$1,395,242	$139,524	$1,534,766	$230,215	$153,477	$1,918,457		$2,474,810	**$2,992,793**	$3,721,807
173	Market Place	US-1/Federal Hwy/SR-5	Commerce Avenue	Bike Lanes	0.40	2	$194,950	$154,384	$15,438	$15,438	$185,261	$18,526	$203,787	$30,568	$20,379	$254,733		$328,606	**$397,384**	$494,183
216	Martin Highway	SW Citrus Boulevard	Florida Turnpike	Bike Lanes	1.12	2	$194,950	$436,688	$43,669	$43,669	$524,026	$52,403	$576,428	$86,464	$57,643	$720,535		$929,490	**$1,124,035**	$1,397,838
21	Martin Hwy	Florida's Turnpike	SW Mapp Rd	Buffered Bike Lane	2.17	2	$243,690	$1,057,615	$105,761	$105,761	$1,269,138	$126,914	$1,396,051	$209,408	$139,605	$1,745,064		$2,251,133	**$2,722,300**	$3,385,424
174	MLK, Jr Drive	Farm Road	Warfield Boulevard	Bike Lanes	0.72	2	$194,950	$278,838	$27,884	$27,884	$334,606	$33,461	$368,066	$55,210	$36,807	$460,083		$593,507	**$717,729**	$892,561
51	Monterey Rd/Palm City Bridge	SW Mapp Rd	SW Palm City Rd	Bike Lane	0.80	1	$194,950	$155,960	$15,596	$15,596	$187,152	$18,715	$205,867	$30,880	$20,587	$257,334		$331,961	**$401,441**	$499,228
141	NE Dixie Highway	NE Baker Road	NW Dixie Highway	Bike Lanes	0.12	2	$194,950	$48,100	$4,810	$4,810	$57,721	$5,772	$63,493	$9,524	$6,349	$79,366		$102,382	**$123,811**	$153,969
60	Palmer St	NE Dixie Hwy	NE Indian River Dr	Bike Lanes	0.53	2	$194,950	$206,647	$20,665	$20,665	$247,976	$24,798	$272,774	$40,916	$27,277	$340,968		$439,848	**$531,909**	$661,477
175	Pennsylvania Avenue	96th Street/CR 711	Fisherman's Wharf Drive	Bike Lanes	0.55	2	$194,950	$213,896	$21,390	$21,390	$256,675	$25,668	$282,343	$42,351	$28,234	$352,928		$455,278	**$550,568**	$684,681
176	Pine Lake Drive	Fork Road	Britt Road	Bike Lanes	1.40	2	$194,950	$545,188	$54,519	$54,519	$654,226	$65,423	$719,648	$107,947	$71,965	$899,560		$1,160,433	**$1,403,314**	$1,745,147
177	Powerline Avenue	138th Street	Bridge Road	Bike Lanes	0.52	2	$194,950	$202,481	$20,248	$20,248	$242,977	$24,298	$267,275	$40,091	$26,728	$334,094		$430,981	**$521,187**	$648,142
68	Pratt Whitney Rd	SW Bridge Rd	SW Kanner Hwy	Buffered Bike Lane	2.81	2	$243,690	$1,369,538	$136,954	$136,954	$1,643,445	$164,345	$1,807,790	$271,168	$180,779	$2,259,737		$2,915,061	**$3,525,190**	$4,383,890
313	Salerno Rd	SE Willoughby Blvd	US-1/Federal Hwy/SR-5	Bike Lane	1.12	1	$194,950	$218,344	$21,834	$21,834	$262,013	$26,201	$288,214	$43,232	$28,821	$360,268		$464,745	**$562,017**	$698,919
314	Salerno Rd	Kanner Hwy	SE Willoughby Blvd	Bike Lanes	1.65	2	$194,950	$643,335	$64,334	$64,334	$772,002	$77,200	$849,202	$127,380	$84,920	$1,061,503		$1,369,339	**$1,655,944**	$2,059,315
178	Sand Trail	Sand Avenue	Martin Downs Boulevard	Bike Lanes	0.63	2	$194,950	$244,147	$24,415	$24,415	$292,976	$29,298	$322,274	$48,341	$32,227	$402,842		$519,666	**$628,434**	$781,514
55	Savannah Rd	NE Cardinal Ave	NE Pinelake Village Blvd	Buffered Bike Lane	1.05	1	$243,690	$255,875	$25,587	$25,587	$307,049	$30,705	$337,754	$50,663	$33,775	$422,193		$544,629	**$658,621**	$819,054
79	Savannah Rd	NE Pinelake Village Blvd	NE Jensen Beach Blvd	Buffered Bike Lane	1.02	1	$243,690	$248,564	$24,856	$24,856	$298,277	$29,828	$328,104	$49,216	$32,810	$410,130		$529,068	**$639,803**	$795,653
92	SE Bridge Rd	SW Kanner Hwy	Florida's Turnpike	Separated Bike Lane (North Side)	4.63	2	$666,920	$6,175,679	$617,568	$617,568	$7,410,815	$741,082	$8,151,897	$1,222,784	$815,190	$10,189,871		$13,144,933	$15,896,198	**$19,768,349**

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Sides	Base Construction Cost (2024/25 dollars)	Construction Cost (2024/25 dollars)	MOT	Mobilization	Sub-Total (2024/25 dollars)	Scope Contingency	Total Construction Cost (2024/25 dollars)	PE/Design	CEI	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
									10%	10%		10%		15%	10%		2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
																	1.10	1.29	1.56	1.94
93	SE Bridge Rd	Powerline Ave	Gomez Avenue	Separated Bike Lane (North Side)	2.42	2	$666,920	$3,227,893	$322,789	$322,789	$3,873,471	$387,347	$4,260,818	$639,123	$426,082	$5,326,023		$6,870,570	$8,308,596	**$10,332,485**
20504	SE Bridge Rd	US-1/Federal Hwy/SR-5	Gomez Avenue	Buffered Bike Lane	2.42	2	$243,690	$1,179,460	$117,946	$117,946	$1,415,352	$141,535	$1,556,887	$233,533	$155,689	$1,946,108		$2,510,480	$3,035,929	**$3,775,450**
180	SE County Line Road	SE Girl Scout Camp	US-1/Federal Hwy/SR-5	Bike Lanes	3.00	2	$194,950	$1,170,713	$117,071	$117,071	$1,404,856	$140,486	$1,545,341	$231,801	$154,534	$1,931,676		$2,491,863	$3,013,415	**$3,747,452**
50	SE Monterey Rd	SE Willoughby Blvd	US-1/Federal Hwy/SR-5	Bike Lanes	0.69	2	$194,950	$269,031	$26,903	$26,903	$322,837	$32,284	$355,121	$53,268	$35,512	$443,901		$572,632	$692,486	**$861,168**
83	SE Monterey Rd	SW Palm City Rd	SE Willoughby Blvd	Bike Lanes	0.64	2	$194,950	$249,536	$24,954	$24,954	$299,443	$29,944	$329,388	$49,408	$32,939	$411,734		$531,137	$642,306	**$798,765**
84	SE Monterey Rd	US-1/Federal Hwy/SR-5	East Of SE Dixie Hwy	Bike Lanes	0.31	2	$194,950	$120,869	$12,087	$12,087	$145,043	$14,504	$159,547	$23,932	$15,955	$199,434		$257,270	$311,117	**$386,902**
41	SE Ocean Blvd	SE Palm Beach Rd	SE Martins Ave	Buffered Bike Lane	0.57	2	$243,690	$277,807	$27,781	$27,781	$333,368	$33,337	$366,705	$55,006	$36,670	$458,381		$591,311	$715,074	**$889,259**
42	SE Ocean Blvd	S Colorado Ave	SE Palm Beach Rd	Bike Lane	0.98	2	$194,950	$382,102	$38,210	$38,210	$458,522	$45,852	$504,375	$75,656	$50,437	$630,468		$813,304	$983,531	**$1,223,109**
221	SE Ocean Blvd	At SE St Lucie Blvd	-	Bike Box	-	1	$7,720	$7,720	$772	$772	$9,264	$926	$10,190	$1,529	$1,019	$12,738		$16,432	$19,871	**$24,712**
222	SE Ocean Blvd	At N Sewalls Point Rd	-	Bike Box	-	1	$7,720	$7,720	$772	$772	$9,264	$926	$10,190	$1,529	$1,019	$12,738		$16,432	$19,871	**$24,712**
61	Sewalls Point Rd	SE Ocean Blvd	NE Palmer St	Bike Lanes	1.56	2	$194,950	$608,244	$60,824	$60,824	$729,893	$72,989	$802,882	$120,432	$80,288	$1,003,603		$1,294,647	$1,565,620	**$1,946,989**
181	St. George Street	Yachtsman Drive	Locks Road	Bike Lanes	0.19	2	$194,950	$73,106	$7,311	$7,311	$87,727	$8,773	$96,500	$14,475	$9,650	$120,625		$155,606	$188,174	**$234,012**
94	SW 96th St	SW Citrus Blvd	SW Pennsylvania Ave	Buffered Bike Lane	1.58	2	$243,690	$770,060	$77,006	$77,006	$924,072	$92,407	$1,016,480	$152,472	$101,648	$1,270,600		$1,639,074	$1,982,135	**$2,464,963**
95	SW 96th St	SW Pennsylvania Ave	SW Kanner Hwy	Buffered Bike Lane	0.95	2	$243,690	$463,011	$46,301	$46,301	$555,613	$55,561	$611,175	$91,676	$61,117	$763,968		$985,519	$1,191,790	**$1,482,098**
182	SW Adams Avenue	SW Palm Way	SW 150th Street	Bike Lanes	0.32	2	$194,950	$123,417	$12,342	$12,342	$148,100	$14,810	$162,910	$24,437	$16,291	$203,638		$262,693	$317,675	**$395,057**
39	SW Farm Rd	SW 169th Ave	Railroad Ave	Bike Lanes	1.00	2	$194,950	$389,900	$38,990	$38,990	$467,880	$46,788	$514,668	$77,200	$51,467	$643,335		$829,902	$1,003,603	**$1,248,070**
28	SW Palm City Rd	SW Monterey Rd	US-1/Federal Hwy/SR-5	Bike Lanes	1.21	2	$194,950	$471,779	$47,178	$47,178	$566,135	$56,613	$622,748	$93,412	$62,275	$778,435		$1,004,182	$1,214,359	**$1,510,165**
31	Willoughby Blvd	SE Indian St	SE Monterey Rd	Buffered Bike Lane	1.16	1	$243,690	$282,680	$28,268	$28,268	$339,216	$33,922	$373,138	$55,971	$37,314	$466,423		$601,685	$727,619	**$904,860**
72	Willoughby Blvd	SE Cove Rd	SE Pomeroy St	Buffered Bike Lane	1.56	1	$243,690	$380,156	$38,016	$38,016	$456,188	$45,619	$501,806	$75,271	$50,181	$627,258		$809,163	$978,523	**$1,216,881**
73	Willoughby Blvd	SE Pomeroy St	SE Indian St	Buffered Bike Lane	1.03	1	$243,690	$251,001	$25,100	$25,100	$301,201	$30,120	$331,321	$49,698	$33,132	$414,151		$534,255	$646,076	**$803,453**
217	Willoughby Boulevard	Monterey Road	US-1/Federal Hwy/SR-5	Bike Lanes	0.84	2	$194,950	$327,516	$32,752	$32,752	$393,019	$39,302	$432,321	$64,848	$43,232	$540,401		$697,118	$843,026	**$1,048,379**
184	Yachtsman Drive	Fisherman's Wharf Drive	St. George Street	Bike Lanes	0.84	2	$194,950	$326,260	$32,626	$32,626	$391,512	$39,151	$430,664	$64,600	$43,066	$538,330		$694,445	$839,794	**$1,044,360**
MULTI-PURPOSE TRAILS AND GREENWAYS																				
X-1	Atlantic Ridge Preserve State Park Trail	-	-	Shared Use Path	6.59	2	$478,010	$6,300,172	$630,017	$630,017	$7,560,206	$756,021	$8,316,227	$1,247,434	$831,623	$10,395,283		**$13,409,916**	$16,216,642	$20,166,850
193	Atlantic Ridge Trail Corridor - E/W Connector	Halpatiokee Park	Thru Atlantic Ridge to Seabranch Blvd	Shared Use Path	2.42	2	$478,010	$2,313,568	$231,357	$231,357	$2,776,282	$277,628	$3,053,910	$458,087	$305,391	$3,817,388		**$4,924,430**	$5,955,125	$7,405,732
195	Atlantic Ridge Trail Corridor - East	Cove Road	Thru Atlantic Ridge State Park to SE Seabranch Blvd	Shared Use Path	2.76	2	$478,010	$2,638,615	$263,862	$263,862	$3,166,338	$316,634	$3,482,972	$522,446	$348,297	$4,353,715		**$5,616,292**	$6,791,796	$8,446,207
194	Atlantic Ridge Trail Corridor - West	Halpatiokee Park	Thru Atlantic Ridge and Whiteworth Farms to Bridge Road	Shared Use Path	3.04	2	$478,010	$2,906,301	$290,630	$290,630	$3,487,561	$348,756	$3,836,317	$575,448	$383,632	$4,795,396		**$6,186,061**	$7,480,818	$9,303,069
204	Atlantic Ridge Trail Corridor - West	Halpatiokee Park	south to Atlantic Ridge Trail E/W Connector #93	Shared Use Path	1.47	2	$478,010	$1,405,349	$140,535	$140,535	$1,686,419	$168,642	$1,855,061	$278,259	$185,506	$2,318,827		**$2,991,286**	$3,617,369	$4,498,523
16	Bee Line Trail	SW Fox Brown Rd	SE 128th Ave	Shared Use Path	13.98	2	$478,010	$13,365,160	$1,336,516	$1,336,516	$16,038,192	$1,603,819	$17,642,011	$2,646,302	$1,764,201	$22,052,513		**$28,447,742**	$34,401,921	$42,781,876
88	Bee Line Trail	Unnamed Rd	SW Kanner Hwy	Shared Use Path	6.40	2	$478,010	$6,118,528	$611,853	$611,853	$7,342,234	$734,223	$8,076,457	$1,211,469	$807,646	$10,095,571		**$13,023,287**	$15,749,091	$19,585,408
89	Bee Line Trail	SW Kanner Hwy	SW Fox Brown Rd	Shared Use Path	4.66	2	$478,010	$4,455,053	$445,505	$445,505	$5,346,064	$534,606	$5,880,670	$882,101	$588,067	$7,350,838		**$9,482,581**	$11,467,307	$14,260,625
63	C-23 Canal Trail	-	-	Shared Use Path	17.62	2	$478,010	$16,845,072	$1,684,507	$1,684,507	$20,214,087	$2,021,409	$22,235,496	$3,335,324	$2,223,550	$27,794,369		**$35,854,737**	$43,359,216	$53,921,077
64	C-23 Canal Trail To Okeechobee Scenic Trail	-	-	Shared Use Path	11.73	2	$478,010	$11,214,115	$1,121,411	$1,121,411	$13,456,938	$1,345,694	$14,802,631	$2,220,395	$1,480,263	$18,503,289		**$23,869,243**	$28,865,131	$35,896,381
185	C-44 Trail	Beeline Highway Corridor	St. Lucie County Line	Shared Use Path	15.08	2	$478,010	$14,416,782	$1,441,678	$1,441,678	$17,300,138	$1,730,014	$19,030,152	$2,854,523	$1,903,015	$23,787,690		**$30,686,120**	$37,108,796	$46,148,118
90	Citrus Blvd	SW 96Th St	SW Martin Hwy	Shared Use Path	5.00	2	$478,010	$4,780,100	$478,010	$478,010	$5,736,120	$573,612	$6,309,732	$946,460	$630,973	$7,887,165		$10,174,443	**$12,303,977**	$15,301,100
201	Citrus Grove Elementary Tunnel	Sand Avenue	SW Newfield Parkway via Turnpike Underpass	Shared Use Path	0.66	2	$478,010	$629,474	$62,947	$62,947	$755,369	$75,537	$830,906	$124,636	$83,091	$1,038,632		$1,339,835	**$1,620,266**	$2,014,946
65	Citrus Grove Elementary Connection	SW Citrus Blvd	SW Mallard Creek Trail	Shared Use Path	0.50	2	$478,010	$478,010	$47,801	$47,801	$573,612	$57,361	$630,973	$94,646	$63,097	$788,717		$1,017,444	**$1,230,398**	$1,530,110
346	Commerce Ave Greenway	SE Salerno Rd	SE Indian St	Shared Use Path	2.2	1	$478,010	$1,051,622	$105,162	$105,162	$1,261,946	$126,195	$1,388,141	$208,221	$138,814	$1,735,176		$2,238,377	**$2,706,875**	$3,366,242
111	Cross-County Trail 1	Kanner Highway	SE Dixie Highway	Multi-Purpose Trails and Greenways	5.15	1+2	$829,580	$4,272,337	$427,234	$427,234	$5,126,804	$512,680	$5,639,485	$845,923	$563,948	$7,049,356		$9,093,669	**$10,996,995**	$13,675,751
330	Cross-County Trail 1	SR-710/Warfield Blvd	SR 9/I-95	Multi-Purpose Trails and Greenways	14.00	2	$829,580	$23,228,240	$2,322,824	$2,322,824	$27,873,888	$2,787,389	$30,661,277	$4,599,192	$3,066,128	$38,326,596		$49,441,309	**$59,789,490**	$74,353,596
117	Cross-County Trail 2	SW Matheson Ave	County Line Canal	Multi-Purpose Trails and Greenways	3.11	2	$829,580	$5,159,988	$515,999	$515,999	$6,191,985	$619,199	$6,811,184	$1,021,678	$681,118	$8,513,980		$10,983,034	**$13,281,808**	$16,517,120
118	Cross-County Trail 2X	Alhambra Ave	SE Dixie Hwy	Shared Use Path	0.93	2	$478,010	$889,099	$88,910	$88,910	$1,066,918	$106,692	$1,173,610	$176,042	$117,361	$1,467,013		$1,892,446	**$2,288,540**	$2,846,005
186	Dixie Highway/East Coast Greenway	SE Bridge Road	St. Lucie County Line	Shared Use Path	3.33	2	$478,010	$3,183,547	$318,355	$318,355	$3,820,256	$382,026	$4,202,282	$630,342	$420,228	$5,252,852		$6,776,179	**$8,194,449**	$10,190,533
125	East Coast Greenway - Alternate 1	SE Monterey Rd	SE Ocean Blvd	Multi-Purpose Trails and Greenways	1.09	2	$478,010	$1,042,062	$104,206	$104,206	$1,250,474	$125,047	$1,375,522	$206,328	$137,552	$1,719,402		$2,218,029	**$2,682,267**	$3,335,640
107	East Coast Greenway - Alternate 2	SE Dixie Hwy	SE Ocean Blvd	Multi-Purpose Trails and Greenways	3.40	1	$478,010	$1,625,234	$162,523	$162,523	$1,950,281	$195,028	$2,145,309	$321,796	$214,531	$2,681,636		$3,459,311	**$4,183,352**	$5,202,374
109	East Coast Greenway - Main	SR 714/Monterey Rd	SE 5th St	Multi-Purpose Trails and Greenways	1.58	2	$478,010	$1,510,512	$151,051	$151,051	$1,812,614	$181,261	$1,993,875	$299,081	$199,388	$2,492,344		$3,215,124	**$3,888,057**	$4,835,148
323	East Coast Greenway - Main	SE Grafton Ave	NW Wright Blvd	Multi-Purpose Trails and Greenways	4.68	2	$478,010	$4,474,174	$447,417	$447,417	$5,369,008	$536,901	$5,905,909	$885,886	$590,591	$7,382,386		$9,523,279	**$11,516,523**	$14,321,830
124	East Coast Greenway - Willoughby Connector	SE Cove Rd	US-1/Federal Hwy/SR-5	Multi-Purpose Trails and Greenways	4.58	2	$478,010	$4,378,572	$437,857	$437,857	$5,254,286	$525,429	$5,779,715	$866,957	$577,971	$7,224,643		$9,319,790	**$11,270,443**	$14,015,808
218	East Coast Greenway (thru Jonathan Dickson Park)	US-1/Federal Hwy/SR-5	Old Dixie Hwy	Shared Use Path	0.64	2	$478,010	$614,402	$61,440	$61,440	$737,282	$73,728	$811,010	$121,652	$81,101	$1,013,763		$1,307,754	**$1,581,470**	$1,966,700
23	US-1/Federal Hwy/SR-5	SE Salerno Rd	SE Pomeroy St	Shared Use Path	1.15	2	$478,010	$1,099,423	$109,942	$109,942	$1,319,308	$131,931	$1,451,238	$217,686	$145,124	$1,814,048		$2,340,122	**$2,829,915**	$3,519,253
81	US-1/Federal Hwy/SR-5	SE Pomeroy St	SE Indian St	Shared Use Path	0.87	2	$478,010	$831,737	$83,174	$83,174	$998,085	$99,808	$1,097,893	$164,684	$109,789	$1,372,367		$1,770,353	**$2,140,892**	$2,662,391
319	US-1/Federal Hwy/SR-6	MC Innovation Hub		Shared Use Path	3.50	1	$478,010	$1,673,035	$167,304	$167,304	$2,007,642	$200,764	$2,208,406	$331,261	$220,841	$2,760,508		$3,561,055	**$4,306,392**	$5,355,385
129	US-1/Federal Hwy/SR-5	Sand Road	Dixie Highway	Shared Use Path	3.20	1	$478,010	$1,529,738	$152,974	$152,974	$1,835,686	$183,569	$2,019,255	$302,888	$201,925	$2,524,068		$3,256,048	**$3,937,547**	$4,896,693
321	Gaines Ave	SW Lost River Rd	SE Paulson Ave	Shared Use Path	0.29	1	$478,010	$138,623	$13,862	$13,862	$166,347	$16,635	$182,982	$27,447	$18,298	$228,728		$295,059	**$356,815**	$443,732
322	Gaines Ave	SE Paulson Ave	SE Cove Rd	Shared Use Path	0.11	1	$478,010	$52,581	$5,258	$5,258	$63,097	$6,310	$69,407	$10,411	$6,941	$86,759		$111,919	**$135,344**	$168,312
14	Historic Jupiter Indiantown Trail	Kanner Hwy	County Lin	Shared Use Path	8.17	2	$478,010	$7,810,683	$781,068	$781,068	$9,372,820	$937,282	$10,310,102	$1,546,515	$1,031,010	$12,887,628		$16,625,040	**$20,104,699**	$25,001,998
326	Hobe Sound SUN Trail 2	SE Gomez Ave	CR-A1A/Dixie Hwy	Shared Use Nonmotorized (SUN)	0.19	1	$478,010	$90,822	$9,082	$9,082	$108,986	$10,899	$119,885	$17,983	$11,988	$149,856		$193,314	**$233,776**	$290,721
327	Hobe Sound SUN Trail 3	CR-A1A/Dixie Highway	US-1/Federal Hwy/SR-5	Shared Use Nonmotorized (SUN)	0.51	1	$478,010	$243,785	$24,379	$24,379	$292,542	$29,254	$321,796	$48,269	$32,180	$402,245		$518,897	**$627,503**	$780,356
331	Hobe Sound SUN Trail 4	CR-708/Bridge Road	SE Osprey Street	Shared Use Nonmotorized (SUN)	3.08	1	$478,010	$1,472,271	$147,227	$147,227	$1,766,725	$176,672	$1,943,397	$291,510	$194,340	$2,429,247		$3,133,728	**$3,789,625**	$4,712,739
15	Hungryland Wildlife And Environmental Area Trail	-	-	Shared Use Path	5.44	2	$478,010	$5,200,749	$520,075	$520,075	$6,240,899	$624,090	$6,864,988	$1,029,748	$686,499	$8,581,236		$11,069,794	**$13,386,727**	$16,647,597
142	Indian Mound Trail	Citrus Boulevard	Citrus Boulevard via Canal, American Street, Indian Mound Drive	Shared Use Path	1.28	2	$478,010	$1,221,621	$122,162	$122,162	$1,465,945	$146,595	$1,612,540	$241,881	$161,254	$2,015,674		$2,600,220	**$3,144,452**	$3,910,408
143	Indian Mound Trail	Citrus Boulevard	Citrus Boulevard via Canal, American Street, Indian Mound Drive	Shared Use Path	0.99	2	$478,010	$949,199	$94,920	$94,920	$1,139,039	$113,904	$1,252,943	$187,941	$125,294	$1,566,179		$2,020,371	**$2,443,239**	$3,038,387
30	Jensen Beach Blvd	SE Green River Pkwy	NE Savannah Rd	Shared Use Path	1.05	2	$478,010	$1,003,821	$100,382	$100,382	$1,204,585	$120,459	$1,325,044	$198,757	$132,504	$1,656,305		$2,136,633	**$2,583,835**	$3,213,231
75	Jensen Beach Blvd	US-1/Federal Hwy/SR-5	SE Green River Pkwy	Shared Use Path	1.16	2	$478,010	$1,108,983	$110,898	$110,898	$1,330,780	$133,078	$1,463,858	$219,579	$146,386	$1,829,822		$2,360,471	**$2,854,523**	$3,549,855
76	Jensen Beach Blvd	NE Savannah Rd	NE Indian River Dr	Shared Use Path	0.71	2	$478,010	$678,774	$67,877	$67,877	$814,529	$81,453	$895,982	$134,397	$89,598	$1,119,977		$1,444,771	**$1,747,165**	$2,172,756
436735-3	Jonathan Dickinson State Park-Flap Grant for Trail	-	-	Bike Path/Trail	1.71	1	$478,010	$817,397	$81,740	$81,740	$980,877	$98,088	$1,078,964	$161,845	$107,896	$1,348,705		$1,739,830	$2,103,980	**$2,616,488**
196	Jonathan Dickson State Park Trail	Flamingo Terminus	Thru Jonathan Dickson State Park	Shared Use Path	2.75	2	$478,010	$2,631,119	$263,112	$263,112	$3,157,343	$315,734	$3,473,077	$520,962	$347,308	$4,341,346		$5,600,336	$6,772,500	**$8,422,211**
11	Kanner Hwy	SW Warfield Blvd	SW 96Th St	Shared Use Path	12.45	1	$478,010	$5,951,225	$595,122	$595,122	$7,141,469	$714,147	$7,855,616	$1,178,342	$785,562	$9,819,520		$12,667,181	$15,318,452	**$19,049,870**

MPO Project ID Number	Street Name/Project Name	From	To	Project Description	Length (in miles)	Sides	Base Construction Cost (2024/25 dollars)	Construction Cost (2024/25 dollars)	MOT	Mobilization	Sub-Total (2024/25 dollars)	Scope Contingency	Total Construction Cost (2024/25 dollars)	PE/Design	CEI	Project Cost (PDC*, 2024/25 dollars)	Total Cost (YOE**)			
									10%	10%		10%		15%	10%		2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
																	1.10	1.29	1.56	1.94
13	Kanner Hwy	SW Jack James Dr	SE Cove Rd	Shared Use Path	0.83	1	$478,010	$396,748	$39,675	$39,675	$476,098	$47,610	$523,708	$78,556	$52,371	$654,635		$844,479	$1,021,230	**$1,269,991**
91	Kanner Hwy	Locks Rd	SW Jack James Dr	Shared Use Path	1.56	1	$478,010	$745,696	$74,570	$74,570	$894,835	$89,483	$984,318	$147,648	$98,432	$1,230,398		$1,587,213	$1,919,420	**$2,386,972**
338	Kanner Hwy	US-98	SR-710	Multi-Purpose Trails and Greenways	10.70	1	$829,580	$8,876,506	$887,651	$887,651	$10,651,807	$1,065,181	$11,716,988	$1,757,548	$1,171,699	$14,646,235		$18,893,643	$22,848,126	**$28,413,696**
X-2	Lake Okeechobee Scenic Trail	-	-	Multi-Purpose Trails and Greenways	1.89	1	$829,580	$1,567,906	$156,791	$156,791	$1,881,487	$188,149	$2,069,636	$310,445	$206,964	$2,587,045		$3,337,288	$4,035,791	**$5,018,868**
219	Lake Okeechobee Scenic Trail	Palm Beach County Line	St. Lucie County Line	Shared Use Path	21.30	2	$478,010	$20,363,226	$2,036,323	$2,036,323	$24,435,871	$2,443,587	$26,879,458	$4,031,919	$2,687,946	$33,599,323		$43,343,127	$52,414,944	**$65,182,686**
199	Martin - East/West Corridor	US 98	Jonathan Dickson State Park	Shared Use Path	26.31	2	$478,010	$25,148,730	$2,514,873	$2,514,873	$30,178,476	$3,017,848	$33,196,323	$4,979,449	$3,319,632	$41,495,404		$53,529,072	$64,732,831	**$80,501,084**
320	MC Innovation Hub Bike/Ped Loop	Dixie Hwy		Shared Use Path	5.00	1	$478,010	$2,390,050	$239,005	$239,005	$2,868,060	$286,806	$3,154,866	$473,230	$315,487	$3,943,583		$5,087,221	$6,151,989	**$7,650,550**
45	Murphy Rd	SE Mapp Rd	Martin/St. Lucie County Line	Shared Use Path	2.90	2	$478,010	$2,772,458	$277,246	$277,246	$3,326,950	$332,695	$3,659,645	$548,947	$365,964	$4,574,556		$5,901,177	$7,136,307	**$8,874,638**
134	New Route	SW Indianwood Circle	SW Osceola Street	Shared Use Path	0.14	2	$478,010	$134,108	$13,411	$13,411	$160,929	$16,093	$177,022	$26,553	$17,702	$221,278		$285,448	$345,193	**$429,278**
197	New Route	Locks Road	Over Canal to Mapp Road	Shared Use Path	1.79	2	$478,010	$1,709,101	$170,910	$170,910	$2,050,921	$205,092	$2,256,013	$338,402	$225,601	$2,820,016		$3,637,821	$4,399,225	**$5,470,831**
205	New Route	Flora Avenue Terminus	Thru Jonathan Dickson State Park	Shared Use Path	1.39	2	$478,010	$1,326,634	$132,663	$132,663	$1,591,960	$159,196	$1,751,156	$262,673	$175,116	$2,188,945		$2,823,740	$3,414,755	**$4,246,554**
316	New Route over railroad	Indian St	Indian St	Shared-Use Overpass Bridge	0.10	1	$13,487,230	$1,348,723	$134,872	$134,872	$1,618,468	$161,847	$1,780,314	$267,047	$178,031	$2,225,393		$2,870,757	$3,471,613	**$4,317,262**
317	New Route over railroad, canal, and Dixie Hwy	Commerce Ave	Dixie Hwy	Shared-Use Overpass Bridge	0.10	1	$13,487,230	$1,348,723	$134,872	$134,872	$1,618,468	$161,847	$1,780,314	$267,047	$178,031	$2,225,393		$2,870,757	$3,471,613	**$4,317,262**
318	New Route over railroad, canal, and Dixie Hwy	Miami Ave	Jefferson St	Shared-Use Overpass Bridge	0.10	1	$13,487,230	$1,348,723	$134,872	$134,872	$1,618,468	$161,847	$1,780,314	$267,047	$178,031	$2,225,393		$2,870,757	$3,471,613	**$4,317,262**
26	NW Dixie Hwy	NW Wright Blvd	NE Baker Rd	Shared Use Path	0.52	2	$478,010	$497,130	$49,713	$49,713	$596,556	$59,656	$656,212	$98,432	$65,621	$820,265		$1,058,142	$1,279,614	**$1,591,314**
108	NW Dixie Hwy	Speedy Point	NW Wright Blvd	Shared Use Path	0.93	1	$478,010	$444,549	$44,455	$44,455	$533,459	$53,346	$586,805	$88,021	$58,681	$733,506		$946,223	$1,144,270	**$1,423,002**
188	Ocean To Lake Trail Corridor	Palm Beach County Line	FEC	Shared Use Path	11.44	2	$478,010	$10,936,869	$1,093,687	$1,093,687	$13,124,243	$1,312,424	$14,436,667	$2,165,500	$1,443,667	$18,045,834		$23,279,125	$28,151,500	**$35,008,917**
214	Old Dixie Highway	US-1/Federal Hwy/SR-5	Bridge Road	Shared Use Path	1.32	2	$478,010	$1,259,098	$125,910	$125,910	$1,510,917	$151,092	$1,662,009	$249,301	$166,201	$2,077,511		$2,679,989	$3,240,917	**$4,030,372**
190	Pratt & Whitney Trail Corridor	Palm Beach County Line	Old Jupiter Road	Shared Use Path	1.15	2	$478,010	$1,103,281	$110,328	$110,328	$1,323,937	$132,394	$1,456,331	$218,450	$145,633	$1,820,413		$2,348,333	$2,839,845	**$3,531,602**
198	Savannah State Park Trail	Jensen Beach Boulevard	Thru Savannah State Park to St. Lucie County Line	Shared Use Path	1.74	2	$478,010	$1,664,742	$166,474	$166,474	$1,997,690	$199,769	$2,197,459	$329,619	$219,746	$2,746,824		$3,543,403	$4,285,045	**$5,328,838**
49	SE Bridge Rd	SE Dixie Hwy	S Beach Rd	Shared Use Path	0.92	2	$478,010	$879,538	$87,954	$87,954	$1,055,446	$105,545	$1,160,991	$174,149	$116,099	$1,451,238		$1,872,097	$2,263,932	**$2,815,402**
8	SE Cove Rd	SE Willoughby Blvd	SE Dixie Hwy	Shared Use Path	2.18	1	$478,010	$1,042,062	$104,206	$104,206	$1,250,474	$125,047	$1,375,522	$206,328	$137,552	$1,719,402		$2,218,029	$2,682,267	**$3,335,640**
66	SE Cove Rd	Kanner Hwy	SE Willoughby Blvd	Shared Use Path	2.16	1	$478,010	$1,032,502	$103,250	$103,250	$1,239,002	$123,900	$1,362,902	$204,435	$136,290	$1,703,628		$2,197,680	$2,657,659	**$3,305,038**
67	SE Cove Rd	SE Dixie Hwy	Cove Road Park	Shared Use Path	1.46	2	$478,010	$1,395,789	$139,579	$139,579	$1,674,947	$167,495	$1,842,442	$276,366	$184,244	$2,303,052		$2,970,937	$3,592,761	**$4,467,921**
29	US-1/Federal Hwy/SR-5	SE Seabranch Blvd	2,000 Ft N Of Dharlys St	Shared Use Path	2.60	2	$478,010	$2,485,652	$248,565	$248,565	$2,982,782	$298,278	$3,281,061	$492,159	$328,106	$4,101,326		$5,290,710	$6,398,068	**$7,956,572**
20	SW Allapattah Rd	SW Warfield Blvd	SW Martin Hwy	Shared Use Path	12.06	2	$478,010	$11,529,601	$1,152,960	$1,152,960	$13,835,521	$1,383,552	$15,219,074	$2,282,861	$1,521,907	$19,023,842		$24,540,756	$29,677,193	**$36,906,253**
131	SW Famel Avenue	Marina (End)	SW Farm Road	Shared Use Path	0.65	2	$478,010	$620,635	$62,064	$62,064	$744,762	$74,476	$819,238	$122,886	$81,924	$1,024,048		$1,321,022	$1,597,515	**$1,986,653**
82	SW Farm Rd	SW Andalucia Ct	SW 169th Ave	Shared Use Path	0.77	2	$478,010	$736,135	$73,614	$73,614	$883,362	$88,336	$971,699	$145,755	$97,170	$1,214,623		$1,566,864	$1,894,813	**$2,356,369**
17	SW Indiantown Ave	SW Warfield Blvd	SW Kanner Hwy	Shared Use Path	0.42	2	$478,010	$401,528	$40,153	$40,153	$481,834	$48,183	$530,017	$79,503	$53,002	$662,522		$854,653	$1,033,534	**$1,285,292**
19	SW Martin Hwy	SW Allapattah Rd	I-95	Shared Use Path	5.49	2	$478,010	$5,248,550	$524,855	$524,855	$6,298,260	$629,826	$6,928,086	$1,039,213	$692,809	$8,660,107		$11,171,538	$13,509,767	**$16,800,608**
69	SW Martin Hwy	I-95	84th Ave	Shared Use Path	1.52	2	$478,010	$1,453,150	$145,315	$145,315	$1,743,780	$174,378	$1,918,159	$287,724	$191,816	$2,397,698		$3,093,031	$3,740,409	**$4,651,534**
70	SW Martin Hwy	84th Ave	Florida's Turnpike	Shared Use Path	3.82	2	$478,010	$3,651,996	$365,200	$365,200	$4,382,396	$438,240	$4,820,635	$723,095	$482,064	$6,025,794		$7,773,274	$9,400,239	**$11,690,040**
44	SW Matheson Ave	SW Martin Downs Blvd	SW Murphy Rd	Shared Use Path	0.98	2	$478,010	$936,900	$93,690	$93,690	$1,124,280	$112,428	$1,236,707	$185,506	$123,671	$1,545,884		$1,994,191	$2,411,580	**$2,999,016**
133	SW Osceola Street	SW Warfield Boulevard	Citrus Boulevard	Shared Use Path	1.72	2	$478,010	$1,647,068	$164,707	$164,707	$1,976,481	$197,648	$2,174,130	$326,119	$217,413	$2,717,662		$3,505,784	$4,239,553	**$5,272,264**
189	Treasure Coast Loop Trail Corridor (see others)	Ocean Boulevard/A1A	St. Lucie County Line	Shared Use Path	8.47	1	$478,010	$4,048,745	$404,874	$404,874	$4,858,494	$485,849	$5,344,343	$801,651	$534,434	$6,680,429		$8,617,753	$10,421,469	**$12,960,032**
329	West Palm - Okeechobee Trail	Palm Beach/Martin County Line	Martin/Okeechobee County Line	Multi-Purpose Trails and Greenways	23.85	1	$829,580	$19,785,483	$1,978,548	$1,978,548	$23,742,580	$2,374,258	$26,116,838	$3,917,526	$2,611,684	$32,646,047		$42,113,401	$50,927,833	**$63,333,331**

Sidewalks	**$60,209,680**	**$0**	**$77,670,488**	**$93,927,101**	**$116,806,780**
Bicycle Corridors	**$63,255,205**	**$0**	**$81,599,215**	**$98,678,121**	**$122,715,099**
Multi-Purpose Trails and Greenways	**$521,532,011**	**$0**	**$672,776,294**	**$813,589,937**	**$1,011,772,101**
Total for Non-Motorized Projects	**$644,996,897**	**$0**	**$832,045,997**	**$1,006,195,159**	**$1,251,293,979**
	Total Cost, PDC	**Total Cost (YOE**)**			

Sidewalks (in miles)	**24.3**
Midblock Crosswalks (#s)	**4**
Pedestrian Bridge (#s)	**3**
Bike Lanes (in miles)	**87.5**
Buffered Bike Lanes (in miles)	**48.7**
Separated Bike Lanes (in miles)	**14.1**
Bike Boxes (#s)	**2**
Shared Use Path (in miles)	**492.2**
Multi-Purpose Trails and Greenways (in miles)	**97.5**
Shared Use Overpass Bridge (#s)	**3**

Notes

* PDC - Present Day Cost

** YOE - Year of Expenditure

Base construction cost for sidewalk (concrete - 5' one side, 4 inch depth, Cost Per mile Model, FDOT, 2024

Pedestrian bridge cost assumes 12' wide facility (Concrete Deck/Pre-stressed Girder - Simple Span (Medium Span Bridge)) at $155 per square foot, Cost Per mile Model, FDOT's Structures Design Guideline, Structures Manual Volume 1 (Chapter 9), 2023.

Crosswalk cost based on Martin MPO 2045 LRTP, 2020 and Pedestrian and Bicycle Cost Estimation Tool, NCDOT, 2013

Bike lane base construction cost assumes 5' paved facility.

Shared lane base construction cost assumes signing and marking only.

Buffered bike lane base construction cost reflects 5' facility with 2' buffer.

Shared use path (two directional, 12 feet) based on cost per mile model, FDOT, 2024

Shared use path (bridge) cost assumes 16' wide facility (Concrete Deck/Pre-stressed Girder - Simple Span (Medium Span Bridge)) at $155 per square foot, Cost Per mile Model, FDOT's Structures Design Guideline, Structures Manual Volume 1 (Chapter 9), 2023.

Project ID 436735-3 - Jonathan Dickinson State Park-Flap Grant for Trail - Exact alignment has not been determined. The SUP will go through the park from Park Road to Hobe Sound Wildlife Refuge (US-1 from Wildlife Refuge to Bridge Road, US-1 from Bridge Road to Osprey St., Osprey St. from US-1 to Gomez St.)

Projects X-1 and X-2 are not mapped.

Infrastructure Hardening Improvements

Martin Moves 2050 **Needs Plan**

MPO Project ID Number	Project Name	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Capital Cost (PDC*)	Total Cost (YOE**)			
											2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
											1.10	1.29	1.56	1.94
V1	N Sewalls Point Road[1]	N Sewalls Point Road[1]	SR-A1A (NE Ocean Boulevard)	SE Palmer Street	Coastal protection, elevate road, resize drainage, divert stormwaters	1.57	Transportation Network Resiliency Study, 2022	SLR Adaptation	Project Cost adjusted from Year 2020 dollars to Year 2024/25	$3,326,760		$4,291,520	$5,189,745	$6,453,914
V2	SE MacArthur Boulevard	SE MacArthur Boulevard	SE South Marina Way	Approximately 1500 feet North		0.28	2045 LRTP	TDB		TBD				
V3	Dixie Highway	Dixie Highway	Grafton Avenue	Wright Boulevard	Enhance stormwater infrastructure, add green infrastructure	7.74	Transportation Network Resiliency Study, 2022	SLR Adaptation		TBD				
V4	Dixie Highway	Dixie Highway	Cove Road	Jefferson Street	Elevate road, coastal protection, bridge rehab and protection	2.12	Transportation Network Resiliency Study, 2022	SLR Adaptation	Cost for V4 would be included in V3	-				
V5	SR A1A	SR A1A	NE Shore Village Terrace	SR-732/Jensen Beach Causeway	Roadway or bridge approach stabilization, Medium Tier	2.34	FDOT Resilience Action Plan	Roadway or bridge approach stabilization	FY 2024 to FY 2028	$3,205,223		$4,134,738	$5,000,148	$6,218,133
V6	SR-76/Kanner Hwy	SR-76/Kanner Hwy	South of Indian Street	Monterey Road	Drainage Improvements, Medium Tier	1.32	FDOT Resilience Action Plan	Drainage Improvements	Unfunded	TBD				
V7	SR-A1A	SR-A1A	Colusa Court	SR-732/Jensen Beach Causeway	Drainage Improvements, Medium Tier	2.81	FDOT Resilience Action Plan	Drainage Improvements	Unfunded	TBD				
V8	CR-707	CR-707	Bridge #890003		Roadway or bridge approach stabilization	0.37	FDOT Resilience Action Plan	Roadway or bridge approach stabilization	Unfunded	$9,530,010		$12,293,713	$14,866,816	$18,488,219
									Total Cost, PDC	**$16,061,993**	**$0**	**$4,291,520**	**$5,000,148**	**$18,488,219**
											Total Project Cost (YOE) for 25-year period			**$27,779,887**

Notes

* PDC - Present Day Cost

** YOE - Year of Expenditure

Project ID V4 is a segment of Project ID V3.

Waterborne Transportation

Martin Moves 2050 **Needs Plan**

MPO Project ID Number	Project Name	From	To	Project Description	Improvement Type	Comments	Capital Cost (PDC*)	Annual Operating Cost (PDC*)	Total Cost (YOE**)			
									2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
									1.10	1.29	1.56	1.94
n/a	Water based Transportation Feasibility Study	Martin County	-	Countywide Study	Feasibility Study	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-49	$448,000	-		$577,920	$698,880	$869,120
W-1	Water taxi service to St. Lucie Inlet State Park	Sandsprit Park	St. Lucie Inlet Preserve	From Sandsprit Park or potentially Pirate's Cove Marina or Fish Market or Restaurant(s) stop at Manatee Pocket	Water Taxi Service	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-23 to 3-34	$153,600	-			$239,616	
							-	$352,000			$2,745,600	$6,828,800
W-2	Water taxi service (seasonal or for waterfront special events and festivals only)	around key nodes such as Stuart/Palm City, Port Salerno/Manatee Pocket, Stuart/Jensen/Rio	-	Potential routes include Stuart Floating Dock to Harborage Marina, Harborage Marina to Sunset Bay Marina, Stuart Floating Dock to Stuart Harbor/Rio Town Center, Sandsprit Park to Pirate's Cove Marina/Fish Market Restaurants	Water Taxi Service	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-23 to 3-34	$307,200	-			$479,232	
							-	$480,000			$3,744,000	$72,633,600
						Capital Cost (PDC, 2024/25 dollars)	**$908,800**	**Total Operating Cost (YOE*)**	**$0**	**$0**	**$6,489,600**	**$79,462,400**
						Annual Operating Cost (PDC, 2024/25 dollars)		**$832,000**				
						Capital Cost (YOE*)			**$0**	**$577,920**	**$1,417,728**	**$869,120**

Notes

* PDC - Present Day Cost

** YOE - Year of Expenditure

Assumptions for water taxi service project cost are based on Martin in Motion, 2045 LRTP and adjusted for inflation @ 5% per year for five years from 2020 to 2024/25 (1.28).

Water tax service to St. Lucie Inlet State Park (one route)

1. Two vessels (20 passengers capacity/vessel) @ $60,000 per vessel
2. Annual operating cost estimates at $275,000 (includes fuel, 2-person crew, admin staff and maintenance). Route operates 7 days a week for 12 hours daily for nine (9) months.
3. Capital cost for landside improvements is not included.

Water taxi service (seasonal or special event) (three routes)

1. Four vessels (20 passengers capacity/vessel) @ $60,000 per vessel
2. Annual operating cost estimates at $125,000 per (includes fuel, 2-person crew, admin staff and maintenance). Route operates 7 days a week for 12 hours daily for nine (4) months.
3. Capital cost for landside improvements is not included.

Source: Derived from Water Taxi Feasibility Study Report, Ulteig, 2016 (www.reapmatters.org)

Aviation

Martin Moves 2050 **Needs Plan**

MPO Project ID Number[1]	Project Description	Total Project Cost (YOE*)	Funding Source			Partial Project Cost (YOE*) - FDOT Share of Total Project Cost			
			FAA	FDOT	Local[2]	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
-	Replace AWOS System (Design & Construct)	$413,500	$372,150	**$20,675**	$20,675	$20,675			
-	Rehabilitate Runway 12-30 EMAS Systems	$1,500,000	$1,350,000	**$75,000**	$75,000	$75,000			
-	Airport Business Plan	$259,288	$0	**$207,430**	$51,858	$207,430			
S-4	Building 29 and 30 Roof Improvements	$518,575	$0	**$414,860**	$103,715	$414,860			
S-1	Hold Bay Extension (Design)	$155,573	$140,015	**$7,779**	$7,779	$7,779			
S-3	Rehabilitation of MC Non-Movement Areas Phase IV - Taxilane B (Design)	$155,573	$140,015	**$7,779**	$7,779	$7,779			
-	Replace Airfield Signage with LED Units (Design)	$103,715	$0	**$82,972**	$20,743	$82,972			
S-1	Hold Bay Extension (Construct)	$1,505,952	$1,355,357	**$75,298**	$75,298	$75,298			
S-3	Rehabilitation of MC Non-Movement Areas Phase IV - Taxilane B (Construct)	$1,839,413	$1,655,472	**$91,971**	$91,971	$91,971			
-	Replace Airfield Signage with LED Units (Construct)	$623,894	$0	**$499,116**	$124,779	$499,116			
-	Replace PAPIs on Runway 12-30 with LED Units (Design)	$53,784	$48,406	**$0**	$5,378	$0			
-	Replace PAPIs on Runway 12-30 with LED Units (Construct)	$290,067	$261,060	**$14,503**	$14,503	$14,503			
S-2	S-2 Public Safety Aviation Hangar 1	$3,235,361	$0	**$2,588,289**	$647,072	$2,588,289			
-	Rehabilitate Runway 7-25 (Construct)	$4,599,424	$0	**$3,679,539**	$919,885	$3,679,539			
-	Air Traffic Control Tower Equipment Upgrade (Recorder)	$115,709	$0	**$92,567**	$23,142	$92,567			
-	Environmental Assessment (Short-Form) for South Airport Facilities	$173,563	$156,207	**$8,678**	$8,678	$8,678			
I-1	Public Safety Aviation Hangar 2	$3,096,190	$0	**$2,476,952**	$619,238	$2,476,952			
I-2	South Airport Facilities - Infrastructure (Design & Construct)	$4,440,272	$0	**$3,552,218**	$888,054	$3,552,218			
none	Air Traffic Control Tower Equipment Upgrade (Radios)	$120,007	$0	**$96,006**	$24,001	$96,006			
I-3	Rehabilitate Taxiways C and C1 with LED MITLs (Design)	$497,863	$0	**$398,290**	$99,573	$398,290			
none	Airport Security Fence & Gates, Access Control and CCTV	$1,630,500	$0	**$1,304,400**	$326,100	$1,304,400			
I-2	South Airport Facilities - 60 Shade Hangars (Design & Construct)	$2,240,381	$0	**$1,792,305**	$448,076	$1,792,305			
I-5	Financial Feasibility & Categorical Exclusion for Replacing Runway 12-30 EMAS Systems	$124,466	$112,019	**$6,223**	$6,223	$6,223			
I-3	Rehabilitate Taxiways C and C1 with LED MITLs (Construct)	$3,872,686	$0	**$3,098,149**	$774,537	$3,098,149			
I-5	Replace Runway 12-30 EMAS Systems (Design)	$451,813	$406,632	**$22,591**	$22,591	$22,591			
I-4	Rehabilitate Taxiway D with LED MITLs (Design)	$322,724	$0	**$258,179**	$64,545	$258,179			

MPO Project ID Number[1]	Project Description	Total Project Cost (YOE*)	Funding Source			Partial Project Cost (YOE*) - FDOT Share of Total Project Cost			
			FAA	FDOT	Local[2]	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50
I-4	Rehabilitate Taxiway D with LED MITLs (Construct)	$3,226,633	$0	**$2,581,307**	$645,327		$2,581,307		
I-5	Replace Runway 12-30 EMAS Systems (Construct)	$24,500,992	$22,050,893	**$1,225,050**	$1,225,050		$1,225,050		
I-6	ADG III Access Taxiway To West Improvement Area (Design & Construct)	$1,138,644	$0	**$910,915**	$227,729		$910,915		
L-1	South Airport Facilities - 100LL Self-Serve Fuel Tank (Design & Construct)	$2,160,265	$0	**$1,728,212**	$432,053		$1,728,212		
L-2	South Airport Facilities - Aircraft Apron and Pilot Lounge (Design & Construct)	$1,463,805	$0	**$1,171,044**	$292,761		$1,171,044		
L-3	SE Mohawk Lane Connection (Design & Construct)	$2,013,920	$0	**$1,611,136**	$402,784		$1,611,136		
None	Airport Master Plan	$803,360	$723,024	**$40,168**	$40,168			$40,168	
L-4	Environmental Assessment (Short-Form) for Runway 16-34 Threshold Corrections	$241,008	$216,907	**$12,050**	$12,050			$12,050	
L-4	Runway 16-34 Threshold Corrections with LED MIRLs, PAPIs, and REILs (Design & Construct)	$4,765,934	$4,289,341	**$238,297**	$238,297			$238,297	
none	Rehabilitate Runway 12-30 and Replace REILs (Design)	$583,244	$524,919	**$29,162**	$29,162			$29,162	
none	Rehabilitate Runway 12-30 and Replace REILs (Construct)	$8,641,588	$7,777,430	**$432,079**	$432,079			$432,079	
L-6	Environmental Assessment (Short-Form) for Taxiway E Northeast Partial Parallel to 16-34	$172,832	$155,549	**$8,642**	$8,642			$8,642	
L-6	Taxiway E Northeast Partial Parallel to 16-34 (Design)	$448,131	$0	**$358,505**	$89,626			$358,505	
L-5	Relocate Segmented Circle (Design & Construct)	$197,178	$0	**$157,742**	$39,436			$157,742	
L-7	Environmental Assessment (Short-Form) for North Partial Parallel Taxiway B	$179,252	$161,327	**$8,963**	$8,963			$8,963	
L-6	Taxiway E Northeast Partial Parallel to 16-34 (Construct)	$4,275,969	$0	**$3,420,775**	$855,194			$3,420,775	
L-7	Taxiway B North Partial Parallel to 12-30 (Design)	$929,558	$836,603	**$46,478**	$46,478			$46,478	
L-8	Environmental Assessment (Short-Form) for Connector Taxiways Between Taxiways D and E	$185,912	$167,321	**$9,296**	$9,296			$9,296	
L-7	Taxiway B North Partial Parallel to 12-30 (Construct)	$10,605,007	$9,544,507	**$530,250**	$530,250				$530,250
L-8	Connector Taxiways Between Taxiways D and E (Design)	$192,818	$0	**$154,255**	$38,564				$154,255
none	Rehabilitate Runway 7-25 (Design)	$385,637	$0	**$308,509**	$77,127				$308,509
L-8	Connector Taxiways Between Taxiways D and E (Construct)	$2,259,791	$0	**$1,807,833**	$451,958				$1,807,833
none	Rehabilitate Runway 7-25 (Construct)	$7,949,265	$0	**$6,359,412**	$1,589,853				$6,359,412
	Total Cost, YOE	**$109,661,036**	$52,445,154	**$44,021,849**	$13,194,040	$20,871,769	$9,227,664	$4,762,157	$9,160,259
	Total Cost, PDC	**$78,567,357**	$36,778,089	**$32,202,906**	$9,586,367		**Partial Project Cost (FDOT Share), YOE**		**$44,021,849**
							Partial Project Cost (FDOT Share), PDC		**$32,202,906**

Source: Witham Field Airport Master Plan, August 2023

Notes

[1] The MPO Project Identification (ID) Number corresponds to the ID number included in Figure 8-1 Capital Improvement Program and Tables 8-2, 8-3 and 8-4, Whitham Field Airport Master Plan.

[2] Estimates for the local share are dependent upon the availability of funding from both FAA and FDOT.

* YOE - Year of Expenditure. An inflation factor of 3.75 percent has been applied for each yar a project is programmed beyond the 2023 cost estimate.

Roadway/Highway (Non-SIS) - Base Construction Cost and Project Estimates, PDC (in 2024/25 $)

MPO Project ID Number	Street Name	From	To	Project Description	Length (in miles)	Source	Improvement Type	Comments	Assumption for Project Cost Estimation Purposes	Base Construction Cost (2024/25 dollars)	Construction Cost (2024/25 dollars)	MOT 10%	Mobilization 10%	Sub-Total (2024/25 dollars)	Scope Contingency 10%	ROW Cost[1]	Total Construction Cost (2024/25 dollars)	PE/Design 15%	CEI 15%	CEI 10%	Project Cost (PDC*, 2024/25 dollars)
RD-1	SW Indiantown Avenue	SR-710/SW Warfield Boulevard	SR-76/SW Kanner Highway	2L to 4L	0.39	TCRPM 6.0 Needs Assessment	Widening		Rural - Roadway Widening: Add 2-Lanes to Existing 2 Lane Undivided Roadway (35mph Design Speed) with 5' paved shoulder	$5,265,909	$2,053,705	$205,370	$205,370	**$2,464,446**	$246,445		**$2,710,890**	$406,634		$271,089	**$3,388,613**
RD-3	SW 96th Street	SW Pennsylvania Avenue	SR-76/SW Kanner Highway	2L to 4L	0.93	TCRPM 6.0 Needs Assessment	Widening		Urban - Roadway Widening: Add 2-Lanes to Existing 2 Lane Undivided Roadway (35mph Design Speed) with 4' Bike Lane	$9,540,676.51	$8,872,829	$887,283	$887,283	**$10,647,395**	$1,064,739		**$11,712,134**	$1,756,820		$1,171,213	**$14,640,168**
RD-4	SW Bridge Road	Pratty Whitney Road	I-95	2L to 4L	2.03	TCRPM 6.0 Needs Assessment	Widening		Urban - Roadway Widening: Add 2-Lanes to Existing 2 Lane Undivided Roadway (35mph Design Speed) with 4' Bike Lane	$9,540,676.51	$19,367,573	$1,936,757	$1,936,757	**$23,241,088**	$2,324,109		**$25,565,197**	$3,834,780		$2,556,520	**$31,956,496**
RD-7	SE Bridge Road/CR-708	SE Flora Avenue	SE Gomez Road	2L to 4L	1.43	TCRPM 6.0 Needs Assessment	Widening	Project ID R-10 in 2045 LRTP	Urban - Roadway Widening: Add 2-Lanes to Existing 2 Lane Undivided Roadway (35mph Design Speed) with 4' Bike Lane	$9,540,676.51	$13,643,167	$1,364,317	$1,364,317	**$16,371,801**	$1,637,180		**$18,008,981**	$2,701,347		$1,800,898	**$22,511,226**
RD-8	SW Allapattah Road/CR-609	CR-714/SW Martin Highway	Martin/St. Lucie County Line	2L to 4L	3.11	TCRPM 6.0 Needs Assessment	Widening		Rural - Roadway Widening: Add 2-Lanes to Existing 2 Lane Undivided Roadway (55mph Design Speed) with 5' paved shoulder	$5,265,909	$16,376,978	$1,637,698	$1,637,698	**$19,652,374**	$1,965,237		**$21,617,611**	$3,242,642		$2,161,761	**$27,022,014**
RD-9	CR-714/SW Martin Highway	SW Allapattah Road/CR-609	I-95	2L to 4L	5.36	TCRPM 6.0 Needs Assessment	Widening		Rural - Roadway Widening: 2-Lane Roadway to 4 Lanes (45mph Design Speed) with 5' paved shoulders	$5,265,909	$28,225,274	$2,822,527	$2,822,527	**$33,870,329**	$3,387,033		**$37,257,362**	$5,588,604		$3,725,736	**$46,571,702**
RD-11	SW Newfield Parkway	West Farm Road	SW Becker Road	2L to 4L	1.13	TCRPM 6.0 Needs Assessment	Widening		Urban - Roadway Widening: Add 2-Lanes to Existing 2 Lane Undivided Roadway (30mph Design Speed) with 4' Bike Lane	$9,540,676.51	$10,780,964	$1,078,096	$1,078,096	**$12,937,157**	$1,293,716		**$14,230,873**	$2,134,631		$1,423,087	**$17,788,591**
RD-12	SW Newfield Parkway	SW Prairie Ave	SR-714/SW Martin Highway	2L to 4L	2.36	TCRPM 6.0 Needs Assessment	Widening		Urban - Roadway Widening: Add 2-Lanes to Existing 2 Lane Undivided Roadway (30mph Design Speed) with 4' Bike Lane	$9,540,676.51	$22,515,997	$2,251,600	$2,251,600	**$27,019,196**	$2,701,920		**$29,721,115**	$4,458,167		$2,972,112	**$37,151,394**
RD-15	SW Martin Downs Boulevard	SR-714/SW Martin Highway	SW High Meadow Avenue	4L to 6L	0.98	TCRPM 6.0 Needs Assessment	Widening		Urban - Roadway Widening: Add 2-Lanes to Existing 4 Lane Divided Roadway (45mph Design Speed) with 5' Sidewalk, 4' Bike Lane, and Curb & Gutter	$9,302,864.82	$9,116,808	$911,681	$911,681	**$10,940,169**	$1,094,017		**$12,034,186**	$1,805,128	$1,805,128		**$15,644,442**
RD-21	NW Green River Parkway	NW Jensen Boulevard	Martin/St. Lucie County Line	2L to 4L	1.26	TCRPM 6.0 Needs Assessment	Widening		Urban - Roadway Widening: Add 2-Lanes to Existing 2 Lane Undivided Roadway (35mph Design Speed) with 4' Bike Lane	$9,540,676.51	$12,021,252	$1,202,125	$1,202,125	**$14,425,503**	$1,442,550	$7,934,027	**$23,802,080**	$3,570,312		$2,380,208	**$29,752,600**
RD-27	Willoughby Boulevard Extension	SR-714/Monterey Road	SR-5/US-1/Federal Highway	New 2 Lane Road	0.84	Martin in Motion 2045 LRTP	New 2L Road	ProjectID 'R-2' included in Martin in Motion 2045 LRTP	Urban-Roadway New Construction: 2-Lane Undivided Roadway with 6' Sidewalk, 4' Bike Lane and Curb & Gutter		$14,587,893			**$14,587,893**		$12,421,076	**$27,008,969**	$3,136,654		$1,965,264	**$32,110,887**
RD-30	SR-714/SW Martin Highway	I-95 (SR-9)	SW 84th Avenue	2L to 4L	1.35	Project Steering Committee input	Widening		Urban - Roadway Widening: 2-Lane Roadway to 4 Lanes (45mph Design Speed) with 4' Bike Lane	$9,540,676.51	$12,879,913	$1,287,991	$1,287,991	**$15,455,896**	$1,545,590		**$17,001,486**	$2,550,223		$1,700,149	**$21,251,857**
441700-1	Cove Road[2]	Kanner Highway (SR-76)	US-1/SR-5		3.20	TIP	Widening				$61,378,023			**$61,378,023**			**$61,378,023**				**$61,378,023**
441699-1	High Meadow Avenue (CR-713)[2]	I-95 (SR-9)	Martin Highway (SR-714)		2.64	TIP	Widening				$23,720,000			**$23,720,000**			**$23,720,000**				**$23,720,000**
																					$384,888,012

Notes

[1] For RD-21, Right of Way (ROW) cost calculated as 40% of total construction cost based on assumption from Martin-in-Motion 2045 LRTP. For RD-27, ROW cost is based on FDOT's LRE for the preferred alternative from the PD&E Study phase.

[2] Construction cost provided by FDOT District Four, August 2025.

Base construction cost sourced from FDOT Cost Per Mile model, October 2024

Appendix D
2050 Revenue Forecast Handbook, Florida Department of Transportation, June 2023

FDOT | Strategic development

2050 REVENUE FORECAST HANDBOOK



June 2023

Table of Contents

Introduction 1
Purpose, Basis, and Use of the Handbook 2
Purpose 2
Basis 2
Handbook Use 3
Overview of Roles, Responsibilities, and Coordination 4
Roles and Responsibilities 4
Coordination 6
Federal and State Revenue Forecast Process Methodology 8
Preparing the Revenue Forecast 8
Conducting and Producing the Revenue Forecast 15
Preparing, Delivering, and Using the MPO Revenue Forecast Report 42
Appendix A: Revenue Forecast Timeline 43
Appendix B: Project Funding Eligibility 44
Funding Eligibility for Capacity Programs 44
Funding Eligibility for Non-Capacity Programs 50
Appendix C: Other Transportation Revenue Sources 53
Current Revenue Sources 53
New Revenue Sources 56
Development of Revenue Estimates for Other Transportation Revenue Sources 56
Appendix D: Transportation Finance Tools 58
Federal/State Transportation Finance Tools 58
State Transportation Finance Tools 59
Future Toll Facility Projects in MPO Long Range Transportation Plans 60
Appendix E: Forecast Calculations for Growth and Inflation 61
Growth Rates 61
Inflation Factors 62

Relationship of Construction and ROW Costs 65
Appendix F: Glossary 66
Appendix G: MPO Revenue Forecast Report 70
2050 Revenue Forecast *Florida-Alabama TPO* 71
2050 Revenue Forecast *Okaloosa-Walton TPO* 76
2050 Revenue Forecast *Bay County TPO* 81
2050 Revenue Forecast *Capital Region TPA* 84
2050 Revenue Forecast *Gainesville MTPO* 89
2050 Revenue Forecast *North Florida TPO* 94
2050 Revenue Forecast *Ocala/Marion County TPO* 99
2050 Revenue Forecast *Hernando/Citrus MPO* 102
2050 Revenue Forecast *Lake-Sumter MPO* 105
2050 Revenue Forecast *River to Sea TPO* 108
2050 Revenue Forecast *MetroPlan Orlando* 113
2050 Revenue Forecast *Space Coast TPO* 118
2050 Revenue Forecast *Pasco County MPO* 123
2050 Revenue Forecast *Forward Pinellas* 128
2050 Revenue Forecast *Hillsborough MPO* 133
2050 Revenue Forecast *Polk TPO* 138
2050 Revenue Forecast *Indian River County MPO* 143
2050 Revenue Forecast *Sarasota/Manatee MPO* 146
2050 Revenue Forecast *Heartland Regional TPO* 151
2050 Revenue Forecast *St. Lucie TPO* 154
2050 Revenue Forecast *Martin MPO* 159
2050 Revenue Forecast *Charlotte County-Punta Gorda MPO* 164
2050 Revenue Forecast *Lee County MPO* 167
2050 Revenue Forecast *Collier MPO* 173

2050 Revenue Forecast *Palm Beach TPA* 178

2050 Revenue Forecast *Broward MPO* 183

2050 Revenue Forecast *Miami-Dade TPO* 188

List of Tables

Table 1. FDOT Working Group Meetings 6
Table 2. MPO Working Group Meetings 7
Table 3. MPOAC Quarterly Meetings 7
Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of $) 15
Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of $) 17
Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of $) 18
Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of $) 19
Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of $) 21
Table 9. Districtwide Revenue Estimate for STBG (Millions of $) 23
Table 10. Districtwide Revenue Estimate for TA (Millions of $) 25
Table 11. Districtwide Revenue Estimate CRP (Millions of $) 27
Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of $) 28
Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of $) 29
Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of $) 30
Table 15. Districtwide Revenue Estimate for TRIP (Millions of $) 32
Table 16. Districtwide Revenue Estimate for HSIP (Millions of $) 33
Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of $) 34
Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of $) – Example Table 36
Table 19. TMA MPO Level Revenue Estimate for TA (Millions of $) – Example Table 37
Table 20. TMA MPO Level Estimate for CRP (Millions of $) – Example Table 38
Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) – Example Table 39
Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) – Example Table 40
Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of $) – Example Table 41
Table 24. Growth Rates for 2027/28 – 2049/50 62
Table 25. Inflations Factors By Time Bands 63
Table 26. Multiplier By Inflation Factors For Individual Year 64
Table 27. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 73
Table 28. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 73
Table 29. Florida-Alabama TPO – TMA MPO Level Estimate for CRP (Millions of $) 74

Table 30. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $).... 74
Table 31. Florida-Alabama TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)..... 75
Table 32. Florida-Alabama TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula..... 75
Table 33. Okaloosa-Walton TPO – TMA MPO Level Revenue Estimate for STBG (Millions of $)..... 78
Table 34. Okaloosa-Walton TPO – TMA MPO Level Revenue Estimate for TA (Millions of $)..... 78
Table 35. Okaloosa-Walton TPO – TMA MPO Level Estimate for CRP (Millions of $)..... 79
Table 36. Okaloosa-Walton TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $).. 79
Table 37. Okaloosa-Walton TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)..... 80
Table 38. Okaloosa-Walton TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula..... 80
Table 39. Bay County TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)..... 83
Table 40. Bay County TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula..... 83
Table 41. Capital Region TPA – TMA MPO Level Revenue Estimate for STBG (Millions of $)..... 86
Table 42. Capital Region TPA – TMA MPO Level Revenue Estimate for TA (Millions of $)..... 86
Table 43. Capital Region TPA – TMA MPO Level Estimate for CRP (Millions of $)..... 87
Table 44. Capital Region TPA – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $)..... 87
Table 45. Capital Region TPA – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)..... 88
Table 46. Capital Region TPA – MPO Level Revenue Estimate for Non-SIS Transit Formula..... 88
Table 47. Gainesville MTPO – TMA MPO Level Revenue Estimate for STBG (Millions of $)..... 91
Table 48. Gainesville MTPO – TMA MPO Level Revenue Estimate for TA (Millions of $)..... 91
Table 49. Gainesville MTPO – TMA MPO Level Estimate for CRP (Millions of $)..... 92
Table 50. Gainesville MTPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $)..... 92
Table 51. Gainesville MTPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)..... 93
Table 52. Gainesville MTPO – MPO Level Revenue Estimate for Non-SIS Transit Formula..... 93
Table 53. North Florida TPO – TMA MPO Level Revenue Estimate for STBG (Millions of $)..... 96
Table 54. North Florida TPO – TMA MPO Level Revenue Estimate for TA (Millions of $)..... 96
Table 55. North Florida TPO – TMA MPO Level Estimate for CRP (Millions of $)..... 97
Table 56. North Florida TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $)..... 97
Table 57. North Florida TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)..... 98

Table 58. North Florida TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 98
Table 59. Ocala/Marion County TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 101
Table 60. Ocala/Marion County TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 101
Table 61. Hernando/Citrus MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 104
Table 62. Hernando/Citrus MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 104
Table 63. Lake-Sumter MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 107
Table 64. Lake-Sumter MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 107
Table 65. River to Sea TPO - TMA MPO Level Revenue Estimate for STBG (Millions of $) 110
Table 66. River to Sea TPO - TMA MPO Level Revenue Estimate for TA (Millions of $) 110
Table 67. River to Sea TPO - TMA MPO Level Estimate for CRP (Millions of $) 111
Table 68. River to Sea TPO - TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 111
Table 69. River to Sea TPO - MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 112
Table 70. River to Sea TPO - MPO Level Revenue Estimate for Non-SIS Transit Formula 112
Table 71. MetroPlan Orlando – TMA MPO Level Revenue Estimate for STBG (Millions of $) 115
Table 72. MetroPlan Orlando – TMA MPO Level Revenue Estimate for TA (Millions of $) 115
Table 73. MetroPlan Orlando – TMA MPO Level Estimate for CRP (Millions of $) 116
Table 74. MetroPlan Orlando – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 116
Table 75. MetroPlan Orlando – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 117
Table 76. MetroPlan Orlando – MPO Level Revenue Estimate for Non-SIS Transit Formula 117
Table 77. Space Coast TPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 120
Table 78. Space Coast TPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 120
Table 79. Space Coast TPO – TMA MPO Level Estimate for CRP (Millions of $) 121
Table 80. Space Coast TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 121
Table 81. Space Coast TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 122
Table 82. Space Coast TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 122
Table 83. Pasco County MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 125
Table 84. Pasco County MPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 125
Table 85. Pasco County MPO – TMA MPO Level Estimate for CRP (Millions of $) 126

Table 86. Pasco County MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 126
Table 87. Pasco County MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 127
Table 88. Pasco County MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 127
Table 89. Forward Pinellas – TMA MPO Level Revenue Estimate for STBG (Millions of $) 130
Table 90. Forward Pinellas – TMA MPO Level Revenue Estimate for TA (Millions of $) 130
Table 91. Forward Pinellas – TMA MPO Level Estimate for CRP (Millions of $) 131
Table 92. Forward Pinellas – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 131
Table 93. Forward Pinellas – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 132
Table 94. Forward Pinellas – MPO Level Revenue Estimate for Non-SIS Transit Formula 132
Table 95. Hillsborough MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 135
Table 96. Hillsborough MPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 135
Table 97. Hillsborough MPO – TMA MPO Level Estimate for CRP (Millions of $) 136
Table 98. Hillsborough MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 136
Table 99. Hillsborough MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 137
Table 100. Hillsborough MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 137
Table 101. Polk TPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 140
Table 102. Polk TPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 140
Table 103. Polk TPO – TMA MPO Level Estimate for CRP (Millions of $) 141
Table 104. Polk TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 141
Table 105. Polk TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 142
Table 106. Polk TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 142
Table 107. Indian River County MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 145
Table 108. Indian River County MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 145
Table 109. Sarasota/Manatee MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 148
Table 110. Sarasota/Manatee MPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 148
Table 111. Sarasota/Manatee MPO – TMA MPO Level Estimate for CRP (Millions of $) 149
Table 112. Sarasota/Manatee MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 149
Table 113. Sarasota/Manatee MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 150

Table 114. Sarasota/Manatee MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 150
Table 115. Heartland Regional TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 153
Table 116. Heartland Regional TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 153
Table 117. St. Lucie TPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 156
Table 118. St. Lucie TPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 156
Table 119. St. Lucie TPO – TMA MPO Level Estimate for CRP (Millions of $) 157
Table 120. St. Lucie TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 157
Table 121. St. Lucie TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 158
Table 122. St. Lucie TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 158
Table 123. Martin MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 161
Table 124. Martin MPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 161
Table 125. Martin MPO – TMA MPO Level Estimate for CRP (Millions of $) 162
Table 126. Martin MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 162
Table 127. Martin MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 163
Table 128. Martin MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 163
Table 129. Charlotte County-Punta Gorda MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 166
Table 130. Charlotte County-Punta Gorda MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 166
Table 131. Lee County MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 169
Table 132. Lee County MPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 169
Table 133. Lee County MPO – TMA MPO Level Estimate for CRP (Millions of $) 170
Table 134. Lee County MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 170
Table 135. Lee County MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 172
Table 136. Lee County MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 172
Table 137. Collier MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 175
Table 138. Collier MPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 175
Table 139. Collier MPO – TMA MPO Level Estimate for CRP (Millions of $) 176
Table 140. Collier MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 176

Table 141. Collier MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 177
Table 142. Collier MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 177
Table 143. Palm Beach TPA – TMA MPO Level Revenue Estimate for STBG (Millions of $) 180
Table 144. Palm Beach TPA – TMA MPO Level Revenue Estimate for TA (Millions of $) 180
Table 145. Palm Beach TPA – TMA MPO Level Estimate for CRP (Millions of $) 181
Table 146. Palm Beach TPA – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 181
Table 147. Palm Beach TPA – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 182
Table 148. Palm Beach TPA – MPO Level Revenue Estimate for Non-SIS Transit Formula 182
Table 149. Broward MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 185
Table 150. Broward MPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 185
Table 151. Broward MPO – TMA MPO Level Estimate for CRP (Millions of $) 186
Table 152. Broward MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 186
Table 153. Broward MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 187
Table 154. Broward MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 187
Table 155. Miami-Dade TPO – TMA MPO Level Revenue Estimate for STBG (Millions of $) 190
Table 156. Miami-Dade TPO – TMA MPO Level Revenue Estimate for TA (Millions of $) 190
Table 157. Miami-Dade TPO – TMA MPO Level Estimate for CRP (Millions of $) 191
Table 158. Miami-Dade TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) 191
Table 159. Miami-Dade TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) 192
Table 160. Miami-Dade TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula 192

List of Figures

Figure 1. Revenue Forecasting Framework 9

INTRODUCTION

Federal and Florida law require MPOs to have a financial plan in their LRTP.

The need for the long-range revenue forecast began with federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). All federal transportation acts since have required Metropolitan Planning Organizations (MPOs[1]) to contain a financial plan in their Long Range Transportation Plan (LRTP[2]). This requirement is codified in Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Part 450.324(f)(11). Florida law also requires MPOs to have a financial plan in their LRTP (Section 339.175(7)(b), Florida Statutes.)

The federal law and regulations specify that an MPO's financial plan demonstrate how the adopted transportation plan can be implemented, indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend any additional financing strategies for needed projects and programs. The financial plan must demonstrate fiscal constraint and ensure that the LRTP reflects realistic assumptions about future revenues.

Additionally, the federal law indicates that the MPO, applicable transit operator, and State are to cooperatively develop estimates of funds that will be available to support plan implementation. In response, the Florida Department of Transportation (FDOT) prepares a long-range revenue forecast of federal and state funds in consultation with the Florida MPO Advisory Council (MPOAC) that can be used by all Florida's MPOs. This forecast is prepared approximately every five years to align with the LRTP update schedule for Florida's MPOs.

A statewide revenue forecast developed cooperatively provides ***consistency*** in the assumptions and approaches used when estimating future federal and state funding for both FDOT and MPO plan development. This includes providing estimates through the agreed upon horizon year and serves as the basis for financial planning for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) and for all 27 MPO LRTPs. Throughout the process, it is FDOT's goal to provide ***transparency*** with communication via working groups, regular updates to the MPOAC, and development of a handbook (this document) to detail the process for producing the revenue forecast.

This *2050 Revenue Forecast Handbook* documents the purpose, basis, and use of the handbook; an overview of roles, responsibilities, and coordination for the revenue forecast process; and the methodology details of how the forecast is prepared, produced, and delivered to each MPO.

[1] For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

[2] For this document, LRTP is used generally to refer to a MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

PURPOSE, BASIS, AND USE OF THE HANDBOOK

PURPOSE

The purpose of this handbook is to provide FDOT and MPO staff and consultants with the detailed process for preparing, producing, reviewing, and delivering the long-range transportation revenue forecast to the MPOs for use in their 2050 LRTP update process.

BASIS

THE OVERALL BASIS OF THE FORECAST IS SUMMARIZED IN THESE SIX POINTS:

- **Follows current federal and state laws, applicable regulations, and FDOT policies. For state funds, it is based on assumptions concerning factors affecting state revenue sources such as population growth rates and motor fuel consumption and tax rates.**
- **Uses FDOT's Program and Resource Plan (PRP) as the financial basis for the forecast. This is the financial planning document used by FDOT for the 10-year period that includes the Five-Year Work Program.**
- **Considers only federal and state funds that "pass through" the FDOT Five-Year Work Program. Federal funds include all federal aid that passes through the FDOT budget. State funds include state revenues such as motor fuel taxes, motor vehicle fees, tourism-based taxes, and other sources. Turnpike Enterprise revenue estimates are not included in this revenue estimate. For Turnpike project information, refer to the Turnpike Ten-Year Finance Plan.**
- **Consolidates the program information in the PRP into three categories for how the estimates will be provided: statewide estimates, districtwide estimates, and MPO estimates.**
- **Does not include estimates for local governments, local/regional authorities, private sector, federal funds that go directly to MPOs or transit operators, or other funding sources except as noted. While these other fund sources are not part of the FDOT statewide revenue forecast, they should be considered as part of the overall MPO forecast based on their information source.**
- **Estimates the value of money at the time it will be collected and reflects future revenue. Future revenue is often referred to as year of expenditure (YOE) dollars. Growth factors[3] are applied to revenue amounts following the Five-Year Work Program. MPOs should adjust project costs to YOE dollars to ensure costs and revenues are expressed using the same time frame. Appendix E provides detail for adjusting project costs using agreed upon inflation factors[4] to convert present day project costs to project costs in YOE dollars. Therefore, all amounts in the forecast are expressed in YOE dollars.**

[3] For this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050.

[4] For this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure.

HANDBOOK USE

Florida's MPOs are advised to use the revenue estimates provided by FDOT along with this handbook to assist in the update of their LRTPs. However, if an MPO does not use the FDOT revenue forecast, they are required to develop their own independent forecast and document the methodology used to produce their own revenue forecast.

Federal Highway Administration (FHWA) recommends (based on 23 CFR 450.324(f)(11)(ii)) that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development and provide stakeholders with information and the analysis performed to produce the anticipated revenues. This is also documented in the *2018 Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs* provided by the FHWA Florida Division Office. In the case that an MPO develops their own independent forecast, it is advised that documentation of the approved methodology and assumptions be included in the LRTP.

FHWA recommends that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development.

The projected dollar values provided in this forecast should be used for planning purposes only during the LRTP update process. There should be no expectation these specific estimates will be programmed beyond what is in the 2023/24 – 2027/28 Five-Year Work Program and they do not represent a state commitment for funding, either in total or in any 5-year time period.



OVERVIEW OF ROLES, RESPONSIBILITIES, AND COORDINATION

The creation of the revenue forecast is a collaborative effort between multiple FDOT Central and District offices as well as the MPOAC and MPOs. Since 1994, FDOT has worked with the MPOAC to develop the long-range revenue forecast to comply with federal requirements for developing cost feasible transportation plans and to demonstrate coordinated planning for transportation facilities and services in Florida. This section provides a brief description of the roles and responsibilities of FDOT, the MPOAC, and the MPOs in developing the revenue forecast as well as the approach for coordination.

ROLES AND RESPONSIBILITIES

FDOT CENTRAL OFFICE – FORECASTING AND TRENDS OFFICE AND OFFICE OF POLICY PLANNING

The Forecasting and Trends Office (FTO) provides forecasting and analysis linking transportation planning and implementation. The Office of Policy Planning (OPP) oversees a wide range of efforts and programs that lay the groundwork for transportation programming and project development including coordination with Florida's metropolitan transportation planning processes. Together, they led the effort for initiating, coordinating, producing, and delivering the revenue forecast. Responsibilities of FTO and OPP related to the revenue forecast included:

- Leading the Central Office (CO) Revenue Team consisting of the FTO Manager, OPP Director, and applicable staff;
- Coordinating with the Finance, Program and Resource Allocation staff in the Office of Work Program and Budget (OWPB) to review and understand applicable financial data for the revenue forecast;
- Leading the update of the Financial Guidelines for Florida MPO 2050 LRTPs[5];
- Coordinating with the MPOAC and MPOs regarding production and distribution of the revenue forecast;
- Working with the FDOT Systems Implementation Office (SIO) to provide revenue forecasts for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP);
- Briefing management on results as production of the revenue forecast progresses;
- Conducting working group meetings with Districts and MPOs including preparation, facilitation, and summary;
- Providing updates to the MPOAC throughout the update process; and
- Collaborating with other FDOT offices as needed to review and refine the final revenue forecast to ensure consistency and transparency.

[5] The purpose of the *Financial Guidelines for Florida MPO 2050 LRTPs* is to provide uniformity in financial reporting within the MPO LRTP and to document the approach for FDOT, in cooperation with the MPOAC and Florida's MPOs, to prepare a long-range revenue forecast of state and federal transportation funds through 2050. It is prepared and agreed upon by both FDOT and MPOAC early in the update process.

FDOT CENTRAL OFFICE – OFFICE OF WORK PROGRAM AND BUDGET

The Office of Work Program and Budget (OWPB) has the responsibility of developing and managing FDOT's Five-Year Adopted Work Program and providing financial planning services to FDOT management. The responsibilities of the OWPB related to the revenue forecast include:

- Determining the PRP and FDOT's Five-Year Work Program snapshot date and providing the PRP snapshot built from FDOT's Five-Year Work Program that will be used in developing the forecasts including the extended forecast (through the horizon year) using agreed upon growth rates;
- Calculating growth rates based on information from the latest state Revenue Estimating Conference (REC);
- Discussing and finalizing growth rates with the CO Revenue Team; and
- Assisting with the review and feedback on draft forecast tables to ensure consistency and transparency.

FDOT WORKING GROUP (INCLUDING DISTRICTS)

To assist in the process of producing the revenue forecast, FDOT created an internal working group to receive, review, and provide feedback on draft documents related to the revenue forecast. This internal working group included Central Office staff from FTO, OPP, OWPB, and SIO as well as District MPO Liaisons and their designees. The responsibilities of the FDOT Working Group related to the revenue forecast include:

- Reviewing and proposing revisions to draft documents;
- Providing area/office specific input into the development of the revenue forecast methodology;
- Assisting with review of the draft and final revenue forecast; and
- Assisting with communication to MPOs regarding the revenue forecast.

MPO WORKING GROUP

To assist with communication and coordination with the MPOAC and the MPOs, FDOT created an MPO Working Group to provide input into the preparation of the revenue forecast used to develop the MPO 2050 LRTPs. This external working group included directors and/or staff from nine MPOs who volunteered to review and comment on draft documents related to the revenue forecast. The responsibilities of the MPO Working Group related to the revenue forecast include:

- Providing input on the *Financial Guidelines for Florida MPO 2050 LRTPs* and
- Providing input into the approach for conducting the revenue forecast.

COORDINATION

Throughout the development process, FTO and OPP coordinated with applicable FDOT offices, MPOAC, and the MPOs to ensure a timely, consistent, and transparent revenue forecast. Regular coordination fosters a cooperative and collaborative environment to assist in reconciling long-range plans; demonstrating coordinated planning for transportation facilities and services in Florida; and better documenting long-range needs in the state. The CO Revenue Team coordinated both internally and externally to ensure timeliness, consistency and transparency in the revenue forecast process.

INTERNAL

FTO and OPP engaged with OWPB early to review the FY 22/23 – 30/31 PRP (and later the FY 23/24 – 31/32 PRP). In addition, conversations with OWPB helped the team to understand the current trends resulting from the state's REC and its impact on growth rates for the forecast. Early conversations with the SIO also allowed for coordination of the estimates used in the development of the 2050 SIS CFP. Regular updates to District MPO Liaisons, via the FDOT Working Group, allowed them to be informed on the progress so they could communicate information to their respective MPOs. **Table 1** summarizes the FDOT Working Group meetings throughout the process.

Table 1. FDOT Working Group Meetings

DATE	TOPIC
November 16, 2021	Kick-off Meeting; discuss purpose and charge
December 14, 2021	Review previous forecast/discuss current approach
January 11, 2022	Discuss draft financial guidelines
February 8, 2022	Review draft financial guidelines
March 8, 2022	Finalize financial guidelines; discuss forecast table templates
April 5, 2022	Discuss changes to release schedule; finalize forecast table templates
June 7, 2022	Provide process update on forecast preparation; discuss boundary assumptions
October 6, 2022	Provide process update on forecast preparation
April 10, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

EXTERNAL

FTO and OPP regularly met with and updated the MPO Working Group as well as the MPOAC on various milestones throughout the process. These updates encouraged meaningful conversation about comments or concerns involving the revenue forecast and allowed FDOT to understand and address the concerns of the MPOAC. **Table 2** summarizes the MPO Working Group meetings throughout the process. **Table 3** summarizes the touch points with the MPOAC throughout the process.

Table 2. MPO Working Group Meetings

DATE	TOPIC
November 17, 2021	Kick-off Meeting; discuss purpose and charge
December 16, 2021	Review previous forecast/receive input on current approach
January 18, 2022	Discuss draft financial guidelines
April 7, 2022	Provide input on financial guidelines; provide update on release schedule
June 22, 2022	Provide update on boundary assumptions; discuss forecast table templates
October 14, 2022	Provide process update on forecast preparation
April 17, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

Table 3. MPOAC Quarterly Meetings

DATE	TOPIC
January 27, 2022	Review revenue forecast update process; creation of working groups
April 28, 2022	Review financial guidelines
July 28, 2022	Provide process update on release schedule and forecast assumptions
October 27, 2022	Provide process update on forecast preparation
January 31, 2023	Provide process update on continued forecast preparation
April 27, 2023	Provide 2050 Statewide Revenue Forecast

FEDERAL AND STATE REVENUE FORECAST PROCESS METHODOLOGY

FDOT prepared the long-range revenue forecast for federal and state funds that "flow through" the FDOT Five-Year Work Program. The steps involved in this extensive effort included close coordination with the OWPB; regular updates with District and MPO staff; technical entry, analysis, and verification; quality review of the estimates; and final release of a revenue forecast for each of Florida's MPOs. In concert, the FDOT SIO was provided the same revenue forecast to develop the 2050 SIS CFP.

PREPARING THE REVENUE FORECAST

This section details the preliminary steps to prepare for the analysis of the forecast numbers and tables. The process for preparing the long-range revenue forecast is a collaborative effort among multiple FDOT offices. It starts approximately 32-36 months prior to the due date of the first MPO in the LRTP update cycle. This is to ensure that MPOs first in the update cycle have the forecast at least 15-18 months before their due date. The cycle described in this handbook kicked off in November 2021, approximately 35 months prior to the first MPO LRTP due for the 2050 cycle.

EARLY STEPS

To initiate the process, the CO Revenue Team reviewed prior forecasts, considered current issues impacting revenues, received and reviewed the February 2022 PRP snapshot[6] from the OWPB, and briefed FDOT management so they could inform the MPOAC of FDOT's intent to begin the update process. They also convened working groups, finalized the framework of the forecast, and documented the time frame used in the revenue forecast.

WORKING GROUPS

To provide valuable input into the process, FDOT convened the two working groups.

- The **FDOT Working Group** was an internal group consisting of District and Central Office staff who work with MPOs via their LRTP update process and have an interest/need to understand and use the revenue forecast, and
- The **MPO Working Group** was a volunteer based group of MPO directors and staff that had a desire to understand, provide input into, and will use the revenue forecast in the LRTP update process.

These Working Groups helped draft and refine the *Financial Guidelines for Florida MPO 2050 LRTPs* document. The guidelines document represented a collaborative effort to provide uniformity in financial

[6] The February 2022 PRP snapshot was used in early steps of the process; however, the final forecast was based on the March 2023 PRP snapshot as described later in this handbook.

reporting within the MPO LRTP update process and provided information for preparing the long-range revenue forecast to be used by all MPOs for financial planning in their plan updates.

FRAMEWORK

With feedback from the Working Groups, FDOT finalized the Revenue Forecast framework. This framework, shown in **Figure 1**, represents the organization of the revenue forecast beginning with revenue tables at the *statewide level* largely for informational purposes, followed by revenue tables at the *districtwide level* identifying revenues available to the Districts but programmed in consultation with the MPOs, and finally, revenue tables at the *MPO level* providing MPO-specific revenue estimates for Transportation Management Area (TMA[7]) funds, transit formula funds, and other revenues that are reasonably expected to be available in the MPO area through 2050. The Revenue Forecast framework is also documented in the *Financial Guidelines for Florida MPO 2050 LRTPs* document.

Figure 1. Revenue Forecasting Framework



TIMEFRAME

The next step to the revenue forecast process was identifying the time frame that the forecast would capture. The base year is the first year in the revenue forecast and the horizon year is the last year. Syncing up the horizon year with the LRTP update cycle provides a seamless use of the revenue forecast to the MPOs work on the Needs Plan and Cost Feasible Plan. The base and horizon years are for financial reporting purposes only and do not impact individual MPO selection of alternative base and horizon years for socio-economic data, modeling, and other purposes.

[7] Transportation Management Areas (TMA) are urban areas with a population over 200,000. All urban areas with less than 200,000 people are not considered a TMA. For the purposes of this handbook, MPOs in a TMA are called TMA MPOs and those not in a TMA are called non-TMA MPOs.

Aggregate time bands are identified to simplify reporting. Five-year time bands are used 15 years into the forecast. The final 10 years are shown as one time band. The individual time bands for this revenue forecast are 2023/24-2024/25 (gap between Work Program and first time band); 2025/26-2029/30; 2030/31-2034/35; 2034/35-2039/40; and 2039/40-2049/50. The use of time bands increases flexibility, reduces the need to "fine tune" project priorities, and decreases the number of LRTP amendments.

Revenue estimates provided to each MPO consist of the statewide, districtwide, and MPO level tables. The tables identify whether the source is federal or state and provides a dollar total for each aggregate time band.

INITIATING THE REVENUE FORECAST PROCESS

The starting point for preparing the revenue forecast is FDOT's annual Program and Resource Plan (PRP), a document providing planned commitment levels by year for all FDOT's programs. The PRP is essential to understanding the major programs, their resource requirements, and the projects they deliver. The program levels form the basis for FDOT's Finance Plan, Five-Year Work Program, and Legislative Budget Request (LBR). Annual estimates of funding levels through 2050 are based on federal and state laws and regulations and FDOT policies at the time the forecast is prepared. For files related to the current PRP, visit the Office of Work Program and Budget, Program and Resource Plan website.

Development of the PRP is guided in the broadest sense by FDOT's mission statement:

The department will provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

In addition, the Florida Transportation Plan (FTP), the state's long-range transportation plan documenting Florida's transportation goals and objectives, provides the policy framework for the PRP, the Five-Year Work Program, and the LBR.

Sound multimodal planning concepts and the best available forecasts of costs and funding are used in preparing the PRP. However, the PRP is vulnerable to future circumstances and events which may have a positive or negative impact on transportation resources such as variations in revenue projections, changes in regulations and laws, fluctuations in construction costs, and extraordinary and unpredictable changes in right-of-way land costs.

UNDERSTANDING THE FUNDING SOURCES

Chapter 334, Florida Statutes identifies FDOT as responsible for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the state, and assuring the compatibility of all components, including multimodal facilities.

In carrying out its duties, FDOT adopts a Five-Year Work Program, which is a list of transportation projects planned for each fiscal year. State taxes and fees, along with federal aid, make up the primary funding sources for the work program. Other funding sources include tolls collected for certain facilities, proceeds from bond issuances, and local taxes and fees. These other funding sources are not considered in this revenue forecast.

The State Transportation Trust Fund (STTF) is legislatively authorized and used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. Florida receives both federal and state funds. The Federal aid in this forecast incorporates current federal legislation – *the Infrastructure Investment and Jobs Act* (IIJA) – for the federal fiscal years 2021/22 – 2025/26. Federal funds are obligated to states according to formulas determined by Congress. All programs in IIJA, existing and new, were considered in this revenue forecast. Urban and non-urban programs are distributed by population according to federal law.

The STTF's primary revenue sources are from state taxes and fees. The following state revenue sources are considered in the revenue forecast.

HIGHWAY MOTOR FUEL TAXES

The collection of state fuel taxes is administered by the Florida Department of Revenue (DOR). While most revenue from the Fuel Sales Tax is distributed to the STTF, set-asides are included for other funds. Primary state fuel sales taxes include:

Highway Fuel Sales Tax (indexed annually by the Consumer Price Index);

Off-Highway Fuel Sales Tax; and

***State Comprehensive Enhanced Transportation System Tax (indexed annually by the Consumer Price Index*).**

Historically, revenues from these taxes are affected by short-term population growth and automatic tax rate increases (adjustments based on Consumer Price Index). They tend to grow at a faster pace than those from other sources. Isolated increases or decreases in growth rates are usually the result of external variables such as resulted from the COVID-19 pandemic.

TOURISM-BASED TAXES

Tourist-based taxes include those closely associated with tourism in the state. Florida DOR administers the collection of both aviation fuel tax and the rental car surcharge. Eighty percent of the revenue from the rental car surcharge is distributed to the STTF. The two tax sources are:

Aviation Fuel Tax and

Rental Car Surcharge.

Revenues from these taxes are heavily influenced by tourist activity. For example, higher growth rates in recent years were primarily the result of a rebound in tourism from the negative impacts of COVID limitations that impacted air travel and other travel restrictions.

MOTOR VEHICLE LICENSE RELATED FEES

These funds are primarily collected and administered by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and distributed to the STTF among other funds. Primary state motor vehicle license related fees include:

Motor vehicle license fees;

Motor vehicle license surcharges;

Initial registration fees (also known as New Wheels on the Road); and

Motor vehicle title fees.

Revenues from these sources are mainly impacted by population growth and new car sales. For example, the negative growth rates in the future would result in a projected decline in the initial registration fees of new vehicles. Positive impacts to both of these variables are expected in the long term given predicted population growth.

DOCUMENTARY STAMP TAXES

The documentary stamp tax is levied on documents that include, but are not limited to, deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness. They can fluctuate widely depending on the Florida real estate market and complex provisions in the law governing this source of Florida revenue. Currently, state law allows distributions to the STTF, not to exceed $466.75 million. FDOT programs that receive documentary stamp funding include Florida New Starts Transit Program, Small County Outreach Program (SCOP), Strategic Intermodal System (SIS), Transportation Regional Incentive Program (TRIP), and the Florida Rail Enterprise.

Revenues from this source are impacted largely by fluctuations in the real estate market among other things. Revenue is first distributed from this tax source to fund debt service for environmental programs and contributions to the land acquisition trust fund. Revenues are then distributed to the STTF in an amount not to exceed $466.75 million. Due to the statutory limit, flat growth is assumed once forecasted funds reach the cap and stays constant through the end of the forecast period. For this revenue forecast, forecasted funds reached the cap in fiscal year 2029/30.

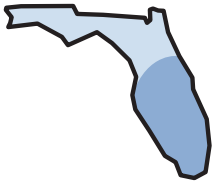
DETERMINING THE GROWTH RATES

As the update process continued, the CO Revenue Team met with the OWPB to discuss the growth rates that were used to extrapolate the anticipated revenue from the last year of FDOT's Five-Year Work Program to the horizon year. The process for determining growth rates for both federal and state funds is described below.



GROWTH RATES FOR FEDERAL FUNDS

Federal funds are not based on factors such as population and/or economic growth, a common indicator of actual economic activity within a state. They are set through a political process determined by Congress. Federal funds are obligated to states for a set period of time. The current IIJA was passed for the federal fiscal years 2021/22 – 2025/26. The time period is certain unless the current act is extended or new federal legislation is enacted. Given the uncertain nature of when or how federal funds will be available beyond the current federal transportation act, FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. The level of federal funding to states has often increased with subsequent transportation acts, however, given the unpredictable nature of the congressional political process that produces the state allocations, FDOT remains conservative in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies.



GROWTH RATES FOR STATE FUNDS

FDOT calculates annual growth rates for state funds using information from the REC which considers the current and anticipated state of the economy and population. The REC is one of several conferences that are part of the statutorily required consensus estimating conference process. The REC is required to develop official forecasts for anticipated state and local government revenues as the conference determines the needs for the state planning and budgeting process. The three areas within the REC that provide forecasts for transportation-related funding flowing into the STTF include highway safety fees, transportation revenue, and general revenue (specifically documentary stamp revenue). The growth rates used in this revenue forecast are based on what is provided by the REC and are applied in fiscal years 2028/29 – 2049/50. Information on the growth rates used in this revenue forecast and how they were calculated are included in Appendix E.

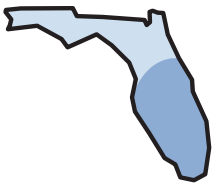
OTHER FACTORS IMPACTING THE REVENUE FORECAST

Historically, the funding split for transportation funds in Florida has been approximately 25 percent federal and 75 percent state. Given the higher proportional share of funds from state sources, changes in the state's economy have a greater impact on the revenue forecast. However, the revenue forecast can be influenced by external factors at both the federal and state level.



FEDERAL

The federal forecast is completely dependent on transportation legislation passed by Congress and signed into law by the President. Federal transportation law dictates what each state receives. In 2021, the IIJA allocated funding to each state through reauthorization of existing programs as well as the creation of new programs for all modes of transportation. Florida is estimated to receive $13.5 billion in formula funds over the five-year transportation act which is an increase of 35 percent over the previous Act. In addition to funding historical programs like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA), IIJA created new programs such as the Carbon Reduction Program (CRP) that is also reflected in the revenue forecast.



STATE

The state forecast is impacted by external factors within the state's economy such as income, employment, visitors, GDP, and population among others. Depending on when the revenue forecast is calculated, the estimate of future funds can look drastically different. For example, in 2018, the date of the previous revenue forecast, the U.S. and the state were in the middle of the longest period of economic growth that is over 10 years. This had an impact on the growth rates and the estimates that were calculated. The economy began to shift in 2020 and in late 2022, the U.S. economic outlook looked much different with many economists expecting a recession sometime in 2023. If economic growth declines as currently expected, this downturn will have an impact on the amount of state tax receipts that will be available, which in turn will impact the amount of expected state revenue.

RECONCILING THE DATA

Once the growth rates were obtained from OWPB, the CO Revenue Team worked with the OWPB to download the March 2023 PRP snapshot file of the data submitted in the LBR for the fiscal year 2023/2024 state transportation budget. The PRP snapshot covered fiscal years 2023/24 – 2031/2032.

The first five years of the 10-year PRP, which is the Five-Year Work Program, is the starting point for the 2050 revenue forecast. This 5-year data set is used because while all revenue anticipated is included in the 10-year PRP, not all projects are programmed in the outer years (beyond the adopted Work Program). Using the Five-Year Work Program as the basis ensures a comprehensive foundation for growing the funds into the future. For this forecast, growth rates were used starting in 2028/29.

Once the database was received, the CO Revenue Team reconciled the data to the PRP to ensure the extracted database was correct and complete. The CO Revenue Team met with the OWPB to address any questions, concerns, or matters concerning the reconciliation. Once the data set was confirmed, the CO Revenue Team conducted the forecast for statewide, districtwide, and MPO tables.

CONDUCTING AND PRODUCING THE REVENUE FORECAST

This section outlines the steps for producing the revenue forecast tables including details for conducting and analyzing the revenue forecast. Individual MPO estimates are provided in a separate report prepared for each MPO.

Review of the forecast numbers began with calculating a summary table of all federal and state funds that pass through the Five-Year Work Program. Starting with the year following the Five-Year Work Program, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds were grown based on the established growth rates to 2050 (see Appendix E). The individual year amounts are summed within the established time bands and provided in **Table 4** below. In this summary table, the percent of the total is also calculated for both federal and state funds.

Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of $)

MAJOR REVENUE SOURCES (MILLIONS OF $)	TIME PERIOD (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
FEDERAL						
Amount	$6,819	$14,503	$14,584	$14,584	$29,168	$79,658
Percent of Total	37%	33%	32%	31%	30%	32%
STATE						
Amount	$11,806	$29,288	$31,300	$32,720	$66,747	$171,862
Percent of Total	63%	67%	68%	69%	70%	68%
Statewide Total	$18,624	$43,791	$45,884	$47,304	$95,915	$251,519

The remainder of this section details the approach for calculating the statewide, districtwide, and MPO level forecasts through 2050.

REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL

The approach for statewide programs, both formula and discretionary, are provided in this section. For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for

- All modes on the Strategic Intermodal System (SIS);
- Non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and
- Non-SIS transit.

In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System including:

- Safety; resurfacing; bridge, product support; operations and maintenance; and administration.

These statewide estimates are funded with both federal and state funds. Because these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments and other transportation providers and listed in the 2050 SIS CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES

SIS revenue estimates consist of federal and state funds for all modes on the SIS. This category includes construction, improvements, and associated right-of-way for highway and non-highway modes, as applicable, for designated SIS hubs, corridors, and connectors. The 2050 SIS CFP revenue estimates are provided for non-Turnpike facilities only. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan.

SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. The 2050 SIS Cost Feasible Plan includes all roads on the SIS including connectors between SIS corridors and SIS hubs. All projects identified in the 2050 SIS CFP are aligned with the SIS Policy Plan and its implementation as well as follow SIS Funding Eligibility Guidance.

These estimates (outside the Five-Year Work Program) are for planning purposes and do not represent a commitment of FDOT funding. The 2050 SIS Cost Feasible Plan does not provide specific projects for modes other than highways (i.e., aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for

each mode for specific projects that will be identified and selected in the future. **Table 5** provides the statewide estimate for SIS – all modes.

Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of $)

	TIME PERIODS (FISCAL YEARS)								
PROGRAMS	2023/24-2024/25	2025/26-2029/30	2030/31-2031/32	2032/33-2034/35	2035/36-2039/40	2040/41-2044/45	2045/46-2049/50	18-YEAR TOTAL FOR SIS 2032/33-2049/50	OVERALL 27-YEAR TOTAL 2024/25-2049/50
Highway Share Federal/State	$3,409.88	$6,598.12	$2,548.58	$3,710.00	$6,301.16	$6,376.18	$6,371.18	$22,758.53	$35,315.10
Modal Reserves Federal/State	$852.47	$1,649.53	$637.15	$927.50	$1,575.29	$1,594.05	$1,592.80	$5,689.63	$8,828.78
Statewide Total	$4,262.35	$8,247.65	$3,185.73	$4,637.51	$7,876.45	$7,970.23	$7,963.98	$28,448.16	$44,143.88

NON-SIS/NON-HIGHWAY MODES

Estimates of available federal and state funds are provided for informational purposes in **Table 6** for the following non-SIS/non-highway modes.

- **Aviation** – Primary use of the aviation program is financial and technical assistance to Florida's airports for airside improvements.
- **Rail** – Primary use is for funding the acquisition of rail corridors and assistance in developing intercity passenger and commuter rail services, fixed guideway system development, rehabilitation of rail facilities, and high-speed transportation.
- **Intermodal Access** – Primary use is to improve access to intermodal, seaport, and airport facilities to enhance the movement of people and goods to and from airports and seaports.
- **Seaport Development** – Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding for the development of public deep-water seaports.
- **SUN Trail** – Exclusive use is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily-defined $25 million annual allocation. This statewide network is being constructed by FDOT, and they bear the primary responsibility for planning the system. SUN Trail projects from the Five-Year Work Program need to be included in MPO's TIPs to advance. As such, these TIP projects also need to be in the LRTP. MPOs may wish to

include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. MPOs also may wish to highlight planned connections with SUN Trail stemming from other bicycle and pedestrian projects, or from projects of any mode.

Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Aviation Federal/State	$259.72	$702.40	$782.88	$818.26	$1,669.10	$4,232.36
Rail Federal/State	$282.69	$398.15	$415.91	$432.51	$880.30	$2,409.56
Intermodal Access Federal/State	$41.85	$144.66	$167.43	$172.27	$348.99	$875.18
Seaport Development Federal/State	$54.87	$213.67	$235.04	$245.71	$501.22	$1,250.51
SUN Trail State	$50.00	$125.00	$125.00	$125.00	$250.00	$675.00
Statewide Total	$689.13	$1,583.87	$1,726.26	$1,793.75	$3,649.61	$9,442.61

For the statewide estimate, FDOT identified federal and state funding that included aviation, rail, intermodal access, and seaport development programmed funds that were not on the SIS. SUN Trail is calculated independently because it is a legislatively set annual amount of $25 million a year[8]. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

[8] On April 11, 202, Senate Bill 106 was signed into law expanding SUN Trail and increasing funding to $50 million annually. As of the publication of this revenue forecast, it has not been determine what programs will be reduced to accommodate the increase for SUN Trail.

FLORIDA NEW STARTS

Estimates of available federal and state funds are provided at the statewide level in **Table 7** for the Florida New Starts program. These are state funds that provide local governments and transit agencies with up to a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. State funding is limited to up to 50 percent of the non-federal share and local funding is required to match state contributions. MPOs may desire to include projects partially funded with Florida New Starts funds in their LRTPs. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as "illustrative." Florida New Starts estimates are provided at the statewide level.

Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Florida New Starts Program State	$173.50	$267.68	$287.56	$300.60	$613.21	$1,642.55

For the statewide estimate, FDOT identified federal and state programmed transit funds that were not on the SIS. All programmed transit funds were reviewed to determine whether they were discretionary or formula from the state's perspective. All discretionary funds were considered at the statewide level and formula funds were considered at the MPO level (see pages 35-36). Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS

These estimates are federal and state funds for programs to support, operate, and maintain the SHS including safety, bridge, resurfacing, product support, operations and maintenance, and administration. These are provided at the statewide level in **Table 8**.

- **Safety** includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program. Both programs focus on reducing crashes,

fatalities, and serious injuries using the "4 E's" of safety: engineering, education (including public information), enforcement, and emergency services.

- **Resurfacing** includes resurfacing of all pavements on the State Highway System including Florida's Interstate, Turnpike, and other arterial highways.
- **Bridge** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives. This includes bridges on the State Highway System, off the State Highway System, on the federal-aid highway system, and off the federal-aid highway system.
- **Product Support** includes preliminary engineering[9], construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment.
- **Operations and Maintenance** includes activities which support and maintain the transportation infrastructure once it is constructed and operational. Activities include operations and maintenance centers, toll operations and traffic engineering, and operations services.
- **Administration** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions. This also includes the Fixed Capital Outlay Program.

Certain expenditures, such as debt service, reimbursements to local governments, and a few other minor categories, are not described above but are included in the statewide totals under "Administration and Other."

[9] Preliminary Engineering (PE) Program represents the activities and resources related to the environmental concerns, corridor location, and other project development issues, project surveying and mapping, roadway and structural design phases, traffic engineering, safety considerations, pavement management, project estimating, project specifications development, project management including both in-house and consultant development and support, and quality assurance in all of these areas as related to highway and bridge construction projects.

Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of $)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Safety Federal/State	$412.34	$997.74	$1,017.10	$1,017.78	$2,036.18	$5,481.13
Resurfacing* Federal/State	$3,034.12	$7,998.73	$8,034.39	$8,184.54	$16,507.27	$43,759.05
Bridge* Federal/State	$522.15	$2,357.27	$1,954.68	$1,999.65	$4,040.69	$10,874.45
Product Support Federal/State	$3,352.75	$6,280.84	$6,346.05	$6,536.36	$13,247.86	$35,763.87
Operations and Maintenance* Federal/State	$2,465.76	$6,893.87	$7,525.73	$7,851.74	$16,003.51	$40,740.62
Administration and Other Federal/State	$396.17	$919.48	$994.11	$1,039.02	$2,119.36	$5,468.14
Statewide Total	$10,183.28	$25,447.94	$25,872.07	$26,629.10	$53,954.88	$142,087.26

*A district breakdown of the total resurfacing, bridge, and operations & maintenance estimates is provided in the Districtwide section below.

For the statewide estimate, FDOT identified federal and state programmed non-capacity funds for resurfacing, bridge, preliminary engineering, construction engineering and Inspections (CEI), ROW support, environmental mitigation, material and research, planning and environment, operations & maintenance, traffic engineering & operations, toll operations, and administration. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

The approach for districtwide programs is provided in this section. Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- Surface Transportation Block Grant (STBG),
- Transportation Alternatives (TA);
- Carbon Reduction Program (CRP);
- SHS (non-SIS) – non-TMA MPO;
- Other Roads (non-SHS/non-SIS); and
- Transportation Regional Incentive Program (TRIP).

Some non-capacity programs will be reported, such as:

- Highway Safety Improvement Program (HSIP), and
- Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

SURFACE TRANSPORTATION BLOCK GRANT

These are federal funds from the Surface Transportation Block Grant (STBG) program to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The sub-categories are shown in the list below.

- For “any area”, may be used on any project in the state
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 9**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 9. Districtwide Revenue Estimate for STBG (Millions of $)

Programs Funding Source: Federal	Time Periods (Fiscal Years) 2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
District 1						
SA (Any Area)	$53.33	$248.58	$260.34	$260.34	$520.68	$1,343.27
SN (Population less than 5,000)	$4.07	$22.42	$22.08	$22.08	$44.15	$114.80
SM (Population 5,000 to 49,999)	$0.33	$15.02	$15.98	$15.98	$31.96	$79.28
SL (Population 50,000 to 200,000)	$4.07	$17.21	$20.28	$20.28	$40.55	$102.39
Total District 1	$61.80	$303.23	$318.67	$318.67	$637.35	$1,639.73
District 2						
SA (Any Area)	$47.39	$84.29	$91.62	$91.62	$183.25	$498.18
SN (Population less than 5,000)	$16.15	$36.43	$34.52	$34.52	$69.05	$190.68
SM (Population 5,000 to 49,999)	$2.51	$2.58	$-	$-	$-	$5.09
SL (Population 50,000 to 200,000)	$7.33	$22.38	$22.54	$22.54	$45.09	$119.89
Total District 2	$73.38	$145.68	$148.69	$148.69	$297.39	$813.83
District 3						
SA (Any Area)	$46.23	$78.63	$90.34	$90.34	$180.67	$486.20
SN (Population less than 5,000)	$13.12	$31.73	$31.97	$31.97	$63.94	$172.72
SM (Population 5,000 to 49,999)	$1.34	$6.85	$6.91	$6.91	$13.81	$35.82
SL (Population 50,000 to 200,000)	$0.50	$28.49	$29.41	$29.41	$58.82	$146.62
Total District 3	$61.19	$145.70	$158.62	$158.62	$317.24	$841.37
District 4						
SA (Any Area)	$61.20	$126.12	$97.58	$97.58	$195.17	$577.66
SN (Population less than 5,000)	$2.64	$3.51	$3.61	$3.61	$7.21	$20.56
SM (Population 5,000 to 49,999)	$1.88	$4.77	$4.81	$4.81	$9.62	$25.89
SL (Population 50,000 to 200,000)	$5.29	$13.01	$13.11	$13.11	$26.22	$70.74
Total District 4	$71.01	$147.41	$119.11	$119.11	$238.22	$694.85
District 5						
SA (Any Area)	$90.87	$252.81	$302.19	$302.19	$604.38	$1,552.42
SN (Population less than 5,000)	$8.20	$29.59	$30.00	$30.00	$60.01	$157.81
SM (Population 5,000 to 49,999)	$2.94	$5.51	$5.56	$5.56	$11.12	$30.68
SL (Population 50,000 to 200,000)	$15.82	$54.46	$55.96	$55.96	$111.92	$294.11
Total District 5	$117.83	$342.36	$393.71	$393.71	$787.41	$2,035.02
District 6						
SA (Any Area)	$29.18	$119.79	$146.00	$146.00	$292.01	$732.98
SN (Population less than 5,000)	$-	$1.38	$1.39	$1.39	$2.78	$6.95
SM (Population 5,000 to 49,999)	$0.10	$5.81	$5.85	$5.85	$11.71	$29.33
SL (Population 50,000 to 200,000)	$0.71	$-	$-	$-	$-	$0.71
Total District 6	$29.99	$126.98	$153.25	$153.25	$306.50	$769.97
District 7						
SA (Any Area)	$72.83	$183.05	$163.17	$163.17	$326.34	$908.57
SN (Population less than 5,000)	$6.93	$20.00	$20.14	$20.14	$40.27	$107.48
SM (Population 5,000 to 49,999)	$0.55	$0.77	$0.77	$0.77	$1.55	$4.41
SL (Population 50,000 to 200,000)	$8.99	$25.76	$25.95	$25.95	$51.90	$138.56
Total District 7	$89.30	$229.58	$210.03	$210.03	$420.07	$1,159.01
Statewide Total	$504.49	$1,440.95	$1,502.09	$1,502.09	$3,004.17	$7,953.78

To calculate the districtwide estimate for STBG, FDOT identified the federal programmed funds for STBG for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES SET-ASIDE

The Transportation Alternatives (TA) set-aside are federal funds used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The sub-categories are shown in the list below.

- For “any area” and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 10**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for “any area” can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as “illustrative.” This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 10. Districtwide Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1						
TALT (Any Area)	$8.49	$24.65	$25.07	$25.07	$50.13	$133.41
TALN (Population less than 5,000)	$1.41	$3.66	$3.72	$3.72	$7.43	$19.93
TALM (Population 5,000 to 49,999)	$0.92	$2.35	$2.37	$2.37	$4.74	$12.75
TALL (Population 50,000 to 200,000)	$1.17	$2.97	$3.00	$3.00	$6.00	$16.14
Total District 1	$11.99	$33.63	$34.15	$34.15	$68.30	$182.22
District 2						
TALT (Any Area)	$6.06	$19.18	$19.37	$19.37	$38.75	$102.74
TALN (Population less than 5,000)	$2.38	$6.07	$6.14	$6.14	$12.28	$33.00
TALM (Population 5,000 to 49,999)	$-	$1.90	$1.92	$1.92	$3.84	$9.58
TALL (Population 50,000 to 200,000)	$1.29	$3.30	$3.34	$3.34	$6.68	$17.95
Total District 2	$9.73	$30.45	$30.77	$30.77	$61.54	$163.26
District 3						
TALT (Any Area)	$6.13	$12.50	$12.59	$12.59	$25.19	$69.00
TALN (Population less than 5,000)	$2.53	$4.70	$4.74	$4.74	$9.47	$26.17
TALM (Population 5,000 to 49,999)	$0.79	$1.02	$1.02	$1.02	$2.05	$5.90
TALL (Population 50,000 to 200,000)	$2.37	$4.32	$4.36	$4.36	$8.71	$24.11
Total District 3	$11.81	$22.53	$22.71	$22.71	$45.41	$125.18
District 4						
TALT (Any Area)	$11.70	$30.49	$30.75	$30.75	$61.50	$165.19
TALN (Population less than 5,000)	$0.21	$0.53	$0.53	$0.53	$1.07	$2.87
TALM (Population 5,000 to 49,999)	$0.28	$0.71	$0.71	$0.71	$1.42	$3.83
TALL (Population 50,000 to 200,000)	$0.76	$1.93	$1.94	$1.94	$3.88	$10.45
Total District 4	$12.94	$33.65	$33.94	$33.94	$67.88	$182.35
District 5						
TALT (Any Area)	$14.04	$34.89	$36.79	$36.79	$73.58	$196.10
TALN (Population less than 5,000)	$1.74	$4.41	$4.44	$4.44	$8.89	$23.93
TALM (Population 5,000 to 49,999)	$0.32	$0.82	$0.82	$0.82	$1.65	$4.43
TALL (Population 50,000 to 200,000)	$3.24	$7.28	$8.29	$8.29	$16.58	$43.68
Total District 5	$19.34	$47.40	$50.35	$50.35	$100.69	$268.13
District 6						
TALT (Any Area)	$12.50	$19.97	$20.15	$20.15	$40.29	$113.06
TALN (Population less than 5,000)	$0.13	$0.20	$0.21	$0.21	$0.41	$1.16
TALM (Population 5,000 to 49,999)	$0.60	$0.86	$0.87	$0.87	$1.73	$4.92
TALL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	$13.23	$21.03	$21.22	$21.22	$42.44	$119.14
District 7						
TALT (Any Area)	$11.14	$24.80	$25.00	$25.00	$49.99	$135.94
TALN (Population less than 5,000)	$2.27	$3.06	$3.08	$3.08	$6.16	$17.64
TALM (Population 5,000 to 49,999)	$0.09	$0.11	$0.11	$0.11	$0.23	$0.66
TALL (Population 50,000 to 200,000)	$2.16	$3.82	$3.84	$3.84	$7.69	$21.35
Total District 7	$15.65	$31.79	$32.04	$32.04	$64.07	$175.59
Statewide Total	$94.70	$220.49	$225.17	$225.17	$450.34	$1,215.87

For the districtwide estimate, FDOT identified the federal programmed funds for TA for non-TMA MPOs. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM

Carbon Reduction Program (CRP) are federal funds to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. The sub-categories are shown in the list below.

- For "any area" and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the Districtwide level in **Table 11**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as "illustrative." This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 11. Districtwide Revenue Estimate CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
District 1						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.25	$3.06	$3.09	$3.09	$6.17	$16.65
CARM (Population 5,000 to 49,999)	$0.77	$1.95	$1.96	$1.96	$3.93	$10.57
CARL (Population 50,000 to 200,000)	$2.49	$4.02	$4.92	$4.92	$9.84	$26.20
Total District 1	$4.51	$9.03	$9.97	$9.97	$19.94	$53.42
District 2						
CARB (Any Area)	$3.67	$-	$-	$-	$-	$3.67
CARN (Population less than 5,000)	$1.99	$5.05	$5.09	$5.09	$10.18	$27.41
CARM (Population 5,000 to 49,999)	$0.32	$1.58	$1.59	$1.59	$3.18	$8.26
CARL (Population 50,000 to 200,000)	$1.45	$2.96	$2.96	$2.96	$5.92	$16.25
Total District 2	$7.43	$9.59	$9.64	$9.64	$19.28	$55.58
District 3						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.77	$3.90	$3.93	$3.93	$7.85	$21.37
CARM (Population 5,000 to 49,999)	$0.66	$0.84	$0.85	$0.85	$1.70	$4.90
CARL (Population 50,000 to 200,000)	$1.32	$3.86	$3.86	$3.86	$7.72	$20.62
Total District 3	$3.75	$8.60	$8.64	$8.64	$17.27	$46.89
District 4						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.17	$0.44	$0.44	$0.44	$0.89	$2.38
CARM (Population 5,000 to 49,999)	$0.23	$0.59	$0.59	$0.59	$1.18	$3.18
CARL (Population 50,000 to 200,000)	$1.31	$1.72	$1.72	$1.72	$3.44	$9.92
Total District 4	$1.72	$2.75	$2.75	$2.75	$5.51	$15.48
District 5						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.93	$3.66	$3.68	$3.68	$7.37	$20.33
CARM (Population 5,000 to 49,999)	$0.49	$0.68	$0.68	$0.68	$1.37	$3.90
CARL (Population 50,000 to 200,000)	$3.75	$7.35	$7.35	$7.35	$14.69	$40.48
Total District 5	$6.17	$11.68	$11.71	$11.71	$23.43	$64.71
District 6						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.03	$0.17	$0.17	$0.17	$0.34	$0.89
CARM (Population 5,000 to 49,999)	$0.51	$0.71	$0.72	$0.72	$1.44	$4.10
CARL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	$0.54	$0.88	$0.89	$0.89	$1.78	$4.99
District 7						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.29	$2.53	$2.55	$2.55	$5.11	$14.04
CARM (Population 5,000 to 49,999)	$0.07	$0.09	$0.09	$0.09	$0.19	$0.55
CARL (Population 50,000 to 200,000)	$2.59	$3.24	$3.41	$3.41	$6.81	$19.46
Total District 7	$3.95	$5.87	$6.06	$6.06	$12.11	$34.04
Statewide Total	$28.07	$48.40	$49.66	$49.66	$99.33	$275.12

For the districtwide estimate, FDOT identified the federal programmed funds for CRP for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – NON-TMA MPOS

These are state funds to fund improvements on the State Highway System for facilities not on the SIS. The approximately 8,000 miles of such highways represent about 64 percent of the centerline miles on the SHS. These funds may not be used off the state system. Non-TMA MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Estimates for SHS (non-SIS) for non-TMA MPOs are provided at the FDOT Districtwide level in **Table 12**.

Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$2.46	$4.73	$5.36	$5.52	$11.19	$29.26
District 2	$-	$-	$-	$-	$-	$-
District 3	$2.17	$0.89	$2.33	$2.43	$4.96	$12.78
District 4	$3.18	$1.30	$3.41	$3.56	$7.27	$18.72
District 5	$9.91	$76.25	$65.59	$68.56	$139.86	$360.16
District 6	$-	$-	$-	$-	$-	$-
District 7	$-	$31.43	$23.49	$24.26	$49.22	$128.40
Statewide Total	$17.72	$114.60	$100.17	$104.33	$212.50	$549.32

For the districtwide estimates, FDOT identified state programmed funds for SHS, non-SIS, not in a TMA. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SHS/NON-SIS) – NOT IN AN MPO

These are federal funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). Estimates for Other Roads (non-SHS/non-SIS) are provided at the FDOT Districtwide level in **Table 13** for informational purposes only to the MPOs.

Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$-	$-	$-	$-	$-	$-
District 2	$61.65	$71.88	$101.65	$106.26	$216.76	$558.19
District 3	$36.63	$43.40	$60.92	$63.69	$129.91	$334.55
District 4	$-	$-	$-	$-	$-	$-
District 5	$-	$-	$-	$-	$-	$-
District 6	$4.24	$8.34	$8.94	$9.35	$19.07	$49.94
District 7	$-	$-	$-	$-	$-	$-
Statewide Total	$102.51	$123.62	$171.51	$179.29	$365.74	$942.68

For the districtwide estimates, FDOT identified programmed funds for Other Road, not in an MPO. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT DISCRETIONARY

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, Formula Grants for Rural Areas – Section 5311, and Bus And Bus Facilities Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed.

In previous revenue forecasts, transit estimates were provided for both discretionary and formula by MPO. For this revenue forecast, transit estimates have been shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment in classification better represents how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need are considered discretionary for this revenue forecast. All transit discretionary funds are provided at the districtwide level and transit formula funds are provided at the MPO level (see pages 39-40). Estimates for Non-SIS Transit Discretionary are provided at the FDOT Districtwide level in **Table 14**.

Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$18.53	$30.59	$35.95	$36.59	$73.76	$195.41
District 2	$18.80	$36.23	$39.99	$40.49	$81.45	$216.95
District 3	$22.54	$26.38	$35.28	$35.52	$71.27	$191.00
District 4	$30.98	$110.40	$102.64	$103.85	$208.83	$556.70
District 5	$32.79	$32.30	$47.26	$47.83	$96.18	$256.37
District 6	$38.57	$30.10	$51.78	$53.79	$109.44	$283.68
District 7	$10.47	$37.79	$35.01	$35.41	$71.19	$189.87
Central Office	$210.59	$499.93	$524.11	$536.31	$1,083.86	$2,854.81
Statewide Total	$383.26	$803.73	$872.02	$889.80	$1,795.97	$4,744.78

For the districtwide estimates, FDOT identified programmed funds for Non-SIS Transit Discretionary. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities in regional transportation areas identified and prioritized by regional partners. TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. TRIP's funding source is a percentage of documentary stamp funds and a portion of the Motor Vehicle License fees. It will fund up to 50 percent of the project cost. TRIP estimates are provided at the Districtwide level in **Table 15**.

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as "illustrative projects" in its plan along with, at a minimum, the following information:

- Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- Description of the project and estimated costs;
- Assumptions related to the share and amount of district TRIP funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local).

MPOs should work with their FDOT District Liaison in developing and documenting this information.

Table 15. Districtwide Revenue Estimate for TRIP (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$16.66	$34.52	$37.60	$39.30	$80.17	$208.26
District 2	$9.59	$26.66	$29.04	$30.35	$61.92	$157.56
District 3	$7.80	$17.33	$18.87	$19.73	$40.25	$103.98
District 4	$23.49	$42.35	$46.12	$48.22	$98.36	$258.55
District 5	$10.78	$41.12	$55.14	$57.64	$117.58	$282.27
District 6	$20.89	$27.76	$30.23	$31.60	$64.47	$174.95
District 7	$4.26	$31.52	$32.39	$33.86	$69.07	$171.10
Statewide Total	$93.48	$221.27	$249.39	$260.70	$531.82	$1,356.66

For the districtwide estimates, FDOT identified state programmed funds for TRIP. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – HIGHWAY SAFETY IMPROVEMENT PROGRAM

The FDOT Safety Office manages the Federal Highway Administration (FHWA) engineering safety program which is funded via the Highway Safety Improvement Program (HSIP). The HSIP addresses low cost (typically $1,000,000 or less) short-term safety projects that correct specific traffic crash problems involving fatal and serious injury crashes. This program is applicable to all public roads except Turnpike Enterprise. In prior years, the total HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023/24, these safety allocations will be district managed and distributed based on statutory formula. New projects will be reviewed in accordance with the funding approved eligibility requirements and should be submitted to the State Safety Engineer. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source and document this information. The HSIP estimate are provided at the Districtwide level in **Table 16**.

Table 16. Districtwide Revenue Estimate for HSIP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$45.77	$78.09	$74.69	$74.69	$149.39	$422.63
District 2	$43.87	$60.83	$58.99	$58.99	$117.98	$340.66
District 3	$32.20	$39.97	$38.46	$38.46	$76.91	$226.00
District 4	$53.85	$94.90	$91.03	$91.03	$182.05	$512.86
District 5	$57.55	$113.26	$107.84	$107.84	$215.68	$602.18
District 6	$34.02	$63.86	$61.58	$61.58	$123.16	$344.19
District 7	$38.73	$78.79	$75.49	$75.49	$150.99	$419.50
Statewide Total	$305.98	$529.70	$508.08	$508.08	$1,016.16	$2,868.01

For the districtwide estimate, FDOT identified the federal and state programmed funds for HSIP. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – RESURFACING, BRIDGE, AND OPERATIONS & MAINTENANCE

A forecast for resurfacing, bridge, operations and maintenance is provided at the Districtwide level in **Table 17**. Consistent with MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain the State Highway System at the District level. The statewide estimates for these non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas, accomplishes the goal of ensuring that sufficient funding will be available to operate and maintain the overall state transportation system. FDOT provides these estimates in the Revenue Forecast. FDOT also includes statewide funding for these which reconcile to the districtwide amounts.

Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$767.92	$2,395.68	$2,215.85	$2,268.67	$4,585.95	$12,234.06
District 2	$938.41	$2,721.01	$2,581.38	$2,671.67	$5,426.42	$14,338.89
District 3	$923.87	$1,774.58	$1,789.57	$1,837.48	$3,719.07	$10,044.57
District 4	$640.42	$1,645.68	$1,483.40	$1,537.82	$3,125.74	$8,433.06
District 5	$871.49	$2,278.07	$2,322.50	$2,390.11	$4,842.43	$12,704.59
District 6	$445.20	$1,447.62	$1,559.62	$1,611.17	$3,269.79	$8,333.41
District 7	$540.24	$1,304.58	$1,265.67	$1,309.33	$2,658.83	$7,078.65
Central Office Districts	$245.60	$1,846.81	$2,304.19	$2,329.83	$4,683.27	$11,409.70
O&M Operating	$648.87	$1,835.85	$1,992.64	$2,079.85	$4,239.96	$10,797.17
Statewide Total	$6,022.03	$17,249.87	$17,514.80	$18,035.94	$36,551.47	$95,374.12

Note: Includes only resurfacing, bridge, and operations & maintenance programs.

For the districtwide estimate, FDOT identified the federal and state programmed funds for resurfacing, bridge, operations and maintenance. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE MPO LEVEL

The approach for MPO level estimates are provided in this section. Revenue estimates by certain federal and state programs are reported for each MPO, as applicable, including:

- STBG – TMA MPOs,
- TA – TMA MPOs,
- CRP – TMA MPOs,
- State Highway System (non-SIS) – TMA MPOs,
- Other Roads (non-SIS, non-SHS), and
- Non-SIS Transit (excluding Florida New Starts and Transit discretionary)

The MPOs lead in the identification of planned projects funded by these programs. MPOs should use the total funds estimated for these programs to plan for the mix of highway and public transportation improvements that best meets the needs of their metropolitan areas. The boundary for five MPOs (Florida-Alabama TPO, Okaloosa-Walton TPO, Gainesville MTPO, River to Sea TPO, and Indian River County MPO) do not match to County boundaries, which is the lowest level of geography at the PRP level. These MPOs should work with their FDOT District MPO Liaison to adjust the projected county level estimates to MPO specific estimates.

Overall, MPO estimates are summarized into five year time bands and a final 10-year time band. For planning purposes, there is some flexibility for the estimates in these time periods (e.g., within 10 percent of the funds estimated for that period). However, for the LRTP to be fiscally constrained, it is required that the total cost of all phases of planned projects for the entire forecast period not exceed the revenue estimates for each element or component of the plan.

TRANSPORTATION MANAGEMENT AREAS

MPO level estimates for STBG, TA, and CRP are shown for MPO's where all or part of their boundary includes a federally designated TMA. TMAs are defined by USDOT as an urban area with a population of over 200,000. MPOs that have a TMA within their boundary are provided with estimates of TMA funds. As a result of the 2020 US Census, three additional areas in Florida have populations over 200,000 including Navarre-Miramar Beach-Destin Urban Area, Gainesville Urban Area, and the Deltona Urban Area. As of the date of this handbook, FHWA has not officially designated these areas as TMAs however, in anticipation of their likely designation, this revenue forecast provided estimates for these areas as TMAs given their population amounts. Currently, 15 TMAs involving 18 of Florida's MPOs qualify for these funds. For the purposes of this revenue forecast, STBG, TA, and CRP have been distributed among 18 TMAs involving 20 MPOs.

Three TMAs (Miami-Ft. Lauderdale Urban Area, Tampa-St. Petersburg Urban Area, and Port St. Lucie Urban Area) have more than one MPO in their boundary. These MPOs should consult with their FDOT

District to suballocate the funds accordingly. Two MPOs (MetroPlan Orlando and Polk TPO) have more than one TMA in their boundary and will receive an allocation for each TMA area. A third MPO (River to Sea TPO) has more than one TMA in their boundary when considering the inclusion of the new urban areas based on the 2020 US Census and will also receive an allocation for each TMA.

MPOs should perform a thorough analysis of how TMA funds will be reflected in their long range plan. They should consult with FDOT district staff to allocate the funds accordingly. Consideration should be given to:

- Programmed use of TMA funds among the various categories in the FDOT revenue forecast. These include SIS-all modes, SHS (non-SIS), transit, and product support (e.g., planning, PD&E studies, engineering, design, construction inspection).
- Planned use of TMA funds based on current policies through the long range plan horizon year with sufficient documentation.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds and estimates of TMA funds planned for each major program and time period.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 18**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for STBG funding that can be used in any area of the state which is shown in the STBG Districtwide Tables on pages 22-23.

Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of $) – Example Table

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: FEDERAL	2023/24- 2024/25	2025/26– 2029/30	2030/31– 2034/35	2035/36– 2039/40	2040/41– 2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	MPO estimates are provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for STBG-TMA MPOs (also called SU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for SU funds was distributed by percent of 2020 US Census

population amounts for Florida's TMAs (including the three new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 19**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for TA funding that can be used in any area of the state which is shown in the TA Districtwide Tables on pages 24-25.

Table 19. TMA MPO Level Revenue Estimate for TA (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
TA (TALU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for TA set aside-TMA MPOs (also called TALU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for TALU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 20**). Areas under 200,000 are excluded

because they are shown in the Districtwide section earlier in the handbook. TMA MPOs should consult with their District Liaison for CRP funding that can be used in any area of the state which is shown in the CRP Districtwide Tables on pages 26-27.

Table 20. TMA MPO Level Estimate for CRP (Millions of $) – Example Table

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: FEDERAL	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
CAR (CARU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for CRP-TMA MPOs (also called CARU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for CARU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. These estimates are provided at the MPO level only for MPOs in a federally designated TMA ((example shown in **Table 21**). Non-TMA MPOs should work with their district to determine their share of these types of funds as described in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook.

Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
SHS (non-SIS, in TMA)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the state programmed SHS/non-SIS funds for TMA MPO counties (including the new TMAs). Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. These state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). These estimates are reported for each MPO as applicable (example shown in **Table 22**).

Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Other Roads (non-SIS/non-SHS)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for Other Roads. Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for MPO counties. The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. The federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are state funds for technical and operating/capital assistance to transit, paratransit, and commuter assistance programs. These estimates are reported for each MPO, as applicable (example shown in **Table 23**). These transit program estimates are determined based on formula according to county population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also should work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the "flexible" funds from FDOT including SHS (non-SIS), Other Roads (non-SIS, non-SHS), and Transit programs; federal and local transit operating assistance; and other funds from local or private sector sources that have been identified as reasonably available.

Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Transit Formula	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for non-SIS Transit-formula. Once programmed funds were determined by county, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

PRELIMINARY ENGINEERING (PE) ESTIMATES

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and roadway and structures design.

FDOT has included sufficient funding for these and other Product Support activities to produce the construction levels in the 2050 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2050 SIS CFP. For projects funded with the revenue estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS), MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. MPOs should document these assumptions.

For example, if the estimate for construction in a 5-year period is $10 million, the MPO can assume that an additional $2.2 million will be available for PD&E and Design in the 5-year period from FDOT Product Support estimates. However, surplus funds, which may not be needed for PD&E and Design, cannot be transferred to other projects. If planned PD&E and Design phases use TMA funds, the amounts should be part of (not in addition to) estimates of TMA funds provided to MPOs.

FDOT encourages MPOs to combine PD&E and Design phases into Preliminary Engineering in LRTP documentation. Boxed funds can be used to finance Preliminary Engineering; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., Preliminary Engineering for projects in Fiscal Years 2027/28-2049/50).

PREPARING, DELIVERING, AND USING THE MPO REVENUE FORECAST REPORT

An MPO specific forecast will be provided to each MPO for use in their 2050 LRTP.

PREPARING THE MPO REVENUE FORECAST REPORT

When the revenue forecast was complete, the CO Revenue Team prepared a report for each MPO summarizing the statewide and districtwide tables and detailing the MPO specific tables. An individual report was completed for all 27 MPOs. The brief report should be used in developing the MPOs financial plan and documented in their LRTP.

DELIVERING THE MPO REVENUE FORECAST REPORT

The overall revenue forecast was presented to the MPOAC at the April 2023 Quarterly Meeting. At that time, each MPO was provided a printed copy of their revenue forecast. An electronic version of the revenue forecast was provided to each MPO following the MPOAC meeting.

USING THE MPO REVENUE FORECAST REPORT

The following points should be considered when using the revenue forecast:

- It has not historically been, nor is it current, FDOT policy to forecast estimates for specific fund codes in the Revenue Forecast given the long-range nature of the estimates.
- When developing long range plans, MPOs are not legally required to use the same terminology used by FDOT such as *SHS/non-SIS* or *Other Roads*. However, MPOs should identify the MPO estimates used from the forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.
- The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.
- The estimates can be used to fund planned capacity improvements to major elements of the transportation system (most notably highways and transit). The reports include statewide funding estimates and objectives for non-capacity programs.

The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.

APPENDIX A: REVENUE FORECAST TIMELINE

		EXTERNAL COORDINATION	INTERNAL COORDINATION	PROCESS
2021	October			· Kick off meeting
	November	· MPO Working Group Meeting	· FDOT Working Group Meeting	· Develop draft approach and conceptual framework for revenue forecast
	December	· MPO Working Group Meeting	· FDOT Working Group Meeting	
2022	January	· MPO Working Group Meeting · Draft conceptual framework for reporting estimates to MPOAC	· FDOT Working Group Meeting	· Develop financial guidelines and table templates
	February		· FDOT Working Group Meeting	
	March		· FDOT Working Group Meeting	
	April	· MPO Working Group Meeting · Draft financial guidelines and table templates for estimates to MPOAC	· FDOT Working Group Meeting	· Develop and test the processes and procedures for district and MPO level forecasts
	May			
	June	· MPO Working Group Meeting	· FDOT Working Group Meeting	
	July	· Provide update on revenue forecast to MPOAC		
	August			
	September			
	October	· MPO Working Group Meeting · Provide update on revenue forecast to MPOAC	· FDOT Working Group Meeting	
	November			
	December			
2023	January	· Provide update on revenue forecast to MPOAC		· Prepare final revenue forecast using tested processes and procedures
	February			
	March		· Receive March 2023 financial snapshot	
	April	· MPO Working Group Meeting · Present revenue forecast to MPOAC	· FDOT Working Group Meeting	· Follow up, as needed, with Districts for clarifications, information, questions, and/or other assistance
	May – July	· Distribute final revenue forecast to MPOs · Ongoing coordination with FDOT Districts and MPOs		

APPENDIX B: PROJECT FUNDING ELIGIBILITY

This appendix provides guidelines for the types of planned projects and programs that are eligible for funding with revenues estimated in the forecast. MPO plan updates that incorporate the information from this revenue forecast should be consistent with these guidelines. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements.

The 2050 Revenue Forecast includes all state transportation activities funded by federal and state revenues that "flow through" the Five-year Work Program. The starting point of this forecast is the PRP. The PRP addresses over 60 programs or subprograms.

The following are explanations of the types of projects, programs, and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2050 Revenue Forecast.

FUNDING ELIGIBILITY FOR CAPACITY PROGRAMS

STATE HIGHWAY SYSTEM

The State Highway System (SHS) is a network of 12,121 centerline miles of highways owned and maintained by the state or state-created authorities. Major elements of the SHS include the Interstate, Arterial Highways, Florida's Turnpike, and other toll facilities operated by transportation authorities.

Projects on the SHS include construction, addition or improvement of lanes, interchanges, entry/exit ramps, feeder roads, toll collection facilities, and motorist service facilities which are on or planned to be on the SHS. The SHS includes both Strategic Intermodal System (SIS) and non-SIS highways.

STRATEGIC INTERMODAL SYSTEM (SIS)

The SIS was created by the Florida Legislature in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The SIS, including Strategic Growth facilities, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The SIS is the state's highest priority for transportation capacity investments.

FDOT, in coordination with the Districts and MPOs, leads in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and provides detailed information to MPOs. The SIS 2nd Five Year Plan, 2050 SIS CFP, Multimodal Unfunded Needs Plan, and MPO LRTPs consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period.

MPO plans and programs for SIS highways should be consistent with the 2050 SIS CFP, as provided to each MPO. Funding associated with aviation, rail, seaport development, and intermodal access is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts available for each mode for specific projects that will be identified and selected in the future. Capacity improvement projects eligible for funding include:

- Construction of additional lanes
- The capacity improvement component of interchange modifications
- New interchanges
- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles
- Bridge replacement with increased capacity
- Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems
- The preferred alternative defined by an approved multi-modal interstate master plan
- Weigh-in-motion stations
- Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development
- New weigh stations and rest areas on the interstate

OTHER ROADS

The primary purpose of this program is to fund improvements on facilities that are not part of the State Highway System (SHS) and are not designated as SIS. Projects and programs eligible for funding include:

- Construction and improvement projects that:
    - Add capacity;
    - Improve highway geometry;
    - Provide grade separations; and
    - Improve turning movements through signalization improvements and storage capacity within turn lanes.
- Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;

- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Separate estimates of funds from this program are prepared and may be used on local government roads that meet federal eligibility criteria (i.e., off-state system). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements. Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the area, the District and the state.

The following activities are not eligible for funding from the Other Roads program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation below), and land acquisition for railroad corridors (see Rail below).

AVIATION

The aviation program provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access, and economic enhancement. Matching funds assist local governments and airport authorities in planning, designing, purchasing, constructing, and maintaining publicly owned public use aviation facilities. All projects must be consistent with the role and function for each airport as defined by the Florida Aviation System Plan and the current airport layout plan (ALP) approved by FDOT. These types of projects include public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and preliminary engineering. Projects related to SIS airports must align with SIS Funding Eligibility Guidance.

SPACEPORTS

The spaceport program provides support in the development of spaceports and related transportation facilities coordinating with airports and spaceports and fostering interagency efforts to improve space transportation capacity and efficiency. Funding is used to assist Space Florida with projects that improve aerospace transportation facilities in Florida. Florida Statutes specify funding to "investment projects" or "spaceport discretionary capacity improvement projects" if important access and on-spaceport and commercial launch facility capacity improvements are provided; capital improvements that strategically position the state to maximize opportunities in international trade are achieved; goals of an integrated

intermodal transportation system for the state are achieved; and feasibility and availability of matching funds through federal, local, or private partners are demonstrated. Projects related to SIS spaceports must align with SIS Funding Eligibility Guidance.

RAIL

The rail program includes financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, recommendations regarding the acquisition and rehabilitation of rail facilities, and assistance for developing intercity rail passenger service or commuter rail service. Types of projects include technical assistance, public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and intermodal hub capacity. Projects and programs eligible for funding include:

- Financial and technical assistance for intermodal projects;
- Rail safety inspections;
- Regulation of railroad operations and rail/highway crossings;
- Identification of abandoned rail corridors;
- Recommendations regarding the acquisition and rehabilitation of rail facilities; and
- Assistance for developing intercity rail passenger service or commuter rail service.

Projects related to SIS rail corridors must align with SIS Funding Eligibility Guidance.

INTERMODAL ACCESS

The Intermodal Access Program includes access to intermodal facilities, the acquisition of right-of-way, and other capital improvements that enhance the movement of people and goods. It improves surface transportation access to seaports and airports. Projects and programs eligible for funding include:

- Intermodal studies (feasibility, preliminary design and engineering);
- Fixed guide-way systems;
- Capacity road and capacity rail projects that are designed to terminate at major modal facilities (airports, seaports, railroad and transit terminals, etc.);
- Intermodal and multi-modal transportation terminals;
- Development of dedicated bus lanes;
- Private or public projects facilitating the intermodal movement of people and goods; and
- Joint projects involving private carriers or facility operators are eligible provided a demonstrable public benefit will result from the intermodal project.

SEAPORT DEVELOPMENT (INCLUDING WATERWAYS)

The Seaport Development Program provides funding for the development of public deep-water seaport infrastructure to support the handling and processing of cargoes and passengers and the accommodation of seagoing vessels. A variety of grant funding programs support a wide variety of projects including waterway dredging, construction of storage facilities, wharves and terminals, and acquisition of cranes and other equipment used in moving cargo and passengers. Some programs also provide funding for such projects as security infrastructure and land acquisition. Projects related to SIS seaports must align with SIS Funding Eligibility Guidance.

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs.

SUN TRAIL

The Florida Shared-Use Nonmotorized (SUN) Trail program authorizes FDOT to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) plan.

FDOT will advance the development of the SUN Trail network by programming funds through a two tier funding structure. The first tier funds the top two regional trail systems identified by the Florida Greenways and Trails Council. These are the Coast to Coast Trail and the St. Johns River-to-Sea Loop. The second tier funds individual trail segments that close gaps in the SUN Trail network. FDOT will work with partners to advance the SUN Trail network by improving interregional connectivity of the paved multi-use trail system, for bicyclists and pedestrians physically separated from vehicular traffic to ensure the network functions as a transportation system rather than standalone trails.

To receive consideration for SUN Trail funding FDOT must receive a completed “request for funding” with applicable project information including required signatures by the announced deadline through the Grant Application Program (GAP-online system). Projects must satisfy the following minimum eligibility criteria requirements:

- The project must be planned to be developed as a paved multi-use trail within the SUN Trail network, which is aligned to the Florida Greenways and Trails System Plan (FGTS) priority land trail network;
- Documentation must be provided that the project is identified as a priority by the applicable jurisdiction;
- If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be an MPO priority.

- For areas outside of MPO boundaries, the project must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal, or the state managing agency.
- Documentation must be provided that a non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager).
- Documentation must be provided that the project is consistent with the applicable comprehensive plan(s), transportation plan(s) or the long-term management plan(s).

SUN Trail projects from the FDOT Work Program should be included in MPO TIPs to advance. As such, these TIP projects would also need to be in the LRTP. MPOs may wish to include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. Finally, MPOs may wish to highlight planned connections with SUN Trail stemming from other Bike/Ped projects, or from projects of any mode.

TRANSIT

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program.

  Note: For this program, state participation is limited to 50 percent of the non-federal share of capital costs and up to 50 percent of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient's allocation may be supplemented by the State if (1) requested by the MPO, (2) concurrence by FDOT, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15 percent of Block Grant Program funds for distribution to Community Transportation Coordinators.

- Service Development projects, which are demonstration projects that can receive initial funding from the state.

  Note: For these projects, Up to 50 percent of the net project cost can be provided by the state. Up to 100 percent can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years)

- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor.
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy.

- Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.
- Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the Florida New Starts Transit Program.

FUNDING ELIGIBILITY FOR NON-CAPACITY PROGRAMS

Statewide estimates for all state non-capacity programs are an integral part of the 2050 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2050. These objectives will be met in each area, so it was not necessary to develop MPO estimates for these programs. Neither FDOT nor the MPOs need to identify projects for these programs. However, pursuant to an agreement between FDOT and the FHWA Division Office, FDOT has provided district-level estimates of existing facilities costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans.

SAFETY

Safety issues touch every area of the state transportation program. Specific safety improvement projects and sub-programs in this major program address mitigation of safety hazards that are not included in other major programs. Projects and programs eligible for funding include:

- Highway safety improvements at locations that have exhibited a history of high crash frequencies or have been identified as having significant roadside hazards;
- Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- Promotion of bicycle and pedestrian safety and vulnerable road users, including programs for public awareness, education and training.

RESURFACING

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces. Projects and programs eligible for funding include:

- Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- Periodic resurfacing of other public roads, consistent with federal funding criteria and FDOT and MPO programming priorities.

BRIDGE

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by federal and state criteria. Projects and programs eligible for funding include:

- Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- Replacement of structurally deficient bridges on the SHS (Note: The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from SIS, SHS (non-SIS), Other Roads (non-SIS, non-SHS), and/or right-of-way major programs);
- Replacement of bridges which require structural repair but are more cost effective to replace;
- Construction of new bridges on the SHS;
- Replacement of structurally deficient bridges off the SHS but on the federal-aid highway system, subject to federal and state policies and eligibility criteria; and
- Replacement of structurally deficient bridges off the federal-aid highway system, subject to federal and state policies and eligibility criteria.

PRODUCT SUPPORT

Planning and engineering activities are required to produce the products and services described in the major programs discussed above. These are functions performed by FDOT staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- Preliminary engineering (related to location engineering and design);
- Construction engineering inspection for highway and bridge construction;
- Right-of-way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- Environmental mitigation of impacts of transportation projects on wetlands;
- Materials testing and research; and
- Planning and Public Transportation Operations support activities.

OPERATIONS & MAINTENANCE

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed. Scheduled major repairs such as resurfacing and bridge replacement are not part of

operations and maintenance. They are included in the Resurfacing and Bridge programs, respectively. Functions eligible for funding include:

- Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;
- Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- Enforcement of laws and FDOT rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

ADMINISTRATION

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- Resources necessary to manage FDOT in the attainment of goals and objectives;
- Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

APPENDIX C: OTHER TRANSPORTATION REVENUE SOURCES

Local government revenues such as taxes and fees; federal funds distributed directly to local governments; and local or regional tolls play a critical role in providing transportation services and facilities. FDOT does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer* and the *Local Government Financial Information Handbook.* The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources, and the development of long range estimates.

CURRENT REVENUE SOURCES

MPOs should consider sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources potentially available to MPOs in the development of their LRTP.

LOCAL GOVERNMENT TAXES AND FEES

Local government sources include those that are dedicated for transportation purposes. In many areas these are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff will have information on recent revenue levels, uses of funds, and trends.

STATE IMPOSED MOTOR FUEL TAXES

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: Constitutional Fuel Tax (2 cents); County Fuel Tax (1 cent); and Municipal Fuel Tax (1 cent). Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by tax proceeds. The remainder is credited to the counties' transportation trust funds. County Fuel Tax receipts are distributed directly to counties. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria.

The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the Local Government Financial Information Handbook.

LOCAL OPTION MOTOR FUEL TAXES

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the Local Government Financial Information Handbook.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote (majority plus one) of its board of commissioners. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

OTHER TRANSPORTATION-RELATED SOURCES

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among MPO areas.

PROPERTY TAXES AND OTHER GENERAL REVENUE SOURCES

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. Sources, funding process, and eligible services vary widely among local governments. Local government financial staff have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

DISCRETIONARY SALES SURTAXES

A Charter County and Regional Transportation System Surtax of up to 1 percent may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed guideway rapid transit systems,

including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

A Local Government Infrastructure Surtax of either 0.5 percent or 1 percent may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1 percent. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

ADDITIONAL FEDERAL REVENUES

These are revenues from federal sources that are not included in the 2050 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

BOND PROCEEDS

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities.

OTHER CURRENT SOURCES

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.

NEW REVENUE SOURCES

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's MPO areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- Authority (how sources are authorized in current state and/or local laws and ordinances);
- Estimates of proceeds through 2050;
- Reliability of the estimates (e.g., amount, consistency); and
- Likelihood that the source will become available (e.g., the probability that the proceeds will be available to fund improvements, considering issues such as previous state and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

OPTIONAL SOURCES AUTHORIZED BY CURRENT STATE LAW

Communities in most MPO areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the Ninth-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

INNOVATIVE FINANCING SOURCES

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific MPO area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

DEVELOPMENT OF REVENUE ESTIMATES FOR OTHER TRANSPORTATION REVENUE SOURCES

MPOs should develop annual estimates through 2050 for each current or new revenue source. These annual estimates should be summarized into time bands similar to the state's revenue forecasts (e.g., 5 years) for consistency in the plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following.

HISTORICAL DATA

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales) to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

ADJUSTMENTS FOR GROWTH RATES AND INFLATION FACTORS

To be consistent with the FDOT revenue forecast, estimates of future revenue from other transportation sources should calculate the value of money in the "year of expenditure". Appendix E provides information for adjusting revenue forecasts to "year of expenditure" dollars.

CONSTRAINTS ON THE USE OF REVENUES

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

APPENDIX D: TRANSPORTATION FINANCE TOOLS

MPOs are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing. Debt financing and funds to be paid back from future revenues should be analyzed carefully before deciding to use this type of funding for projects. There are tradeoffs between building a project earlier with debt financing than would otherwise be the case and these tradeoffs may come with increased costs from interest and other expenses required to finance projects this way.

Several of the sources or techniques below are available because of state and federal laws. Concurrence of FDOT, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with FDOT before including these sources and techniques in its long range plan.

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects is also included, although Turnpike Enterprise revenue is not included in this revenue forecast.

FEDERAL/STATE TRANSPORTATION FINANCE TOOLS

Federal law allows several methods of transportation finance that provide opportunities to leverage federal transportation funds. Most of the tools can be applied in more than one state program. These tools are not identified separately in the Program and Resource Plan, but FDOT has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

STATE INFRASTRUCTURE BANK (SIB)

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the federal-funded SIB account (capitalized by federal money and matched with appropriate state funds as required by law); and the state-funded SIB account (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program Instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm).

FLEXIBLE MATCH

Federal law allows private funds, materials or assets (e.g., right-of-way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost item meeting eligibility standards and be within the project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)

Federal law authorizes the USDOT to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state departments of transportation, transit operators, special authorities, local governments, and private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

STATE TRANSPORTATION FINANCE TOOLS

Florida law establishes several programs that allow the state, local governments, and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities and to assist with state economic development.

LOCAL FUND REIMBURSEMENT

Local Fund Reimbursement (LFR) are local funds used to advance a project in the adopted Five-Year Work Program. Section 339.12, F.S., authorizes the local government reimbursement program. It allows projects in the adopted Five-Year Work Program to be advanced, subject to a statewide $250 million cap on commitments. There are statutory exceptions to the $250 million cap as described in the referenced statute.

Local entities provide the funding for specific projects in advance and will be reimbursed in the future. The reimbursement will come in the year the project was initially funded in the adopted Five-Year Work Program. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than scheduled in the Five-Year Work Program.

FUTURE TOLL FACILITY PROJECTS IN MPO LONG RANGE TRANSPORTATION PLANS

FDOT and local expressway authorities engage in studies of the feasibility of new toll facilities or extensions of existing facilities. If an MPO desires to include future toll facility projects in its long range plan beyond those currently included in the 2050 SIS CFP, the MPO should coordinate with the District and, as appropriate, local authority staff to determine if these facilities should be included in the plan (possibly as illustrative projects). Items to be considered include:

- Local/regional support of elected officials and the public for the project;
- Environmental, socio-economic and related impacts of the project;
- Consistency with affected local comprehensive plans; and
- Economic feasibility of the project (costs, revenues, debt service coverage, value for money analysis which compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that public funds have been protected.)

FDOT's experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility i.e., urban versus suburban versus rural. However, each project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional considerations to MPOs that are interested in including future toll facility projects in their cost feasible long range plans:

- For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs usually are higher in urban areas;
- For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than necessary to eventually cover total project cost.

For the purposes of the MPO long range transportation plan, MPOs should document the amount and availability of revenues from other sources expected to be available to finance the project cost. Other sources may potentially include local revenue sources, Other Roads (non-SIS/non-SHS) funds from the 2050 Revenue Forecast, and private sector contributions. FDOT encourages MPOs to consult with their District and, as appropriate, local authority for technical assistance in preparing early analyses for possible toll facilities in the cost feasible long range transportation plan.

APPENDIX E: FORECAST CALCULATIONS FOR GROWTH AND INFLATION

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

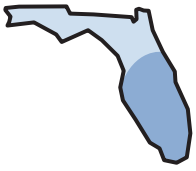
- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.
- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

GROWTH RATES



FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. FDOT takes a conservative approach in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies. The zero percent growth rate is applied for all federal funds starting in 2027/28, the first year after the Five-Year Work Program.



FDOT calculates annual growth rates for state funds using information from the Revenue Estimating Conference (REC). The Office of Work Program and Budget receives the REC forecast for tax receipts and reviews it for use in the 10-year Program and Resource Plan (PRP). This is accomplished by using the last complete fiscal year reflecting actual amounts and the next nine fiscal year amounts based on the current REC (August 2022 for this revenue forecast). Beginning in the 'tenth' year of the PRP to the end of the forecast period, growth rates are calculated based on a rolling eight year average for fuel-, tourism-, and vehicle-related taxes as well as documentary stamp taxes. The August 2022 REC forecast projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with

current fuel efficient vehicles trends and the state of the economy as a whole. The growth rates are applied starting in 2027/28, the first year after the Five-Year Work Program. **Table 24** lists the growth rates for state funds from 2027/28 – 2049/50.

Table 24. Growth Rates for 2027/28 – 2049/50

YEAR	RATE	YEAR	RATE	YEAR	RATE	YEAR	RATE
2027/28	1.74%	2033/34	1.04%	2039/40	0.49%	2045/46	-0.03%
2028/29	1.65%	2034/35	0.97%	2040/41	0.40%	2046/47	-0.11%
2029/30	1.45%	2035/36	0.89%	2041/42	0.31%	2047/48	-0.19%
2030/31	1.49%	2036/37	0.81%	2042/43	0.23%	2048/49	-0.26%
2031/32	1.51%	2037/38	0.72%	2043/44	0.14%	2049/50	-0.33%
2032/33	1.11%	2038/39	0.61%	2044/45	0.05%		

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from “present day cost” dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT’s forecast to YOE dollars. The inflation multipliers shown below are based on FDOT’s inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflations Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC $	PROJECT COST IN 2023/24 PDC $	PROJECT COST IN 2024/25 PDC $
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

YOE dollars = 2022/23 dollars X 2023 PDC multiplier for 2025/26-2029/30 time band

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at $30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply $30,000,000 by 1.16 for a YOE amount of $34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$34,800,000 = $30,000,000 X 1.16

INFLATION FACTORS BY INDIVIDUAL YEAR

Table 26 provides MPOs with the annual multipliers to convert project costs to YOE dollars.

Table 26. Multiplier By Inflation Factors For Individual Year

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26**.

YOE dollars = 2022/23 PDC dollars X Multiplier for 2026/27 Fiscal Year

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at $20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply $20,100,000 times 1.123 for a YOE amount of $22,572,300.

$22,572,300 = $20,100,000 X 1.123

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

RELATIONSHIP OF CONSTRUCTION AND ROW COSTS

FDOT has experienced extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1990/91-1991/92, District right-of-way programs have ranged from as low as 4 percent of construction costs to more than 30 percent and, in rare instances, have exceeded construction costs. MPOs should work with their District liaison for more information on right-of-way costs.

The 2050 Revenue Forecast contains estimates for combined construction and right-of-way funding. For planned construction projects, MPOs are requested to work with District staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the District to estimate right-of-way costs. For example, if the estimated construction cost of a project is $40 million and the District has established a right-of-way/construction ratio of 25 percent, then the total cost for construction and right-of-way is $50 million ($40 million + $10 million).

APPENDIX F: GLOSSARY

Capacity Programs: Major FDOT programs that expand the throughput of people and freight on a facility.

Carbon Reduction Program: Federal-aid funding program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources.

Charter County and Regional Transportation Surtax: A local discretionary sales tax that allows each charter county with an adopted charter, each county with consolidated government of one or more municipalities, and each county that is within or under an interlocal agreement with a regional transportation or transit authority created under Ch. 343 or 349, F.S., to levy at a rate of up to 1 percent. Generally, the tax proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges.

Constitutional Fuel Tax: A state tax of two cents per gallon of motor fuel. The first call on the proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds.

Cost Feasible Plan (CFP): A phased plan of transportation improvements that is based on (and constrained by) estimates of future revenues. For this purpose, the CFPs are the projects that make up the 2050 LRTP and the SIS plans.

County Fuel Tax: A county tax of 1 cent per gallon. The proceeds are to be used by counties for transportation-related expenses, including the reduction of bonded indebtedness incurred for transportation purposes.

Discretionary Sales Surtaxes: These taxes include eight separate surtaxes, also known as local option sales taxes, are currently authorized in law and represent potential revenue sources for county governments generally. These surtaxes apply to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions, and other authorized transactions authorized pursuant to Ch. 212, Florida Statutes, and communications services as defined for purposes of Ch. 202, Florida Statutes. The total potential surtax rate varies from county to county depending on the particular surtaxes that can be levied in that jurisdiction.

Documentary Stamp Tax: This tax is levied on documents, as provided under Chapter 201, Florida Statutes. Documents subject to this tax include, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness.

Florida's Turnpike Enterprise (FTE): Florida's Turnpike Enterprise, which is part of FDOT, oversees a 483-mile system of limited-access toll highways.

General Obligation Bonds: A municipal bond backed by the credit and taxing power of the issuing jurisdiction rather than the revenue from a given project.

Infrastructure Investment and Jobs Action (IIJA): A reauthorization of federal legislation that provides $973 billion in funding over five years from FFY 2022 through FFY 2026, including $550 billion for new investments for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband, and resiliency.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): Legislative initiative by U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and placed an increased emphasis on public participation and transportation alternatives.

Local Option Fuel Taxes: County governments are authorized to levy up to 12 cents of local option fuel taxes in the form of three separate levies. The first is a tax of 1 cent on every net gallon of motor and diesel fuel sold within a county known as the Ninth-Cent Fuel Tax. The second is a tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold within a county. The third tax is a 1 to 5 cents levy upon every net gallon of motor fuel sold within a county, although diesel fuel is not subject to this tax. A local government may pledge any of its revenues from the tax to repay state bonds issued on its behalf and, in addition, may use these revenues to match state funds in a 50/50 ratio for projects on the State Highway System, or for other road projects which would alleviate congestion on the State Highway System.

Long Range Transportation Plan (LRTP): A long range, 20-year, strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies. For this document, LRTP is used generally to refer to an MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

Metropolitan Planning Organization (MPO): An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in urban areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions. For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

Metropolitan Planning Organization Advisory Council (MPOAC): A statewide organization created by the Florida Legislature to augment the role of the individual MPOs in the cooperative transportation planning process. The MPOAC assists the MPOs in carrying out the urban area transportation planning process by serving as the principal forum for collective policy decisions.

Municipal Fuel Tax: This one-cent fuel tax is one of the revenue sources that fund the Municipal Revenue Sharing Program. Municipalities must use the funds derived from this tax for transportation-related expenditures.

New Starts Transit Program (Federal): Federal-aid available for design and construction of new fixed-guideway or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).

New Starts Transit Program (Florida): Established by the 2005 Florida Legislature to assist local governments in developing and constructing fixed-guideway and bus rapid transit projects to accommodate and manage urban growth and development.

Ninth-cent Fuel Tax: A tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. The proceeds are used to fund specified transportation expenditures.

Non-capacity programs: FDOT programs designed to support, operate, and maintain the state transportation system including safety; resurfacing; bridge; product support; operations and maintenance; and administration.

Off-System Facilities: Facilities that are not on the State Highway System (SHS).

Program and Resource Plan (PRP): A 10-year plan that establishes financial and production targets for FDOT programs, thereby guiding program funding decisions to carry out the goals and objectives of the Florida Transportation Plan.

Revenue: Income received.

Revenue Estimating Conference (REC): The conference within Florida's statutorily required consensus estimating conference process that forecasts the classification of recurring and non-recurring revenues on a "cash" basis where revenues are assigned to the fiscal year in which they are likely to be received.

Revenue Forecast: An estimate of the value of money at the time it will be collected, reflecting future revenue. For this purpose, the revenue is forecast through 2050.

Small County Outreach Program (SCOP): A program to assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads (Section 339.2818, Florida Statutes).

State Highway System (SHS): A network of approximately 12,000 miles of highways owned and maintained by the State of Florida or state-created authorities. Major elements include Interstate highways, Florida's Turnpike System, other toll facilities operated by transportation authorities, and arterial highways.

State Imposed Motor Fuel Taxes: Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: the Constitutional Fuel Tax (2 cents); the County Fuel Tax (1 cent); and the Municipal Fuel Tax (1 cent).

Statutory Formula: Calculated as equal parts of population and motor fuel tax collections, per Section 339.135(4)(a)1, Florida Statutes.

Strategic Intermodal System (SIS): Florida's high priority transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Surface Transportation Block Grant (STBG) Program: Federal-aid highway funding program with 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, including intercity bus terminals.

Transportation Alternatives (TA) Set-Aside: Set-aside funds from STBG that provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

Transportation Improvement Program (TIP): Short-term (four years per federal requirement and five years per state requirement) plan of approved projects developed by an MPO for a jurisdiction that is fiscally constrained.

Transportation Management Area (TMA): Urban areas with a population over 200,000 are designated as Transportation Management Areas (TMAs). These areas are subject to special planning and programming requirements.

Transportation Regional Incentive Program (TRIP): Created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Work Program (Adopted): The five-year listing of all transportation projects planned for each fiscal year by FDOT. The draft file is labeled *Tentative* (which is developed by the central FDOT office based on the District work programs) and the final file is labeled *Adopted* (adjusted for the legislatively approved budget for the first year of the program).

Year of Expenditure Dollars: Dollars that are adjusted for inflation from the present time to the expected year of construction.

APPENDIX G: MPO REVENUE FORECAST REPORT

A 2050 Revenue Forecast report is provided for each MPO.

- Florida-Alabama TPO
- Okaloosa-Walton TPO
- Bay County TPO
- Capital Region TPA
- Gainesville MTPO
- North Florida TPO
- Ocala/Marion County TPO
- Hernando/Citrus MPO
- Lake-Sumter MP
- River to Sea TPO
- MetroPlan Orlando
- Space Coast TPO
- Pasco County MPO
- Forward Pinellas
- Hillsborough MPO
- Polk TPO
- Indian River County MPO
- Sarasota/Manatee MPO
- Heartland Regional TPO
- St. Lucie TPO
- Martin MPO
- Charlotte County-Punta Gorda MPO
- Lee County MPO
- Collier MPO
- Palm Beach TPA
- Broward MPO
- Miami-Dade TPO

2050 REVENUE FORECAST
MARTIN MPO

The purpose of this revenue forecast is to provide the **Martin MPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

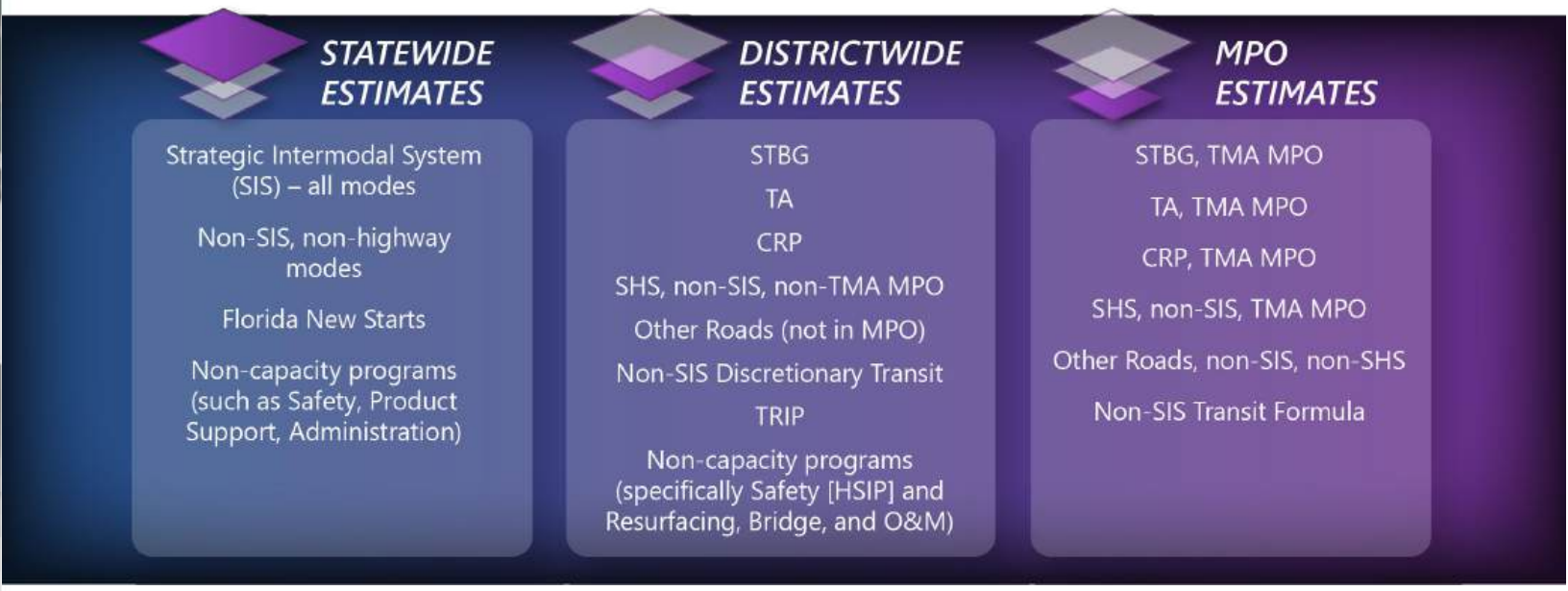
This document only provides forecasts for state and federal funds that "flow through" the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan. In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework



STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 123** provides the estimate for the **Martin MPO**.

Table 123. Martin MPO – TMA MPO Level Revenue Estimate for STBG (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	$4.56	$9.19	$8.99	$8.99	$17.98	$49.71

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 124** provides the estimate for the **Martin MPO**.

Table 124. Martin MPO – TMA MPO Level Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
TA (TALU, in TMA with population > 200K)	$0.76	$1.64	$1.64	$1.64	$3.28	$8.97

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. **Table 125** provides the estimate for the **Martin MPO**.

Table 125. Martin MPO – TMA MPO Level Estimate for CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
CRP (CARU, in TMA with population > 200K)	$0.73	$1.36	$1.36	$1.36	$2.73	$7.54

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 126** provides the estimate for the **Martin MPO**.

Table 126. Martin MPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
SHS (non-SIS, in TMA)	$-	$5.91	$5.67	$5.90	$12.00	$29.49

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 127** provides the estimate for the **Martin MPO**.

Table 127. Martin MPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	$3.35	$6.85	$3.07	$3.20	$6.51	$22.98

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs. **Table 128** provides the estimate for the **Martin MPO**.

Table 128. Martin MPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	$0.78	$2.13	$2.31	$2.41	$4.92	$12.55

FDOT | Strategic development

FOR MORE INFORMATION:

Florida Department Of Transportation

Forecasting And Trends Office
www.fdot.gov/planning/fto

Office Of Policy Planning
www.fdot.gov/planning/policy

Appendix E
Florida FY21 FHWA/FTA Fiscal Constraint White Paper, June 28, 2021

Florida FY21 FHWA/FTA Fiscal Constraint White Paper

Rev 06/28/21

FHWA and FTA have been working together with FDOT and the MPOs to make fiscal constraint of Long Range Transportation Plans (LRTP) more transparent by providing federal interpretation, expectation and suggested strategies for implementing federal fiscal constraint documentation requirements. This white paper compiles previous communication, summarizes these techniques, and provides additional clarification.

Showing Federal Funds in the 1st 10 years of the LRTP Summary Clarification:

If MPOs identify the state and federal funds used for each project as a combined funding source, projects in the first ten years must be flagged or otherwise identified if federal funds are to be used on the project. This can be done with an asterisk for each federal project and footnote at the bottom, or a definition that all of the projects in the listing for "State/federal funds" will use a combination of state and federal funds.

Including the 1st 5 years in the LRTP Summary Clarification:

The LRTP planning time period begins on the date of plan adoption, and the LRTP must include at least twenty years of projects and funding from the year beginning with the adoption date. TIPs are developed from the LRTP and expire when the new STIP is approved. A TIP referenced from the time of the LRTP adoption or including it in the LRTP appendix will therefore have no meaning after it expires, nor do these techniques allow for a cohesive financial plan that demonstrates fiscal constraint. The first 5 years of projects in the LRTP should be included with the projects for the remainder of the LRTP planning time period so as to provide a complete picture of the revenues and costs for the entire planning time period in a similar format with the rest of the projects. Consistent documentation is important to determining fiscal constraint. The first five years of projects must be included in the Cost Feasible LRTP and be included in the financial plan that compares costs to revenues by planning period to show how the plan can be implemented.

Assessment of Fiscal Constraint in the Financial Plan Summary Clarification:

Not covered in the previous LRTP Expectations Letters is the topic of how the Financial Plan demonstrates LRTP implementation. FHWA/FTA use this, in part, to determine fiscal constraint. This topic is being initiated based on observed issues in recent certification reviews that have generated corrective actions. To demonstrate fiscal constraint, the financial plan must compare project costs with reasonably anticipated revenues for each planning time period (typically 5-year timeframes) to show that the plan can be implemented with the projected revenues. Fiscal constraint for a project means that all needed project phases can be implemented with the funding identified in the LRTP. A summary table that shows that revenues exceed project costs (including system level costs for operations and maintenance) for each planning timeframe increment is a simple way of demonstrating the results of the financial plan. As noted in the 2012 Expectations Letter, including system level operations and maintenance costs as a separate line item in the project costs table is an expected practice to ensure that these costs are considered as part of the financial plan for fiscal constraint.

Showing Federal Funds in the 1st 10 years of the LRTP References

2008 Expectations Letter

Fiscal Constraint: Projects in Long Range Transportation Plans (LRTPs) are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. These estimates could reflect known costs of mitigation. The LRTP documentation of project costs will enable FHWA/FTA and FDOT to determine fiscal constraint of the document.

For a project to be included in the cost feasible plan, the cost of and source of funding for each phase being funded (including the PD&E phase) must be documented. The source of funds for the PD&E phase can be shown as "boxed funds" reserved for "PD&E" in a state or local revenue forecast (e.g., a percentage of state/federal "Product Support" funds estimated to be available during a 5-year planning period) or be individually assigned to each project. Boxed funds should also be reserved for the Final Design phase as well or be individually assigned to each project. A third option is to use boxed funds entitled "PD&E and Final Design". Regardless of how the boxed funds are titled, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&E for projects in Years 2016-2020).

Please note that the FHWA guidance refers to Preliminary Engineering (PE). In most states this would include two of Florida phases: PD&E and Final Design. PD&E could also be referred to as "PE for NEPA".

2012 Expectations Letter

Federal Revenue Sources: Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for the cost feasible projects. Projects within the first ten years of the Plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten year period, the specific federal funding notation is not expected. The project funding, however, must be clearly labeled as a combined Federal/State source in the Cost Feasible LRTP. (23 CFR 450.322(10)f(iii)) {Note: This is the citation reference as it was in 2012.}

2012 Expectations Letter Q&A

- FDOT Comment on Dec 2011 Draft Document: Page 3, Revenue Sources, last two sentences: Historically, FHWA, FDOT and Florida's MPOs have agreed that estimates of state and federal funds "flowing through" FDOTs work programs should be combined to simplify MPO plan development and documentation. Documenting the separate amounts of project funding with state and federal funds yields no added value, but will yield added detail, planning costs, and documentation. The mix of state and federal funds on any given project can change repeatedly from adoption of the LRTP, inclusion in the TIP, and throughout the implementation of the project to best maximize available funds. It will not be productive to reconcile planning and programming documents repeatedly to reflect these changes. In response to an FDOT request for examples of LRTPs with breakdowns of state and federal funding for projects, FHWA provided four LRTPs, only one of which identified state and federal funds on a project basis and two of the example LRTPs showed no source of funding on a project basis. We believe such breakdowns add no value to the process or documentation.

Federal Response: In order for FHWA to approve environmental documents, projects must either require some sort of federal action or be funded in some capacity with federal funds. If projects are not identified in the LRTP as using federal funds, there may be no basis to provide federal approval.
The need to break out state and federal funds for projects in the first 10 years of the LRTP helps to identify federally funded projects. Typically, the first 5 years are found in the TIP and this information should be readily available. Thus, the improvement to the transparency of the project funding would only apply to the additional 5 years (years 6 through 10) of the LRTP. This display is also part of demonstrating fiscal constraint, to show that the funds being used are appropriate and are an eligible use of the type of federal funds being applied to the project. If the state and MPOs recommend an alternative approach that satisfactorily addresses this issue, FHWA is open to considering other methods.

- FDOT Comment on June 2012 Draft Document: Page 4, Revenue Sources: second paragraph: Specifies funding sources must be broken out to show federal, state, and local in the first ten years of the plan. Guessing the amount of project funding from state and federal sources will present misleading information to the public. The mix of funds changes repeatedly throughout the development and implementation of a project; this practice allows the state to maximize the use of federal funds.
Federal Response: We recognize that revenues and costs in the LRTP are planning level estimates. Decimal accuracy is not the expectation at this stage of a project's development. However, we have revised this section to indicate that projects planned for the use of federal funds need to be clearly identified. If a project is initially flagged as having federal funds and federal funds are removed, this notation change can be made in the LRTP at the next regular LRTP update cycle. If a project is not initially flagged as having federal funds and federal funds are then added, this notation change can be made prior to the request for federal action or the next regular LRTP update cycle, whichever occurs first. In either situation, the notation change can be made by modification in accordance with the relevant MPO's written LRTP modification procedures.

- FDOT Email Comment on November 2012 Draft Document: Page 4, last paragraph: "Beyond the first ten year period, federal and state participation on projects can be shown as a combined source, but must be clearly labeled as combined in the Cost Feasible LRTP." This seems to imply the first ten years of cost must be shown as separate Federal and State. FDOT agreed to an indication of Federal Funds, not a breakdown of sources for the first ten years.
Federal Response: We agreed as well. We've revised the language to remove the confusion. "Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for the cost feasible projects. Projects within the first ten years of the Plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten year period, the specific federal funding notation is not expected. The project funding, however, must be clearly labeled as a combined Federal/State source in the Cost Feasible LRTP." We have found that the documentation of the combined sources is not always clearly labeled in current Cost Feasible Plans.

2018 Expectations Letter

N/A

2018 Expectations Letter Q&A

N/A

Current Laws

23 USC 134(i)(2)(C) FINANCIAL PLAN.—A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

Current Regulations (Highlight added)

23 CFR 450.324(f)(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

Current Guidance

Transportation Plan and Program Fiscal Constraint Review Questions, March 8, 2005
https://www.fhwa.dot.gov/planning/fsclrstrntques.cfm

Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers, April 15, 2009
https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm

Q13. **When might cost bands be utilized in the financial plan for the metropolitan transportation plan?** For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost bands, as long as the future funding sources necessary to pay for these costs are reasonably expected to be available to support the upper limit of the projected cost bands (23 CFR 450.322(f)(10)(v)).

Cost bands are useful where there is significant potential for uncertainty and risk. Some projects in the second 10-years of a metropolitan transportation plan might fall into this category, particularly larger projects. Risks and uncertainties may result from cost escalation (materials and labor), construction unknowns (unknown site conditions), uncertain environmental mitigation, unknown right-of-way needs, contractor risk and other causes. A cost band is a potential range of project costs that considers these and other risks and other potential uncertainties. A cost band can help convey the uncertainty of an estimate for a project and help educate other parties (such as the public and elected officials) who may not be intimately familiar with the project about cost variability. The use of cost bands in the second ten years of the metropolitan transportation plan can help avoid misleading the public or others with a false sense of precision.

The use of cost bands does not avoid the requirement to show fiscal constraint. Revenues necessary to meet the outer (upper) band of the cost band in the financial plan must be "reasonably expected to be available." All necessary financial resources from public and private sources that are reasonably expected to be available to carry out the upper band(s) of the cost band(s) shall be identified. In the case of new funding sources, strategies for ensuring their availability shall be identified [see 23 CFR 450.322(10)(v)].

Guidance on Financial Planning and Fiscal Constraint for Transportation Plans and Programs, April 17, 2009
https://www.fhwa.dot.gov/planning/guidfinconstr.cfm

Q 13. When might cost bands be utilized in the financial plan for the metropolitan transportation plan?

For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost bands, as long as the future funding sources necessary to pay for these costs are reasonably expected to be available to support the upper limit of the projected cost bands (23 CFR 450.322(f)(10)(v)).

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unknowns (unknown site conditions), uncertain environmental mitigation, unknown right-of-way needs, contractor risk and other causes. A cost band is a potential range of project costs that considers these and other risks and other potential uncertainties. A cost band can help convey the uncertainty of an estimate for a project and help educate other parties (such as the public and elected officials) who may not be intimately familiar with the project about cost variability. The use of cost bands in the second ten years of the metropolitan transportation plan can help avoid misleading the public or others with a false sense of precision.

The use of cost bands does not avoid the requirement to show fiscal constraint. Revenues necessary to meet the outer (upper) band of the cost band in the financial plan must be "reasonably expected to be available." All necessary financial resources from public and private sources that are reasonably expected to be available to carry out the upper band(s) of the cost band(s) shall be identified. In the case of new funding sources, strategies for ensuring their availability shall be identified [see 23 CFR 450.322(10)(v)].

Including the 1st 5 years in the LRTP References

2008 Expectations Letter

Plan Horizon: Plans are required to have at least a 20 year horizon. FHWA and FTA support Florida's efforts to standardize the horizon year and establish a uniform format to report the transportation needs of each MPO in their next LRTP updates that can also be used to compile and identify the regional and statewide transportation needs of Florida's metropolitan areas. FDOT and Florida's MPOs (via the MPOAC) have agreed to use 2035 as the horizon year. The base year for the next LRTP updates will be 2009. These efforts to standardize the MPOs' plans will provide consistency among plans and allow for better analysis and apples to apples comparisons, so unmet needs can be more accurately quantified and demonstrated. More information on this issue is provided in the "Financial Guidelines for MPO Long Range Plans" paper adopted by the MPOAC (attached).

2012 Expectations Letter

Full Timespan of the LRTP: The LRTP is a document that has a planning horizon of at least 20 years. The LRTP is based upon the region's visioning of the future within the bounds of the financial resources that are available to the region during that timeframe. The LRTP is not a programming document, but rather a planning document that describes how the implementation of projects will help achieve the vision. Therefore, the MPOs will need to show all the projects and project funding for the entire time period covered by the LRTP, from the base year to the horizon year. (23 CFR 450.322(a)) {Note: This is the citation reference as it was in 2012.}

2012 Expectations Letter Q&A

- FDOT Comment on Dec 2011 Draft Document: Page 4, 3. Full Timespan of the LRTP: This paragraph is confusing. The LRTP should contain projects for the period covering the base year through the horizon year, including the years covered in the TIP. The Existing plus Committed may not be the same as the TIP in all cases; we suggest dropping any references to the E + C. It may be beneficial to discuss the best way to do this, such as a link to the TIP document, in subsequent discussions with the MPOs.
Federal Response: References to E + C were removed. The LRTP will need to show all projects starting with the base year and going through the horizon year. A link to a current TIP document would not accurately present the projects, as TIPs change annually to add a new fifth year.

- West Florida RPC Comment on June 2012 Draft Document: Page 5 Full Time Span: They want to see all projects and related funding for base-year through horizon year. Again, big change but this one should not be that difficult.
Federal Response: The intent is to demonstrate fiscal constraint and how projects are prioritized and planned for through their completion.

2018 Expectations Letter

Full Time Span of LRTP (1st 5 Years): Plans are required to have at least a 20-year horizon. The effective date of the LRTP is the date of the MPO adoption of the plan. As such, the MPO is required to have an LRTP that includes projects from the date of adoption projected out at least 20 years from that date. The LRTP is a planning document that describes how the proposed projects will help achieve the regional vision. The Transportation Improvement Program (TIP), however, is a reflection of the investment priorities which are established in the LRTP. When adopting an updated LRTP, the projects in the previous LRTP are assessed and revised to acknowledge projects that have: 1) moved forward (these are typically removed from the updated LRTP), 2) shifted in time (these could be moved forward or back in implementation in the updated LRTP), and 3) been added or deleted based on the MPO's current priorities. The TIP is only a resource for determining which projects have moved forward. **The TIP, which is based on the previous LRTP, is not a substitute for the first 5 years of the updated LRTP.** Additionally, the TIP is a 4-year programming document that, in Florida, is adopted every year and thus expires annually. When LRTPs "include the TIP", it is a reference to a static and outdated document once the next TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which occurs annually in Florida Therefore, the MPOs will need to show all of the projects, phases, and estimates from the adoption date through the horizon year of the LRTP, which is considered the entire time period of the LRTP. In addition, funding sources need to be shown for all projects from the adoption date through the first 10 years. {23 CFR 450.324(a); 23 CFR 450.326(a)}

2018 Expectations Letter Q&A

- Full Time Span of LRTP (1st 5 years) - **[MPO Question on Oct 2017 Draft Document]** Would this require an LRTP amendment annually to adopt the TIP into it? The TIP is a stand-alone document adopted each year; the Long Range Plan is to identify the "what's next" and be the visioning document. Including the TIP in year of expenditure is redundant information and could create additional work for MPOs. Is the intent to re-state all projects, phases and estimates from the TIP in the first five years in the LRTP? The TIP contains many more projects than the LRTP, because it includes maintenance, operations, and small scale projects, whereas our LRTP focuses on major capacity projects and generally groups smaller scale and O&M projects into categories. This could be extremely cumbersome and make it necessary to amend the LRTP very frequently.

We are proposing the 2045 Long Range Transportation Plan include an Existing plus Committed section that identifies all transportation enhancements between the 2015 base model year and current year, as well as all the projects programmed for construction in the TIP by 2025. The first year of the LRTP should be the next 5th year of the most recent TIP, prior to LRTP adoption. For example, our TIP will be adopted in July 2020 and will cover FY 2021 - FY 2025, the first band of the LRTP could then be 2026-2030, identifying projects with phases not funded through construction first, then the new priority projects.

Federal Response: Let's take a step back. If you are a new MPO, the first thing the MPO does is develop their long range vision and projects for the next 20 years – the LRTP, that includes broad information such as project costs, if federal, state and local funds will be used and what phases are going to occur over the next 20 years. The next step would be for this new MPO to take the 1st 4 years of the LRTP and develop a TIP that contains additional programming details such as specific fund categories, refining the cost estimates, and how phases are implemented by year. For the 2nd

TIP the new MPO develops, they would take projects from years 2-5 of the LRTP to provide the additional details and so on as each new TIP is developed.

The TIP is *consistent* with the LRTP, not a substitute for the LRTP. As such, only projects not currently in the LRTP or projects being significantly advanced from when originally planned would need to be amended into the LRTP. (See LRTP Amendment Thresholds document for specific details - http://www.fdot.gov/planning/policy/metrosupport/lrtp/lrtpthreshhold.pdf)

Current Laws

23 USC 134(i)(2)(C) FINANCIAL PLAN.—A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

Current Regulations (Highlight added)

23 CFR 450.324(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in §450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.

23 CFR 450.326 (a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93, subpart A).

Current Guidance

Transportation Plan and Program Fiscal Constraint Review Questions, March 8, 2005
https://www.fhwa.dot.gov/planning/fsclrstrntques.cfm

Assessment of Fiscal Constraint in the Financial Plan References

2008 Expectations Letter

N/A

2012 Expectations Letter

Operations & Maintenance: LRTP cost estimates need to be provided for the Operations and Maintenance (O&M) activities for the entire timeframe of the LRTP. System level estimates for O&M costs may be shown for each of the five-year cost bands or may be provided as a total estimate for the full LRTP timeframe. System level is interpreted to mean the system within the MPO planning boundaries. Local agencies, working with the MPO, need to provide cost estimates for locally-maintained facilities covered in the Plan. FDOT, working with the MPO, needs to provide cost estimates for the state-maintained facilities covered in the Plan. System level estimates at the FDOT District level are acceptable for the state-maintained facilities. The LRTP will also need to identify the general source of funding for the O&M activities. Since O&M costs and related revenues are not available to balance the fiscal constraint of capital investment projects, a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects will need to be shown in order to demonstrate fiscal constraint. (23 CFR 450.322(f)(10)(i)). {Note: This is the citation reference as it was in 2012.}

2012 Expectations Letter Q&A

- FDOT Comment on Dec 2011 Draft Document: Page 3, Fiscal Constraint, a. Operations & Maintenance: FDOT believes providing statewide revenue and cost estimates for operations and maintenance on the State Highway System demonstrates fiscal constraint. Per Florida Statute, FDOT has performance and funding criteria for maintaining the statewide transportation system. FDOT believes that estimating sufficient revenues to meet program objectives on the entire State Highway System, with the stipulation that projected funds can only be used for the dedicated categories, should suffice for fiscal constraint. FHWA, FDOT and Florida MPOs have agreed with this approach for more than 15 years; we see no added value – but we do see added detail, planning costs, and documentation – by changing the approach. FDOT concurs revenues and program costs for operations and maintenance of locally owned facilities should be documented in the LRTP.
Federal Response: Per 23 CFR 450.322(f)(10)(i), the requirement is specific to each MPO Long Range Transportation Plan. Providing statewide costs does not address the O & M costs by MPO planning area. Breaking out the costs to the MPO Planning area is needed to meet the requirements as shown in the Codified Federal Regulations. These are expected to be planning level system estimates. Further clarification is given in the document.

- FDOT Comment on June 2012 Draft Document: Page 3, State Highway System Operations & Maintenance (O&M): Specifies O&M costs and revenue sources must be identified for each year (1st ten), or band of years, for each MPO. Currently FDOT provides MPOs with system-level estimates of O&M and other preservation costs and revenue sources for the State Highway System (SHS) as required by 23 CFR 450.322(f)(10)(i). These estimates are consistent with the performance-based budgeting approach (i.e., funding O&M, preservation based on documented needs) required by state law. Most O&M funds are programmed in the Work Program at the district-wide level. Guessing the amount of O&M by MPO area will provide the public with misleading, inaccurate information.

Response: We have provided clarification that O&M costs do not need to be identified by year. Per 23 CFR 450.322(f)(10)(i), the requirement is specific to each MPO Long Range Transportation Plan. Providing statewide costs does not address the O&M costs by MPO planning area. Breaking out the costs is needed to meet the requirements as shown in the CFR. Providing system level estimates by District is acceptable in meeting the criteria. It is expected that these costs will be planning level system estimates. Further clarification is given in the document.

- MetroPlan Comment on June 2012 Draft Document: Page 3, Operations and Maintenance: The annual cost estimate for operations and maintenance of local projects will be very general. I imagine that using the annual figures shown in local Capital Improvement Programs for the first five years and showing that same level of funding for each of the second five years is acceptable?
Response: If that method is reasonable to the MPO and the local agency(ies), then yes.

- West Florida RPC Comment on June 2012 Draft Document: Page 3 O&M: It appears to me FHWA is wanting us to include the FDOT estimates for O&M PLUS the locals estimates for O&M. It also seems to me that they want a line item for O&M in the CFP. They say they want to see an estimate, by funding type, for EACH of the first 10 years in the Plan. That is a big change from what we do now.
Response: This section was revised. FHWA is looking for estimates of O&M for the region during the LRTP timeframe. Funds spent on O&M are not available for capacity improvements and therefore the total revenues available to the MPO will need to split into O&M as well as capacity improvement projects.

- West Florida RPC Comment on June 2012 Draft Document: On page 3 regarding Operations and Maintenance (O&M). Each of our TPOs includes an appendix in the LRTP that is provided by FDOT to satisfy the O&M LRTP requirement. **Will this still be acceptable to the Federal Highway Administration?**
Response: The LRTP will need to include specific O&M numbers for the regional level instead of the general statewide assessment of O&M that has been used in the past. This section of the letter has been revised. More discussions will be forthcoming between FDOT, MPOs and FHWA/FTA on this issue as needed.

2018 Expectations Letter

N/A

2018 Expectations Letter Q&A

N/A

Current Laws

23 USC 134(i)(2)(C) FINANCIAL PLAN.—A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

Current Regulations

23 CFR 450.324(f)(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

Current Guidance

Transportation Plan and Program Fiscal Constraint Review Questions, March 8, 2005
https://www.fhwa.dot.gov/planning/fsclrstrntques.cfm

Lessons Learned in Fiscal Constraint, August 14, 2006
https://www.fhwa.dot.gov/planning/lsnlrndfsclcnstnt.cfm

Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers, April 15, 2009
https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm

Guidance on Financial Planning and Fiscal Constraint for Transportation Plans and Programs, April 17, 2009
https://www.fhwa.dot.gov/planning/guidfinconstr.cfm

Clarifying Fiscal Constraint Guidance, May 15, 2017
https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm

Q1. What is fiscal constraint?

Since 1991, fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes. Fiscal constraint means that a Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) include sufficient financial information to demonstrate that the projects in the MTP, TIP, and STIP can be implemented using committed, available, or reasonably available Federal, State, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained. Some examples of reasonable funding assumptions are discussed in the table below: {See guidance link for table}

Transportation Planning Requirements and Their Relationship to NEPA Approvals, Supplement to January 28, 2008 'Transportation Planning Requirements and Their Relationship to NEPA Process Completion', February 9, 2011
https://www.fhwa.dot.gov/planning/tpr_and_nepa/tprandnepasupplement.cfm

Q3. **What is Fiscal Constraint?**

Fiscal constraint means that the MTP, TIP, and STIP include sufficient financial information to demonstrate that Projects in the MTP, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with assurance that the Federally supported transportation system is being adequately operated and maintained. Additionally, Projects in non-attainment and

maintenance areas can be included in the first two years of the TIP and STIP only if funds for those Projects are "available" or "committed". [23 CFR § 450.216(m) and § 450.324(i)]

Q8. **Is the term "fiscally constrained" different as it applies to the Transportation Plan, STIP, and TIP?**

No, the methodology and standards for developing and assessing fiscal constraint for the Transportation Plan, STIP and TIP are the same.

However, the fiscal constraint information in the STIP and TIP should be more refined than that found in the transportation plan (MTP or SLRP). The STIP and TIP require a 4-year fiscal constraint demonstration that indicates the resources available or committed and/or reasonably expected to be available to carry out the programs. This means that the STIP and TIP must demonstrate and balance their revenue forecast with their expected expenditure forecast (total estimated project costs) for the near term (4-year) period while adequately operating and maintaining the federally supported transportation system. [23 CFR § 450.216(m) and § 450.324(h)]

It is more challenging for the transportation plan to forecast future revenues/costs for a 20-year time frame and to predict the exact nature of funding sources. Although near term MTP financial information is expected to be fairly accurate, the estimates for the outer years (10+ years) of the plan may be less precise. If cost ranges or bands are used (which are allowable in the outer years of the plan), associated revenues should be reasonably expected to be available to cover Project expenditures, including the upper limit of those bands or ranges. Over time, more current financial data and forecasts can be developed as the MTP is updated every four to five years (or more frequently).

For outer years beyond the timeframe of the TIP and STIP, project sponsors must identify reasonably available source of funding for their Project, which should include a defined funding strategy for the completion of their Projects.

Table 4 provides information on the funding requirements and type of revenue resources that are associated with the planning documents and timeframe.

Q31. **Why is fiscal constraint requirement critical now?**

Fiscal constraint has been a critical part of the planning and project development processes since the passage of ISTEA in 1991. In today's limited fiscal environment, it is critical that we provide due diligence as to how public funds are expended. When making NEPA decisions, including the decisions whether to initiate the NEPA process, it is incumbent on the Division Office to consider the broader context of fiscal stewardship. Fiscal stewardship is a critical role and responsibility for the FHWA and is engrained throughout the transportation decision making process: from fiscal constraint requirements in the transportation planning process, to reasonable cost estimates of alternatives in project development and the NEPA process, to financial plans and Major Project requirements during design and construction.

The FHWA must actively encourage transparency, consistency, and reasonableness with regard to planned expenditures of public resources, and attempt to ensure that consistent messages are being provided throughout the planning, project development, NEPA, design, construction, operation, and environmental mitigation follow-up processes.

Financial Guidelines for MPO Long Range Plans

Background

The MPOAC adopted the "MPOAC 2025 Florida Transportation Plan Implementation Action Plan" at its April 2007 meeting. This document is intended to serve as a starting point for discussions regarding implementation of General Action 4 of the Implementation Action Plan, which states:

4.I mprove Conditions for Estimating Statewide Financial Shortfall: One of the key transportation issues identified in the FTP is an imbalance between estimated transportation needs and future financial resources. The statewide 20-year funding shortfall for MPO areas was estimated to be $37.7 billion in 2002 (expressed in Year 2000 dollars). However, the accuracy of this and previous shortfall estimates are called into question due to a lack of uniformity in the reporting of financial and planning data. Therefore, a set of statewide guidelines for defining and estimating transportation needs and reporting financial data in MPO LRTPs should be developed by the MPOAC in coordination with FDOT. Additionally, MPOs in Florida will agree to include an estimate of transportation needs in their adopted LRTP to facilitate a statewide estimate of transportation needs.

Long Range Transportation Plan Needs and Cost Feasible Plan

Guidelines for Defining and Reporting Needs

- All MPOs will include an estimate of needs within the body of their adopted LRTP. While MPOs need not include a full-scale needs plan including such information as maps and a project lists, MPOs should include sufficient information to understand the composition of the identified need. The needs estimate should include all costs (operations, maintenance, capacity expansion, etc.) associated with all modes included in the adopted LRTP.
- Certain types of projects should not be considered a "needed" project if they represent projects that are extremely unlikely to be implemented and unnecessarily inflate the estimated transportation needs in the metropolitan area. The cost of such a project should not be included in an MPO Needs Plan. Such projects may include:
    - Projects that cannot be implemented due to policy constraints
    - Projects that cannot be implemented due to physical constraints
    - Projects that are unlikely to be implemented due to potential significant environmental constraints
    - Projects that are unlikely to be implemented due to potential significant environmental justice or civil rights impacts
- Transportation projects included in the MPO Needs Plan should be appropriate to meet the identified transportation need while advancing the goals and policies of the MPO. Cost should be given significant consideration when choosing among various alternatives (mode or alignment) to meet an identified need. Compelling policy or practical reasons for selecting alternatives that exceed the identified transportation need may include increasing the availability of premium transit options, overwhelming environmental benefit or the need to use compatible technology to expand an existing transportation asset.

- Reported needs should be broken down by system and by mode. For example, SIS facility needs should be identified separately from needs on non-SIS state highway facilities and highway needs not on the state highway system.

Guidelines for Financial Reporting for Cost Feasible Long Range Transportation Plans

- Reasonably available revenue should be broken down by funding category. Additionally, the LRTP should identify the system component(s) that available revenue will be expended upon.
- An estimate of the cost of all projects and all phases, regardless of mode, should be included in the cost feasible LRTP.
- The costs of operating and maintaining the existing and future transportation system should be clearly stated in the cost feasible plan, in a manner agreed upon by the MPOAC, FDOT and FHWA/FTA.
- MPOs should include full financial information for all years covered by the LRTP, including information from their TIP.
- For their next adopted cost feasible LRTP, MPOs will use:
    - FY 2008/2009 as the base year
    - FY 2034/2035 as the horizon year

Long Range Revenue Forecast for Long Range Transportation Plan Updates

FDOT, in cooperation with the MPOAC and Florida's MPOs, has prepared long range revenue forecasts for state and federal funds that "flow through" the FDOT Work Program and other financial planning guidance since 1995. These forecasts and guidance have been used for the Florida Transportation Plan and metropolitan long range transportation plans. FDOT will, in cooperation with the MPOAC and Florida's MPOs, develop an updated revenue forecast through 2035 and guidance for the next updates of those plans. The following are issues that will affect the next forecast:

- New federal regulations clarify that the horizon year for an LRTP must be at least 20 years from the date of adoption; i.e., any LRTP adopted before the end of December 2010 may have a horizon year of 2030 or beyond.
- As of December 11, 2007, MPO long range transportation plans must be expressed in "Year of Expenditure" (YOE) dollars.
- The horizon years of current adopted Florida LRTPs vary: 11 plans have a 2025 horizon year, 15 plans have a 2030 horizon year.
- FDOT is currently updating the SIS Highway Component Cost Feasible Plan and extending the horizon year to 2035.

Based on these and other issues related to developing long range transportation plans, the following is guidance for developing and reporting financial estimates in the plans.

Guidelines for Revenue Estimates

- The recommended Base Year is FY 2008/2009 (State Fiscal Year) and recommended Horizon Year is FY 2034/2035 for all 26 metropolitan long range transportation plans.
- The recommended Time Period for estimates is 5 years (for example, 2009-2010, 2011-2015, 2016-2020, 2021-2025, 2026-2030, and 2031-2035). This is consistent with previous forecasts and simplifies reporting. The use of 5-year periods increases flexibility and reduces the need to "fine tune" project priorities.
- For estimates of State and Federal Revenues:
    - FDOT will provide YOE estimates for state capacity programs for individual MPOs, similar to prior forecasts.
    - FDOT will provide YOE statewide estimates for non-capacity state programs and provide documentation of program levels and system preservation objectives expected to be met by those funding levels, similar to prior forecasts; MPOs should include the material in long range transportation plan documentation.
    - FDOT will work with the MPOAC to develop the detailed assumptions required for these estimates.
- For estimates of local revenues:
    - FDOT will provide guidance for development of estimates of traditional sources.
    - FDOT and the MPOAC will develop guidance for estimating revenues from other "reasonably available sources," particularly Proportionate Fair Share Contributions under Chapter 163, F.S.

Guidelines for Developing Project Costs

- Project Cost Estimates are typically expressed in Present Day Cost (PDC) dollars, so they will have to be adjusted with inflation factors for the time period in which they are planned to be implemented.
- To adjust costs from PDC to Year of Expenditure:
    - DOT has adopted estimates of inflation factors through 2035 that MPOs are encouraged to use. FDOT will provide documentation of the assumptions used to develop those factors.
    - MPO should document alternative inflation factors, with explanation of assumptions.
- The recommended Time Period for costs is 5 years (e.g., 2009-2010, 2011-2015, 2016-2020, etc). This is consistent with previous forecasts and simplifies reporting. In addition:
    - This increases flexibility and reduces the need to "fine tune" project priorities.
    - Annual inflation factor estimates will be used to estimate "mid-point" factors for project costs during respective 5-year period.
- Using YOE dollars, regardless of the length of time periods, requires establishing project priorities which may require some MPOs to modify their priority setting process and schedule.
- FDOT will provide YOE cost estimates, phasing and project descriptions for projects included in the 2035 SIS Highway Component Cost Feasible Plan to each MPO.

Guidelines for Distribution of Next Long Range Revenue Forecast

- The long range forecast of state and federal revenues will be needed by all MPOs for modeling and financial planning for their next updates. FDOT will provide the new revenue forecast by May 30, 2008, incorporating the outcome of a 2007 Special Session of the Florida Legislature.

Technical Memorandum 21-02

Office of Policy Planning

FROM: Office of Policy Planning

DATE: December 2021

SUBJECT: Fiscal Constraint of the Long Range Transportation Plan (LRTP)

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Florida Department of Transportation (FDOT) coordinated to develop guidance related to demonstrating fiscal constraint in the LRTP. This guidance is developed in response to fiscal year 2021 Program Accountability Results (PAR) Review and quadrennial Transportation Management Area (TMA) certification observations, and is supported by the 2008, 2012, and 2018 LRTP Expectations Letters and Florida FY21 FHWA/FTA Fiscal Constraint White Paper. These resources can be found on the MPO Partner Site.

Showing Federal Funds in the first 10 years of the LRTP

The Cost Feasible Plan (CFP) is a required aspect of the Long Range Transportation Plan (LRTP) that a Metropolitan Planning Organization (MPO) must produce every five years. The use of federal funds on projects needs to be noted in the CFP. If state and federal funds are used as a combined source, projects within the first ten years of the plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. This can be demonstrated with an asterisk and footnote. Acceptable examples are provided later in this guidance.

Including the first 5 years in the LRTP

The LRTP is a planning document that describes how the implementation of projects will help achieve the vision. The plan must include at least twenty years of projects and funding beginning with the adoption date. This provides a complete picture of revenues and costs for the planning horizon. The first five years of projects must be included in the CFP and financial plan that compares costs to revenues to demonstrate how the plan can be implemented. The level of detail provided for the first five years can be consistent with a planning level document. The first five years of projects must not be included by referencing or linking the Transportation Improvement Program (TIP), which is updated annually. A reference or link to the TIP would not accurately represent the first five years of projects since TIPs change annually to add a new fifth year.

Assessment of Fiscal Constraint in the Financial Plan Summary

The financial plan demonstrates LRTP implementation by comparing project costs with reasonably anticipated revenues to show the plan can be implemented with projected revenues. This helps federal partners determine fiscal constraint, which means all needed project phases can be implemented with the funding identified in the LRTP. A simple way to demonstrate the results of the financial plan is to provide a table that shows revenues exceed project costs, including a separate line item or table for the anticipated revenue available for operations and maintenance. Showing operations and maintenance revenues as a separate line item or table helps ensure that these costs are being used in balancing the fiscal constraint of the revenues with both the capital and maintenance investments.

Examples

The following examples are organized by the three topics discussed above. Each example demonstrates how to address a single topic; the examples do not show how to address all topics in the same table or portion of the LRTP narrative.

Showing Federal Funds in the first 10 years of the LRTP

The below examples show how footnotes can be used to identify which projects are planned to be implemented with federal funds.

Example 1

Table 4-7 & Appendix B (Years 1-5)

"All projects will use a combination of federal and state funding unless noted with an asterisk (*). Projects noted with an asterisk (*) will use local funds only. Additional information on project funding and phases is available in the current Transportation Improvement Program."

Table 4-8 & Appendices C-D (Years 6+)

"All projects will use a combination of federal and state funding unless noted with an asterisk (*). Projects noted with an asterisk (*) will use local funds only."

Example 2

The first table summarizes funding sources and must be accompanied by the second table that shows a more detailed breakdown of projects, including identifying which projects are planned to be implemented with federal funds. Both tables are accompanied by the footnotes stating: "All funding sources involve a combination of federal and state funding unless noted with an asterisk. Funding sources noted with an asterisk will use local funds only." OR "All projects will use a combination of federal and state funding unless noted with an asterisk." If unique federal funding sources are listed in the footnote, it must include all pertinent sources.

Table 5-1: Projected Revenues, Capital Roadway Projects

[redacted]	Funding Source[1]	Tier 1 2021-2025	Tier 2 2026-2030	Tier 3 2031-2035	Tier 4 2036-2045
	Other Arterials (OA)	$ 43,006,687	$ 130,940,000	$ 142,800,000	$ 298,710,000
	SIS	$ 54,379,314	$ 11,220,236	$ 7,850,750	$119,080,400
	Local*	$ 112,196,583	$ 43,385,887	$ 43,433,361	-

[1]All funding sources involve a combination of federal and state funding unless noted with an asterisk (*). Funding sources noted with an asterisk (*) will use local funds only.

ID Num	Project Name	From	To	Strategy	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source OA	Source SIS	Source L	Funded Project Phases	YOE Cost by Phase PD&E	PE	ROW	CST	YOE Cost Total
100	ITS Near Term				$12,963,060						$-	$-	$-	$-	**$-**
101	ITS Mid Term				$16,600,500						$-	$-	$-	$-	**$-**
102	ITS Long Term				$45,926,663						$-	$-	$-	$-	**$-**
200	Intersection Improvements Near Term				$4,321,020						$-	$-	$-	$-	**$-**
201	Intersection Improvements Mid Term				$5,533,500						$-	$-	$-	$-	**$-**
202	Intersection Improvements Long Term				$15,308,888						$-	$-	$-	$-	**$-**

ID Num	Project Name	From	To	Strategy	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source			Funded Project Phases	YOE Cost by Phase				
							OA	SIS	L		PD&E	PE	ROW	CST	YOE Cost Total
-	SR 8 (I-10) Interchange at SR 61 & SR 261 (US 319)			Interchange Improvement	$11,977,000	$6,648,000					$-	$-	$-	$-	**$-**
-	SR 263 Capital Circle	Spring Road	Orange Avenue	Add lanes and reconstruct	$113,419,000	$59,040,000		x		D/ROW/ CST	$-	$60,221	$142,000	54,177,093	**$54,379,314**
-	SR 263 Capital Circle	Crawford Road	Spring Road	Add lanes and reconstruct	$59,051,000	$21,576,000	x			CST	$-	$-	$ -	$37,474,555	**$37,474,555**
-	SR 369 (US 319/Crawfordville Road)	N of SR 267	Leon CL	Landscaping	$34,100,000	$33,229,000	x			CST	$-	$-	$-	$871,074	**$871,074**
-	Northeast Gateway - Welaunee Boulevard Phase I	Fleisch Road	Roberts Road	New Road Construction	$72,400,000	$-			x	PDE/D/ROW/ CST	$1,600,000	$6,700,000	2,800,000	$61,300,000	**$72,400,000**
-	Northeast Connector - Bannerman Road	Quail Drive	Meridian Road	Widening and Multimodal Improvements	$39,797,000	$-			x	PDE/D/ ROW/ CST	2,507,185	$3,143,930	7,163,385	$26,982,083	**$39,797,000**
7	Crawfordville Road	LL Road	Wakulla Road	2 to 4 Lanes	$22,692,000	$1,165,000					$-	$-	$-	$-	**$-**
11.1*	Thomasville Road	Seventh Ave	Monroe Street	Multimodal Operational	$4,515,000	$-					$-	$-	$-	$-	**$-**
11.2*	Thomasville Road	Bradford Rd	Seventh Ave	Multimodal Operational	$6,546,000	$-					$-	$-	$-	$-	**$-**
12	Woodville Highway	Capital Circle SE	SR 263	2 to 4 Lanes	$44,938,000	$8,110,000					$-	$-	$-	$-	**$-**
45**	Tennessee Street/Mahan Dr/US 90	Capital Circle NE		Major Intersection Reconfiguration	$2,640,000	$-					$-	$-	$-	$-	**$-**
4.1	Crawfordville Road	East Ivan	Arran Road	2 to 4 Lanes	$65,404,000	$5,648,000					$-	$-	$-	$-	**$-**
21.1	Orange Avenue	Capital Circle SW	Bradford Road	Access Management and Multimodal Improvements	$3,184,000	$659,000					$-	$-	$-	$-	**$-**
21.2	Orange Avenue	Bradford Road	Bradford Road	2 to 4 Lanes	$27,347,000	$412,000					$-	$-	$-	$-	**$-**
21.4	Orange Avenue	Bradford Road	Monroe Street	2 to 4 Lanes	$30,618,000	$700,000	x			D	$2,090,000	$-	$-	$-	**$2,090,000**

ID Num	Project Name	From	To	Strategy	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source			Funded Project Phases	YOE Cost by Phase				
							OA	SIS	L		PD&E	PE	ROW	CST	YOE Cost Total
22.1	Pensacola Street	Capital Circle NW	Appleyard Drive		$19,670,000	$-					$-	$-	$-	$-	**$-**
23***	Tharpe Street	Capital Circle	Ocala Road	2 to 4 Lanes	$ 76,639,000	$-					$-	$-	$-	$-	**$-**
4.2	Crawfordville Road	Arran Road	Lost Creek Bridge	2 to 4 Lanes	$100,941,000	$5,648,000					$-	$-	$-	$-	**$-**
5	Crawfordville Road	Lost Creek Bridge	Alaska Way	2 to 4 Lanes	$144,370,000	$7,844,000	x			ROW	$-	$-	2,571,058	$-	**$2,571,058**
6	Crawfordville Road	Wakulla CL	Wallace Road	2 to 4 Lanes	$45,119,000	$1,445,000					$-	$-	$-	$-	**$-**
8	Interstate 10	US 90	Leon CL	4 to 6 Lanes	$53,188,660	$-					$-	$-	$-	$-	**$-**
9	Interstate 10	Leon CL	Capital Circle NW	4 to 6 Lanes	$79,633,650	$-					$-	$-	$-	$-	**$-**

[1]*All projects will use a combination of federal and state funding unless noted with three asterisks (***).*

Including the first 5 years in the LRTP

The below example shows how to include the first five years of projects. Information may be sourced from the TIP, but it is not incorporated by reference or link. The hypothetical example below should be read as a continuous table; the identification number is repeated in the first column for ease of reference. If projects are not fully funded within the first five years, additional funding will need to be reflected in subsequent cost bands or in the needs plan if all phases are not fully funded within the LRTP.

Example 3 (Hypothetical Example)

ID #	Project Name	From	To	Strategy	County	Total Project Costs (LRTP YOE Cost + Prior Year Costs)	Prior Year Costs	Source			Funded Project Phases	Tier 1 2021-2025 YOE Cost by Phase				
								OA	SIS	L		PD&E	PE	ROW	CST	YOE Cost Total
1	NE Connect	Quail Drive	Meri Road	Widening and Multi-modal	A	$39,797,000	$ -			x	PDE/D/ ROW/CST	$2,507,185	$3,143,930	$7,163,385	$26,982,083	**$39,797,000**
2	Crawford Road	East Ivan Drive	Arran Road	2 to 4 Lanes	B	$65,404,000	$5,648,000					$ -	$ -	$ -	$ -	**$ -**
3	Orange Avenue	N Lake Road	Monroe Street	2 to 4 Lanes	A	$30,618,000	$ 700,000	x			D	$2,090,000	$ -	$ -	$ -	**$2,090,000**
4*	Tharpe Street	Capital Circle	Ocala Road	2 to 4 Lanes	A	$76,639,000	$ -					$ -	$ -	$ -	$ -	**$ -**
5	Crawford Road	Lost Creek Bridge	North Way	2 to 4 Lanes	B	$144,370,000	$7,844,000	x			ROW	$ -	$ -	$2,571,058	$ -	**$2,571,058**

ID Num	Source			Funded Project Phases	Tier 2 2026-2030 YOE Cost by Phase				
	OA	SIS	L		PD&E	PE	ROW	CST	YOE Cost Total
1					$ -	$ -	$ -	$ -	**$ -**
2	x			ROW	$ -	$ -	$20,280,996	$ -	**$20,280,996**
3	x			ROW	$ -	$ -	$15,708,000	$ -	**$15,708,000**
4*			x	D/ROW	$ -	$5,548,262	$27,657,654	$ -	**$33,205,915**
5					$ -	$ -	$ -	$ -	**$ -**

ID Num	Source			Funded Project Phases	Tier 3 2031-2035 YOE Cost by Phase				
	OA	SIS	L		PD&E	PE	ROW	CST	YOE Cost Total
1					$ -	$ -	$ -	$ -	**$ -**
2	x			CST	$ -	$ -	$ -	$39,474,928	**$39,474,928**
3	x			CST	$ -	$ -	$ -	$12,120,403	**$ 12,120,403**
4*			x	CST	$ -	$ -	$ -	$43,433,361	**$43,433,361**
5	x			ROW	$ -	$ -	$11,160,000	$ -	**$ 11,160,000**

ID Num	Source			Funded Project Phases	Tier 4 2036-2045 YOE Cost by Phase				
	OA	SIS	L		PD&E	PE	ROW	CST	YOE Cost Total
1					$ -	$ -	$ -	$ -	**$ -**
2					$ -	$ -	$ -	$ -	**$ -**
3					$ -	$ -	$ -	$ -	**$ -**
4*					$ -	$ -	$ -	$ -	**$ -**
5	x			ROW/CST	$ -	$ -	$22,140,000	$100,655,000	**$122,795,000**

[1]*All projects will use a combination of federal and state funding unless noted with an asterisk (*). Projects noted with an asterisk (*) will use local funds only.*

Assessment of Fiscal Constraint the Financial Plan

The below example demonstrates how to show fiscal constraint in the Financial Plan, as well as how to show revenue and cost estimates for operations and maintenance separately. This hypothetical example is a demonstration of fiscal constraint for roadways. When separating out the costs, a separate line item or two tables must be used to demonstrate fiscal constraint. The first table shows fiscal constraint for capital projects, while the second table shows operation and maintenance for roadways separate from capital investments.

Example 4 (Hypothetical Example)

Table 1 Total Revenue and Costs for Roadway Capital Projects (2021-2045) (Years of Expenditure)

Financial Summary	Costs/Revenues in Year of Expenditures	
Tier 1 2021-2025		
OA	Revenues	$43,006,687
	Costs	$43,006,687
	Balance	-
SIS	Revenues	$54,379,314
	Costs	$54,379,314
	Balance	-
Local*	Revenues	$112,196,583
	Costs	$112,196,583
	Balance	-
Other State	Revenues	$12,060,000
	Costs	$12,060,000
	Balance	-
Tier 2 2026-2030		
OA	Revenues	$130,940,000
	Costs	$130,940,000
	Balance	-
SIS	Revenues	$11,220,236
	Costs	$11,220,236
	Balance	-
Local*	Revenues	$43,385,887
	Costs	$43,385,887
	Balance	-
Other State	Revenues	$10,500,000
	Costs	$10,500,000
	Balance	-
Tier 3 2031-2035		
OA	Revenues	$143,191,954
	Costs	$143,191,954
	Balance	-
SIS	Revenues	$7,850,750
	Costs	$7,850,750
	Balance	-
Local*	Revenues	$43,433,361
	Costs	$43,433,361
	Balance	-

Financial Summary	Costs/Revenues in Year of Expenditures	
Other State	Revenues	$15,600,000
	Costs	$15,600,000
	Balance	-
Tier 4 2036-2045		
OA	Revenues	$299,094,054
	Costs	$299,094,054
	Balance	-
SIS	Revenues	$119,080,400
	Costs	$119,080,400
	Balance	-
Local*	Revenues	-
	Costs	-
	Balance	-
Other State	Revenues	$30,600,000
	Costs	$30,600,000
	Balance	-

All funding sources involve a combination of federal and state funding unless noted with an asterisk (*). Funding sources noted with an asterisk (*) will use local funds only.

The table below provides a summary of estimated revenues and costs for the system level operations and maintenance. The example anticipates that all operations and maintenance revenue will be fully expended.

Table 2 Total Revenue and Costs for Roadway Operations and Maintenance (2021-2045) (Years of Expenditure)

Funding Source	Category	Total Projected Revenues	Total Operations and Maintenance Costs
State	Districtwide SHS	$9,131,600,000	$9,131,600,000
Local	County Fuel Tax	$20,938,000	
	Constitutional Fuel Tax	$46,967,000	
	First Local Option Fuel Tax	$63,623,000	
	9th Cent Fuel Tax	$2,554,000	
	General Fund for Transportation	$44,985,000	
	Local Subtotal	$179,067,000	$179,067,000

Resources

- 2008 LRTP Expectations Letter
- 2012 LRTP Expectations Letter
- 2018 LRTP Expectations Letter
- Florida FY21 FHWA/FTA Fiscal Constraint White Paper
- FHWA LRTP Expectations Checklist

Appendix F
Roadway-Highway Project Prioritization

Roadway/Highway Projects Prioritization (non-Strategic Intermodal System)

Martin Moves 2050

MPO Project ID Number	Street Name	From	To	Project Description	Improvement/ Project Type	Length (in miles)	Total Score	Ranking	Priority	Federal Aid System*
447555-1	SR-710/SW Warfield Boulevard	at CR-714/Martin Highway	-	Realignment of SW Martin Highway/CR-714 to Intersection with SE 126th Boulevard and SR-710	Realignment	-	Funded**	TIP	**Currently Funded**	On-System
447555-2	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	New Intersection	New Intersection	0.37	Funded**	TIP		On-System
447555-3	SR-710/SW Warfield Boulevard	W of SE 126th Boulevard	Okeechobee/Martin County Line	Add Lanes and Reconstruct	Widening	-	Funded**	TIP		On-System
453333-1	SR-710/SW Warfield Boulevard	FR FPL Access Road	CR-609/SW Allapattah Road	Add 4 Lanes to Build 6	Widening[1]	5.94	Programmed***	TIP		On-System
453333-2	SR-710/SW Warfield Boulevard	Martin/Okeechobee County Line	FPL Power Plant Access Road	Add 2 Lanes to Build 4	Widening[2]	9.81	Programmed***	TIP		On-System
453333-4	SR-710/SW Warfield Boulevard	SW Allapattah Road	SW Van Buren Avenue	Add Lanes and Reconstruct	Widening	0.84	Funded**	TIP		On-System
441636-3	SR-714/Martin Highway	at FEC Railway	-	Grade Separation	Grade Separation	-	Funded**	TIP		On-System
441700-1	Cove Road	Kanner Highway (SR-76)	US-1/SR-5	PD&E/EMO Study	PD&E Study[3]	3.20	Programmed***	TIP		Off-System
441699-1	High Meadow Avenue (CR-713)	I-95 (SR-9)	Martin Highway (SR-714)	Add Lanes and Reconstruct	Widening[4]	2.64	Programmed***	TIP		Off-System
419669-3	Willoughby Boulevard Extension	Monterey Road (SR-714)	Federal Highway (US-1/SR-5)	PD&E/EMO Study	PD&E Study[5]	0.84	Programmed***	TIP		Off-System
422681-5	I-95	High Meadow Avenue	Martin/St. Lucie County Line	Managed Lanes	PD&E Study[6]	9.92	Programmed***	TIP		On-System
RD-11	SW Newfield Parkway	West Farm Road	Martin/St. Lucie County Line	2L to 4L	Widening	1.13	35	1	**Tier 1**	Off-System
RD-12	SW Newfield Parkway	SW Praire Avenue	SR-714/SW Martin Highway	2L to 4L	Widening	2.36	34	1		Off-System
RD-15	SW Martin Downs Boulevard	SR-714/SW Martin Highway	SW High Meadow Avenue	4L to 6L	Widening	0.98	32	2	**Tier 2**	On-System
RD-30	SR-714/SW Martin Highway	I-95 (SR-9)	SW 84th Avenue	2L to 4L	Widening	1.35	32	2		On-System
RD-3	SW 96th Street	SW Pennsylvania Avenue	SR-76/SW Kanner Highway	2L to 4L	Widening	0.93	28	3	**Tier 3**	-
RD-4	SW Bridge Road	Pratt Whitney Road	I-95	2L to 4L	Widening	2.03	28	3		Off-System
RD-9	CR-714/SW Martin Highway	SW Allapattah Road/CR-609	I-95	2L to 4L	Widening	5.36	28	3		Off-System
RD-8	SW Allapattah Road/CR-609	CR-714/SW Martin Highway	Martin/St. Lucie County Line	2L to 4L	Widening	3.11	27	3		Off-System
RD-21	NW Green River Parkway	NE Jensen Boulevard	Martin/St. Lucie County Line	2L to 4L	Widening	1.26	27	3		-
RD-1	SW Indiantown Avenue	SR-710/SW Warfield Boulevard	SR-76/SW Kanner Highway	2L to 4L	Widening	0.39	27	3		-
RD-7	SE Bridge Road/CR-708	SE Flora Avenue	SE Gomez Road	2L to 4L	Widening	1.43	25	4	**Tier 4**	Off-System
RD-28	Village Parkway Extension	SR-714/Martin Highway	Martin/St. Lucie County Line	New 4 Lane Road	New 4L Road	3.00	Developer Funded	Not Applicable	Not Applicable	-

* On System and Off System roads that are Federal Aid Eligible.

** Project funded through Construction (CST) phase.

***Construction (CST) phase is not funded.

[1] Martin MPO FY26-30 TIP includes funding for PE and ROW phases for SR-710/Warfield Boulevard (FR FPL Access Road to SW Van Buren Avenue) widening project. FDOT's construction cost estimate in 2025 dollars is approximately $70.80M.

[2] Martin MPO FY26-30 TIP includes funding for PE and ROW phases for SR-710/Warfield Boulevard (Martin/Okeechobee County Line to FPL Power Plan Access Road) widening project. FDOT's construction cost estimate in 2025 dollars is approximately $149.0M.

[3] Martin MPO FY26-30 TIP includes funding for PD&E, PE and ROW phases for Cove Road (Kanner Highway/SR-76 to US-1/SR-5) widening project. FDOT's construction cost estimate in 2025 dollars is approximately $61.4.0M.

[4] Martin MPO FY26-30 TIP includes funding for PD&E, PE and ROW phases. FDOT's construction cost estimate in 2025 dollars is approximately $23.7M.

[5] Martin MPO FY26-30 TIP includes funding for PD&E and PE phases for Willoughby Boulevard (Monterey Road/SR-714 to Federal Highway/US-1/SR-5) project - New 2L Road. FDOT's project cost estimate in 2025 dollars for the remaining phases is approx. $32.1M.

[6] Martin MPO FY26-30 TIP includes funding for PD&E phase for I-95 (High Meadow Avenue to Martin/St. Lucie County Line) Managed Lanes project.

Notes:

Prioritization Methodology

1. Project prioritized using a total 14 evaluation criteria relative to the goals and objectives of the LRTP - *Martin Moves 2050* .
2. Each project was assigned points on a scale of 1 to 4, with 1 being the lowest and 4 indicating the highest. In all cases a higher score indicated better performance compared to a lower score.
3. Ranking is based on cumulative scores and data distribution using average and standard deviation.

Project Ranking

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Overall Performance	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Total Score	27.0	28.0	28.0	25.0	27.0	28.0	35.0	34.0	32.0	27.0	32.0
Ranking	3	3	3	4	3	3	1	1	2	3	2

Descriptive Statistic		
Average	29.36	
Standard Deviation (SD)	3.29	
Maximum Value	35.0	
Minimum Value	25.0	
Sum	323.0	
Median	28.0	
Average - 1SD	26.07	Tier 4: <=26.07
Break Point	26.08	Tier 3: >26.07 and <=29.36
Average	29.36	Tier 2: >29.36 and <=32.66
Average + 1SD	32.66	Tier 1: >32.66
Range	10.0	

Priority	Scoring System	
4	Tier 4: <=26.07	Projects scoring less than Average - 1SD threshold value - Tier 4
3	Tier 3: >26.07 and <=29.36	Projects scoring more than Average -1SD but less or equal to Average threshold value - Tier 3
2	Tier 2: >29.36 and <=32.66	Projects scoring between Average and Average + 1SD threshold value - Tier 2
1	Tier 1: >32.66	Projects scoring more than Average + 1SD value threshold - Tier 1

Notes:

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Roadway/Highway Projects Prioritization Criteria *(non-Strategic Intermodal System)*

Martin Moves 2050

Item Number	Evaluation Criteria	Performance Measure	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
			RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
1	Level of service	Vehicle miles of travel operating at or better than adopted level of service standard.	5,419	13,256	41,943	19,686	140,039	256,663	58,606	69,566	36,085	18,589	55,175
2	Job access	Percent of jobs within 30-minute auto travel time for average household.	QTR	FULL	HALF	QTR	QTR	QTR	FULL	FULL	FULL	FULL	FULL
3	Delay	Vehicle hours of delay per capita compared to base year conditions. (Annualized)	(0.05)	(0.50)	0.52	(6.90)	8.67	15.42	8.07	4.18	0.33	(3.20)	2.72
4	Travel time reliability	% of person-miles traveled on the non-Interstate NHS that are reliable.	1.37	1.38	1.06	1.91	1.06	1.08	1.28	1.28	1.34	1.44	1.20
5	Funding	Percent of major roadways with appropriate bicycle, pedestrian and transit facilities.	SD/BL	SD or BL	SD or BL	SD/BL	SD or BL	SD or BL	TRST or TNC	TRST or TNC	TRST or TNC	SD or BL	SD or BL
6	Quality of life	Transportation projects that are located in Community Redevelopment Areas (CRAs).	Outside	Outside	Outside	Inside	Outside	Outside	Outside	Outside	Outside	Outside	Outside
7	Hurricane Evacuation	Centerline miles of roadway on evacuation routes operating at or better than the adopted level of service.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
8	Fatal injury crashes	Number of fatalities (Annual)	0.032	0.077	0.245	0.115	0.818	1.499	0.342	0.406	0.211	0.109	0.322
9	Serious injury crashes	Number of serious injuries. (Annual)	0.095	0.232	0.735	0.345	2.453	4.497	1.027	1.219	0.632	0.326	0.967
10	Environmentally sensitive lands	Proximity of environmentally sensitive lands, such as, wetlands or significant wildlife habitat or conservation lands (in acres).	9.3%	5.0%	10.9%	21.4%	51.8%	85.2%	25.1%	9.2%	8.3%	35.6%	17.4%
11	Environmental justice	Investment in transportation improvement projects in environmental justice areas compared to the rest of the county.	10%	47%	14%	12%	2%	12%	72%	60%	303%	59%	61%
12	Extreme weather resiliency	Transportation improvement projects located in areas prone to inundation due to storm surge, king tides and other extreme weather events including SLR.	Outside	Outside	Outside	Adjacent to	Outside	Outside	Outside	Outside	Outside	Outside	Outside
13	Right of Way Constraints	Right of way availability and/or cost.	No Cost	No Cost	Medium Cost	Medium Cost	No Cost	No Cost	No Cost	No Cost	High Cost	No Cost	No Cost
14	High impact transportation projects	Funding allocation for strategic transportation improvement projects.	Medium Commitment	Medium Commitment	Medium Commitment	Medium Commitment	High Commitment	High Commitment	Medium Commitment	Medium Commitment	Medium Commitment	Medium Commitment	Low Commitment

Notes:

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Level of service

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	SR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Vehicle miles of travel operating at or better than adopted level of service standard.	5,419	13,256	41,943	19,686	140,039	256,663	58,606	69,566	36,085	18,589	55,175
Points/Score	1	1	2	2	4	4	3	4	2	1	3

Descriptive Statistic	
Average	65,002
Standard Deviation (SD)	73,706
Maximum Value	256,663
Minimum Value	5,419
Sum	715,026
Median	41,943
< 25th Percentile	19,137
25th Percentile	19,138
50th Percentile	41,943
75th Percentile	64,086
Range	251,244

Points	Scoring System
1	< 25th Percentile
2	25th - 50th Percentile
3	51st - 75th Percentile
4	> 75th Percentile

Notes:

Based on Vehicles Miles Traveled (VMT), length of the roadway segment at volume to capacity (v/c) ratio at Level of Service (LOS) 'D'.

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Job access

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Percent of jobs within 30-minute auto travel time for average household.	QTR	FULL	HALF	QTR	QTR	QTR	FULL	FULL	FULL	FULL	FULL
Points/Score	1	4	2	1	1	1	4	4	4	4	4

Descriptive Statistic	
Average	
Standard Deviation (SD)	
Maximum Value	0
Minimum Value	0
Sum	0
Median	0
< 25th Percentile	QTR
25th Percentile	HALF
50th Percentile	THRQTR
75th Percentile	FULL
Range	0

Points	Scoring System	
1	QTR	Less than 25% of the project within 15-minute contour
2	HALF	Approximately 25% to 49% of the project within 15-minute contour
3	THRQTR	Approximately 50% to 74% of the project within 15-minute contour
4	FULL	More than 75% to project within 15-minute time contour

Notes:

Based on length of a given project within the 15-minute travel time contou based on three major activity centers, Indiantown, downtown Stuart, and Hope Sound.

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Delay

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Vehicle hours of delay per capita compared to base year conditions. (Annualized)	0.0	0.0	0.5	-6.9	8.7	15.4	8.1	4.2	0.3	-3.2	2.7
Points/Score	1	1	2	1	4	4	4	3	2	1	3

Descriptive Statistic	
Average	2.7
Standard Deviation (SD)	6.2
Maximum Value	15.4
Minimum Value	-6.9
Sum	29.7
Median	0.5
< 25th Percentile	0.0
25th Percentile	0.0
50th Percentile	0.5
75th Percentile	6.1
Range	22.3

Points	Scoring System
1	< 25th Percentile
2	25th - 50th Percentile
3	51st - 75th Percentile
4	> 75th Percentile

Notes:

Less delay translates into a lower score. Delay per person in the vehicles passing through the segment. The average vehicle occupacy (VOC) used in 1.3 per/Veh based on TCRPM model.

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Travel time reliability

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
% of person-miles traveled on the non-Interstate NHS that are reliable.	1.37	1.38	1.06	1.91	1.06	1.08	1.28	1.28	1.34	1.44	1.20
Points/Score	2	1	4	1	4	4	3	3	2	1	3

Descriptive Statistic	
Average	1.3
Standard Deviation (SD)	0.2
Maximum Value	1.91
Minimum Value	1.06
Sum	14.40
Median	1.28
< 25th Percentile	1.13
25th Percentile	1.14
50th Percentile	1.28
75th Percentile	1.38
Range	0.85

Points	Scoring System
4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Notes:

Accumulated congested travel time along the project, normalized by the distance.

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Funding

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Percent of major roadways with appropriate bicycle, pedestrian and transit facilities.	SD/BL	SD or BL	SD or BL	SD/BL	SD or BL	SD or BL	TRST or TNC	TRST or TNC	TRST or TNC	SD or BL	SD or BL
Points/Score	2	1	1	2	1	1	3	3	3	1	1

Descriptive Statistic	
Average	
Standard Deviation (SD)	
Maximum Value	0
Minimum Value	0
Sum	0
Median	0
< 25th Percentile	SD or BL
25th Percentile	SD/BL
50th Percentile	TRST or TNC
75th Percentile	CS or MM
Range	0

Points	Scoring System	
1	SD or BL	Project includes sidewalk or bicycle lane improvements
2	SD/BL	Project includes sidewalk and bicycle facilities improvements
3	TRST or TNC	Project includes express bus, commuter bus, BRT or emerging mobility (TNCs) improvements
4	CS or MM	Complete Streets or project includes multimodal improvements, such as, sidewalk, bicycle and transit and/or freight improvements

Notes:

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Quality of life

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Transportation projects that are located in Community Redevelopment Areas (CRAs).	Outside	Outside	Outside	Inside	Outside	Outside	Outside	Outside	Outside	Outside	Outside
Points/Score	0	0	0	1	0	0	0	0	0	0	0

Descriptive Statistic	
Average	
Standard Deviation (SD)	
Maximum Value	0
Minimum Value	0
Sum	0
Median	0
< 25th Percentile	Outside
25th Percentile	Adjacent
50th Percentile	Partially Inside
75th Percentile	Inside
Range	0

Points	Scoring System	
0	Outside	Project is outside the Community Redevelopment Area (CRA) boundary.
1	Adjacent	Project is adjacent or touches Community Redevelopment Area (CRA) boundary.
1	Partially Inside	Project is partially inside the Community Redevelopment Area (CRA) boundary (0 to 50%).
1	Inside	Project is inside the Community Redevelopment Area (CRA) boundary (more than 50%).

Notes:

Based on GIS analysis. Project gets a 1 point bump if it is within or in vicinity of a Community Redevelopment Area (CRA).

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Hurricane Evacuation

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Centerline miles of roadway on evacuation routes operating at or better than the adopted level of service.	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Points/Score	0	0	1	1	1	1	1	1	1	0	1

Descriptive Statistic		Points	Scoring System
Average		0	No
Standard Deviation (SD)		0	No
Maximum Value	0	0	No
Minimum Value	0	1	Yes
Sum	0		
Median	0		
< 25th Percentile	No		
25th Percentile	No		
50th Percentile	No		
75th Percentile	Yes		
Range	0.00		

Notes:

Based on GIS analysis. Project get a 1 point bump is it overlaps with hurrican evacuation route.

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Fatal injury crashes

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Number of fatalities (Annual)	0.032	0.032	0.245	0.115	0.818	1.499	0.342	0.406	0.211	0.109	0.322
Points/Score	4	4	3	3	1	1	2	1	3	4	2

Descriptive Statistic	
Average	0.4
Standard Deviation (SD)	0.4
Maximum Value	1.499
Minimum Value	0.032
Sum	3.808
Median	4.130
< 25th Percentile	0.111
25th Percentile	0.112
50th Percentile	0.245
75th Percentile	0.374
Range	1.467

Points	Scoring System
4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Notes:

Based on crash rates developed using Signal Four Analytics data.

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Serious injury crashes

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Number of serious injuries. (Annual)	0.095	0.095	0.735	0.345	2.453	4.497	1.027	1.219	0.632	0.326	0.967
Points/Score	4	4	3	3	1	1	2	1	3	4	2

Descriptive Statistic	
Average	1.126
Standard Deviation (SD)	1.302
Maximum Value	4.497
Minimum Value	0.095
Sum	11.423
Median	12.390
< 25th Percentile	0.335
25th Percentile	0.335
50th Percentile	0.735
75th Percentile	1.123
Range	4.402

Points	Scoring System
4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Notes:

Based on crash rates developed using Signal Four Analytics data.

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Environmentally sensitive lands

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Proximity of environmentally sensitive lands, such as, wetlands or significant wildlife habitat or conservation lands (in acres).	9.3%	9.3%	10.9%	21.4%	51.8%	85.2%	25.1%	9.2%	8.3%	35.6%	17.4%
Points/Score	4	4	3	2	1	1	2	4	4	1	3

Descriptive Statistic	
Average	25.8%
Standard Deviation (SD)	23.9%
Maximum Value	85.2%
Minimum Value	8.3%
Sum	266.2%
Median	283.6%
< 25th Percentile	9.3%
25th Percentile	9.3%
50th Percentile	17.4%
75th Percentile	30.3%
Range	76.8%

Points	Scoring System
4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Notes:

Based on GIS analysis. Wetlands are NWI layer including palustrine and lacustrine. Conservation lands only includes spoil islands; there is no current layer for "conservation lands".

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Environmental justice

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Investment in transportation improvement projects in environmental justice areas compared to the rest of the county.	10%	10%	14%	12%	2%	12%	72%	60%	303%	59%	61%
Points/Score	1	1	2	2	1	2	4	3	4	3	4

Descriptive Statistic	
Average	56%
Standard Deviation (SD)	86%
Maximum Value	303%
Minimum Value	2%
Sum	551%
Median	612%
< 25th Percentile	10%
25th Percentile	11%
50th Percentile	14%
75th Percentile	61%
Range	3

Points	Scoring System
1	< 25th Percentile
2	25th - 50th Percentile
3	51st - 75th Percentile
4	> 75th Percentile

Notes:

Score based on density of zero auto households with 2 mile buffer of the project. New roadway projects that divide or bifurcate communities in EJ areas will be penalized by taking one point (-1) from the score for this criterion. Neighboring county block groups not included. Data from Census 2023.

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Extreme weather resiliency

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Transportation improvement projects located in areas prone to inundation due to storm surge, king tides and other extreme weather events including SLR.	Outside	Outside	Outside	Adjacent to	Outside	Outside	Outside	Outside	Outside	Outside	Outside
Points/Score	0	0	0	1	0	0	0	0	0	0	0

Descriptive Statistic	
Average	
Standard Deviation (SD)	
Maximum Value	0%
Minimum Value	0%
Sum	0%
Median	
< 25th Percentile	Outside
25th Percentile	Adjacent to
50th Percentile	Partially Within
75th Percentile	Within
Range	0%

Points	Scoring System	
0	Outside	Project located outside SLR vulnerability area, storm surge/king tides
1	Adjacent to	
1	Partially Within	
1	Within	Project located within SLR vulnerability area, storm surge/king tides

Notes:

Project gets a 1 point bump if it is within or in vicinity of flood prone location due to extreme weather events (Figure 8-5, Coastal High Hazard Area, Martin County Comprehensive Plan, July 2013).

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Right of Way Constraints

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Right of way availability and/or cost.	No Cost	No Cost	Medium Cost	Medium Cost	No Cost	No Cost	No Cost	No Cost	High Cost	No Cost	No Cost
Points/Score	4	4	2	2	4	4	4	4	1	4	4

Descriptive Statistic	
Average	
Standard Deviation (SD)	
Maximum Value	0
Minimum Value	0
Sum	0
Median	0
< 25th Percentile	No Cost
25th Percentile	Low Cost
50th Percentile	Medium Cost
75th Percentile	High Cost
Range	0

Points	Scoring System	
4	No Cost	Right of way is not required
3	Low Cost	Minor right of way may be required
2	Medium Cost	Some right of way may be required
1	High Cost	Project cannot be implemented without right of way acquisition or capital cost exceed $25 million

Notes:

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

High impact transportation projects

	SW Indiantown Avenue	SW 96th Street	SW Bridge Road	SE Bridge Road/CR-708	SW Allapattah Road/CR-609	CR-714/SW Martin Highway[1]	SW Newfield Parkway[2]	SW Newfield Parkway[3]	SW Martin Downs Boulevard	NW Green River Parkway	SR-714/SW Martin Highway[4]
Performance Measure	RD-1	RD-3	RD-4	RD-7	RD-8	RD-9	RD-11	RD-12	RD-15	RD-21	RD-30
Funding allocation for strategic transportation improvement projects.	Medium Commitment	Medium Commitment	Medium Commitment	Medium Commitment	High Commitment	High Commitment	Medium Commitment	Medium Commitment	Medium Commitment	Medium Commitment	Low Commitment
Points/Score	3	3	3	3	4	4	3	3	3	3	2

Descriptive Statistic	
Average	
Standard Deviation (SD)	
Maximum Value	0
Minimum Value	0
Sum	0
Median	0
< 25th Percentile	No Commitment
25th Percentile	Low Commitment
50th Percentile	Medium Commitment
75th Percentile	High Commitment
Range	0

Points	Scoring System	
1	No Commitment	Newly identifed project
2	Low Commitment	Project included in one study/plan
3	Medium Commitment	Project included in two studies/plans
4	High Commitment	Project included in multiple plans

Notes:

[1] CR-714/SW Martin Highway from SW Allapattah Road/CR-609 to I-95

[2] SW Newfield Parkway from West Farm Road to SW Becker Road

[3] SW Newfield Parkway from SW Pr Avenue to SW-714/SW Martin Highway

[4] SR-714/SW Martin Highway from I-95 (SR-9) to SW 84th Avenue

Summary Scores in Descending Order

MPO Project ID Number	Facility	From	To	Project Description	Improvement Type	Length (miles)	Total Score	Number of Criteria Applied	Normalized Score
RD-11	SW Newfield Parkway	West Farm Road	Martin/St. Lucie County Line	2L to 4L	Widening	1.13	35	14	2.50
RD-12	SW Newfield Parkway	SW Praire Avenue	SR-714/SW Martin Highway	2L to 4L	Widening	2.36	34	14	2.43
RD-15	SW Martin Downs Boulevard	SR-714/SW Martin Highway	SW High Meadow Avenue	4L to 6L	Widening	0.98	32	14	2.29
RD-30	SR-714/SW Martin Highway	I-95 (SR-9)	SW 84th Avenue	2L to 4L	Widening	1.35	32	14	2.29
RD-3	SW 96th Street	SW Pennsylvania Avenue	SR-76/SW Kanner Highway	2L to 4L	Widening	0.93	28	14	2.00
RD-4	SW Bridge Road	Pratt Whitney Road	I-95	2L to 4L	Widening	2.03	28	14	2.00
RD-9	CR-714/SW Martin Highway	SW Allapattah Road/CR-609	I-95	2L to 4L	Widening	5.36	28	14	2.00
RD-8	SW Allapattah Road/CR-609	CR-714/SW Martin Highway	Martin/St. Lucie County Line	2L to 4L	Widening	3.11	27	14	1.93
RD-21	NW Green River Parkway	NE Jensen Boulevard	Martin/St. Lucie County Line	2L to 4L	Widening	1.26	27	14	1.93
RD-1	SW Indiantown Avenue	SR-710/SW Warfield Boulevard	SR-76/SW Kanner Highway	2L to 4L	Widening	0.39	27	14	1.93
RD-7	SE Bridge Road/CR-708	SE Flora Avenue	SE Gomez Road	2L to 4L	Widening	1.43	25	14	1.79

Appendix G
System Performance Report

System Performance Report

Martin Moves 2050

Long Range Transportation Plan

Martin MPO
September 2025

Contents

Purpose **2**

1.0 Background **4**

2.0 Highway Safety Measures (PM1) **6**

3.0 Pavement and Bridge Condition Measures (PM2) **11**

4.0 System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3) **15**

5.0 Transit Asset Management Measures **20**

6.0 Transit Safety Performance **24**

List of Tables

Table 2.1 Statewide Highway Safety (PM1) Conditions and Performance 6
Table 2.2 Martin MPO Highway Safety (PM1) Conditions and Performance 7
Table 3.1 Statewide Pavement Condition (PM2) Performance and Targets 12
Table 3.2 Statewide Bridge Condition (PM2) Performance and Targets 12
Table 3.3 Martin MPO Pavement Condition (PM2) Performance and Targets 12
Table 3.4 Martin MPO Bridge Condition (PM2) Performance and Targets 13
Table 4.1 Statewide System Performance and Freight Reliability (PM3) Performance and Targets 16
Table 4.2 Martin MPO System Performance and Freight Reliability (PM3) Performance and Targets 16
Table 5.1 FTA TAM Performance Measures 20
Table 5.3 FTA TAM Targets for Martin County Public Transit (MARTY) 21
Table 6.1 Transit Safety Performance Targets for Martin County Public Transit 25

Purpose

Purpose

The document[1] is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

This document is organized as follows:

- Section 1 provides a brief background on transportation performance management;
- Section 2 covers the Highway Safety measures (PM1);
- Section 3 covers the Pavement and Bridge Condition measures (PM2);
- Section 4 covers System Performance measures (PM3);
- Section 5 covers Transit Asset Management (TAM) measures; and
- Section 6 covers Transit Safety measures.

[1] This document includes language adapted from FDOT provided template that Florida's metropolitan planning organizations (MPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information.

Section 1
Background

1.0 Background

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450,[2] an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports

The Martin MPO 2050 Long-Range Transportation Plan will be adopted on October 8, 2025. Per the Planning Rule, the System Performance Report for the Martin MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

[2] The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

Section 2
Highway Safety Measures (PM1)

2.0 Highway Safety Measures (PM1)

2.1 Highway Safety Performance Measures and Targets Overview

The first of FHWA's performance management rules, referred to as the PM1 rule, 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; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets for the following calendar year in the HSIP Annual Report that it transmits to FHWA each August. The current safety targets established in the 2023 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

MPOs must establish safety targets within 180 days of when FDOT establishes 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.

2.2 Highway Safety Baseline Performance and Established Targets

This System Performance Report discusses the performance for each measure as well as progress achieved in meeting targets over time. Table 2.1 presents statewide performance for each PM1 measure in recent years and the 2025 targets established by FDOT.

Table 2.1 Statewide Highway Safety (PM1) Conditions and Performance

	Five-Year Rolling Average				
Performance Measures	2016-2020	2017-2021	2018-2022	2019-2023	Florida CY 2025 Target
Number of Fatalities	3,190.0	3,304.8	3,391.2	3,441.8	0
Rate of Fatalities per 100 Million VMT	1.466	1.516	1.543	1.543	0
Number of Serious Injuries	18,978.4	18,012.4	17,137.2	16,380.6	0
Rate of Serious Injuries per 100 Million VMT	8.708	8.243	7.786	7.344	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,159.4	3,153.2	3,153.8	3,148.2	0

Table 2.2 presents performance in the MPO planning area for each safety measure in recent years.

Table 2.2 Martin MPO Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average			
	2016-2020	2017-2021	2018-2022	2019-2023
Number of Fatalities	26.6	25.2	27.8	26.4
Rate of Fatalities per 100 Million VMT	1.179	1.103	1.146	1.070
Number of Serious Injuries	110.2	120.6	129.0	125.2
Rate of Serious Injuries per 100 Million VMT	4.859	5.248	5.347	5.073
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	17.6	17.8	19.4	17.6

In the Martin MPO region, between the baseline year and the most recent reporting year, the number of annual fatalities showed variability but an overall slight downward trend. Fatalities decreased from 26.6 to 25.2 in the first interval (a 5.3% reduction), followed by an increase to 27.8 fatalities (a 10.3% rise) before declining again to 26.4 fatalities (a 5.0% reduction). When comparing the first and last years directly, total fatalities declined from 26.6 to 26.4, representing an overall 0.8% improvement. Serious injuries rose steadily during the first half of the reporting period, increasing from 110.2 to 120.6 (+9.4%) and then to 129.0 injuries (+7.0%). In the final year, serious injuries declined to 125.2 (–2.9%).

Despite this recent decrease, the overall trend indicates a 13.6% increase in serious injuries compared to the baseline year.

The Martin MPO agreed to support FDOT's highway safety targets on February 24, 2025. By adopting FDOT's targets, the Martin MPO agrees to plan and program projects that help FDOT achieve these targets.

The Martin MPO recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Martin MPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to

think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies

- The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

The Martin MPO 2050 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The process used to develop the Martin 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. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP. Below is summary discussion highlighting key goals, objectives, strategies, analysis, and programs in the *Martin Moves 2050* LRTP and underway at the MPO that are applicable to safety.

The MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing these links are critical to the achievement of national transportation goals and statewide and regional performance targets. As such, Connect 2045 directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including:

- *Martin Moves 2050* LRTP's incorporates Safety goal (Goal #2) with corresponding objectives and performance measures, which are used in project ranking criteria and prioritization.
- Safety Projects – The 2050 LRTP includes safety projects along six travel corridors in Martin County. In addition, it also includes complete streets and non-motorized improvements to enhance accessibility and safety for the most vulnerable transportation users.
- Interagency Partnering (Ongoing) – In conjunction with FDOT District Four, the Martin MPO conducted Safety Public Outreach at Walmart in December of 2024 to share information on safer practices for drivers, pedestrians, and cyclists. In addition, 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. 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

- Martin MPO's FY26-FY30 Transportation Improvement Program (TIP) 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. Furthermore, the TIP includes annual 'Call for Projects' for eligible TA Program that focuses on enhancing mobility and safety. The Cove Road and SR-710/Warfield widening CR-714/SW Martin Highway Realignment at SR-710 projects included in the FY26-FY30 TIP further demonstrates Martin MPO's committee to safety.
- Congestion Management Process (CMP) Update (October 2020) - The CMP requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. In addition to congestion resulting from traffic volume, the Martin MPO's CMP Update incorporated non-recurring congestion resulting from incidents and crashes additional transportation measures to identify congested roadway segments and corresponding mitigation strategies.
- Other Plans/Projects: Martin MPO has completed several plans and projects to identify safety issues based on crash analysis and developed corresponding mitigation measures and strategies for high crash locations in the planning area through its Vision Zero Plan, Complete Streets: Access to Transit Study, Bicycle and Pedestrian Safety Action Plan, and US-1 Congestion Management Study (2024). In addition, Martin County prepared a Safe Streets for All (SS4A) Action Plan that identifies specific improvements along three high crash corridors in the County.

Section 3
Pavement & Bridge Condition Measures (PM2)

3.0 Pavement and Bridge Condition Measures (PM2)

3.1 Pavement and Bridge Condition Performance Measures and Targets Overview

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

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish two-year and four-year statewide targets for the PM2 measures. MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2023 and 2025, respectively.

3.2 Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. Table 3.1 and Table 3.2 present statewide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 3.1 Statewide Pavement Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of Interstate pavements in good condition	68.5%	68.8%	70.5%	73.4%	67.6%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.2%	0.6%	0.3%	0.2%	0.2%	<5%	<5%
Percent of non-Interstate NHS pavements in good condition	41.0%	n/a	47.5%	48.8%	50.8%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.2%	n/a	0.6%	0.6%	0.5%	<5%	<5%

Table 3.2 Statewide Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	65.5%	63.7%	61.5%	58.2%	55.3%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.5%	0.7%	0.9%	0.6%	0.6%	<10%	<5%

Table 3.3 and Table 3.4 present recent performance in the MPO planning area for the pavement and bridge measures.

Table 3.3 Martin MPO Pavement Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	Martin MPO 2025 Target
Percent of Interstate pavements in good condition	65.4%	82.1%	90.4%	89.4%	76.7%	≥60%
Percent of Interstate pavements in poor condition	0.0%	0.0%	0.0%	0.0%	0.0%	<5%
Percent of non-Interstate NHS pavements in good condition	35.7%	N/A	52.1%	62.7%	65.7%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.3%	N/A	0.9%	0.6%	0.0%	<5%

Table 3.4 Martin MPO Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	Martin MPO 2025 Target
Percent of NHS bridges (by deck area) in good condition	55.4%	54.9%	30.3%	30.4%	30.4%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.0%	14.5%	0.0%	0.0%	0.0%	<5%

FDOT established the statewide PM2 targets on December 16, 2022, and in September of 2024 adjusted the 2025 target for percent of NHS bridges (by deck area) in poor condition. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. FDOT is also required by FHWA to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP includes investment strategies to make progress toward achievement of the state's targets. FDOT's current TAMP was approved on December 20, 2022. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older.

In the Martin MPO] region, interstate pavement in good condition increased from 65.4% to 76.7%, while bridges in good condition decreased from 55.4% to 30.4% between 2019 and 2023, respectively.

The Martin MPO agreed to support FDOT's pavement and bridge condition performance targets on April 21, 2025. By adopting FDOT's targets, the Martin MPO agrees to plan and program projects that help FDOT achieve these targets.

The Martin Moves 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Goal #1 in the LRTP is to Infrastructure Maintenance and Congestion Management, which includes the following objectives as it relates to PM2:

Goal #1: Infrastructure Maintenance and Congestion Management - An efficient multimodal transportation system that supports economic growth and enhances the quality of life.

Objectives:

(2 Physical)

- Prioritize improvements that maintain existing roadways and bridges.
- Prioritize improvements that support major freight corridors.

(1 Operational)

- Prioritize improvements that maintain or improve acceptable travel performance.

(1 Financial)

- Prioritize funding of congestion management and Transportation System Management and Operations (TSM&O) projects and programs.

Further, investments in pavement and bridge conditions include resurfacing and bridge replacement/rehabilitation projects in the Martin MPO's FY26-FY30 TIP. The TIP includes over $78 million in resurfacing projects relevant to the NHS.

Section 4
System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

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

4.1 System Performance/Freight/CMAQ Performance Measures and Targets Overview

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

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

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. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish two-year and four-year statewide targets for the PM3 measures. MPOs must establish four-year targets for the measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent reliability for calendar years 2023 and 2025, respectively.

4.2 PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. Table 4.1 presents recent statewide performance for each PM3 measure and the 2023 and 2025 targets established by FDOT.

Table 4.1 Statewide System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of person miles traveled on the Interstate that are reliable	83.4%	92.3%	87.5%	85.7%	82.8%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.9%	93.5%	92.9%	92.1%	89.1%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.45	1.34	1.38	1.46	1.48	1.75	2.00

Table 4.2 presents recent performance in the MPO planning area for the PM3 measures.

Table 4.2 Martin MPO System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	Martin MPO 2025 Target
Percent of person miles traveled on the Interstate that are reliable	100%	100%	100%	100%	100%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	96.6%	96.8%	98.1%	98.2%	97.0%	≥60%
Truck Travel Time Reliability (Interstate only)	1.18	1.11	1.14	1.22	1.32	2.00

FDOT established the statewide PM3 targets on December 16, 2022, 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. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability decreased slightly from 2019 to 2023, while reliability on the non-Interstate NHS improved over that period. The truck travel time reliability index declined between 2019 and the pandemic years of 2020 and 2021 and then increased in 2022 and 2023 to slightly higher levels than 2019. Actual performance for the three measures in 2023 was better than the 2023 targets.

In the Martin MPO region, reliability in the Interstate system remained flat at 100% while Truck Travel Time Reliability decreased by approximately 12% between 2019 and 2023 since the TTTR Index increased from 1.18 to 1.32 during this five-year period.

The Martin MPO agreed to support FDOT's PM3 targets on April 17, 2023 and April 21, 2025. By adopting FDOT's targets, the Martin MPO agrees to plan and program projects that help FDOT achieve these targets.

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

The Martin MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Martin MPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven FTP goals is Efficient and Reliable Mobility for People and Freight.
- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and 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 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. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion

The Martin MPO 2050 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. Goal #1 in the LRTP is to Infrastructure Maintenance and Congestion Management, which includes the following specific objectives as it relates to PM3:

Goal #1: Infrastructure Maintenance and Congestion Management - An efficient multimodal transportation system that supports economic growth and enhances the quality of life.

Objectives:

(1 Physical)

- Prioritize improvements that support major freight corridors.

(5 Operational)

- Prioritize improvements that maintain or improve acceptable travel performance.
- Prioritize improvements that reduce traffic congestion.

- Support the implementation of strategies to reduce vehicle miles of travel per person.
- Support the implementation of strategies to improve access to employment and recreational centers.
- Support the implementation of strategies to encourage the use of public transit.

(1 Financial)

- Prioritize funding of congestion management and Transportation System Management and Operations (TSM&O) projects and programs.

As part of the 2050 LRTP, several goals, performance measures and strategies were included in the CMP Update which are included in Technical Memorandum #5. The Martin MPO's investments in the FY26-FY30 TIP that address system performance and freight on the NHS include over $108.5 million in intersection/congestion management improvements and freight projects

Section 5

Transit Asset Management Measures

5.0 Transit Asset Management Measures

5.1 Transit Asset Performance

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures. Table 5.1 below identifies the TAM performance measures.

Table 5.1 FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
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 FTA Transit Economic Requirements Model (TERM) Scale

Public transportation providers are required to establish TAM targets annually for the following fiscal year and must share its targets with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets).

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from the targets established by a provider, especially if there are multiple providers in the MPO planning area. Public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

The Martin MPO planning area is served by Martin County Public Transit (MARTY), which is the sole Tier II provide of public transit.

5.2 Transit Agency Targets

The Martin County Public Transit (MARTY) established the transit asset targets identified in Table 5.2 on February 1, 2023:

The transit asset management 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 expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets

Table 5.2 FTA TAM Targets for Martin County Public Transit (Marty)

Asset Category Performance Measure	Asset Class	FY 2026 Asset Condition	FY 2027 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus	0%	7%
	Cutaway	0%	100%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Auto 2017	0%	0%
	Trucks & other Rubber Tire Vehicles 2018	0%	0%
Facilities			
Condition - % 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

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

Transit Asset Management Performance

The Martin MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Martin County Public Transit (Marty), FY2023-FY2027 Transit Asset Management Plan, Annual Update, March 2025, and the current Martin MPO 2050 LRTP.

The *Martin Moves 2050* LRTP was developed in cooperation with Martin County Public Transit (Marty). The investment priorities in the 2050 LRTP follow priorities established in the Martin County's Transit Development Plan (TDP), 2025-2034, May 2024. This approach ensured consistency with the Florida Administrative Code *F.A.C. Rule 14-73.001*, which requires MPO LRTPs to incorporate and reflect local TDP priorities. The general TDP priority framework establishes a tiered approach to transit investment, emphasizing preservation of the existing system before expansion. Priorities are as follows:

1. Maintain and Provide Existing Services
   - Continuation of current fixed-route and paratransit services.
   - Focus on system reliability and operational continuity.
2. State of Good Repair (SOGR)

- Vehicle replacements and fleet upgrades.
- Facility maintenance and capital renewal to sustain existing service.

3. Service Innovation and Expansion
   - Introduction of micro-transit services to enhance coverage and flexibility.
   - New fixed routes and service expansions, accompanied by related capital infrastructure (e.g., bus stops, shelters, ADA improvements).

Key components of the plan development process included identifying anticipated Year 2050 system capacity, system needs, cost estimates for the identified needs, and the projection of financial resources and revenues anticipated to be available by the Year of Expenditure (YOE). The resulting 2045 Cost Feasible Plan reflects an array of projects and goods in a cost-efficient manner. Key projects within the Cost Feasible Plan (CFP) include a select number of critical highway expansion projects, such as additional lanes along major corridors, supported by an array of multimodal strategies to improve traffic and transit operations, including roadway connectivity, and pedestrian/bicycle route development.

FTA funding, as programmed by the Martin County Public Transit (Marty) and FDOT, is used for programs and products to improve the condition of the region's transit assets. As stated above, the focus of the Martin MPO's investments that address transit state of good repair include: Bus and other vehicle purchases and replacements; Equipment purchases and replacements; Repair, rehabilitation, and replacement of transit facilities and infrastructure; and ADA Bus Stop Assessment improvements to bus stops, benches and shelters.

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 of the TPO's goals, including transit state of good repair, 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. The MPO's FY26-FY30 TIP includes over $6M investments in capital purchases that will maintain and improve transit state of good repair. The Martin MPO's LRTP anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit asset performance targets. The Martin MPO will continue to coordinate with Martin County Public Transit (Marty) to maintain the region's transit assets in a state of good repair.

Section 6
Transit Safety Performance

6.0 Transit Safety Performance

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

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

6.1 Transit Safety Performance Measures

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017, and updated in April 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.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements. [3]

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

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

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

6.2 Transit Agency Safety Targets

The following transit provider operates in the Martin MPO planning area: Martin County Public Transit (MARTY). Martin County Public Transit (MARTY)is subject to the PTASP requirements, and it is responsible for developing a PTASP and establishing transit safety performance targets annually.

The Martin County Public Transit (MARTY) established the transit safety targets identified in Table 6.1 on October 24, 2024:

Table 6.1 Transit Safety Performance Targets for Martin County Public Transit (Marty)

Transit Mode	Fatalities (total)	Fatalities (rate per VRM)	Injuries (total)	Injuries (rate per VRM)	Safety Events (total)	Safety Events (rate per 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

On September 21, 2020, the Martin MPO agreed to support Martin County Public Transit (MARTY) transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

6.3 Transit Safety Performance

The Martin MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Safety Plan for Martin County Public Transit, October 24, 2024, and the current Martin MPO 2050 LRTP. 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.

Appendix H
LRTP Checklist

Appendix I
Public Comments (30-Day Public Review Period)

Appendix J
Approval of *Martin Moves 2050 LRTP*

Appendix K
FHWA LRTP Expectations Letter, 2012 and 2018

Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs

November 2012

The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), developed the following summary to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding our expectations for meeting some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. 23 CFR 450.306, 316 and 322 describe the basic requirements of the metropolitan transportation planning process, including a documented public participation plan and development and content of the metropolitan transportation plans respectively. The following information is presented to highlight notable areas for improvement, as well as those of potential concern, and to assist the MPOs in meeting federal planning requirements. Additional areas may be addressed on an individual MPO basis as needed throughout the LRTP development process.

Because projects in a Transportation Improvement Program (TIP) are required to demonstrate planning consistency with the LRTP, the requirements for project inclusion in a TIP must also be considered when developing the LRTP. As a reminder, projects that need to be included in the TIP are: all projects using FHWA and/or FTA funds; all regionally significant projects requiring an FHWA or FTA action regardless of funding source; and regionally significant projects to be funded with Federal funds other than those administered by FHWA or FTA or regionally significant projects funded with non-federal funds (23 CFR 450.324(d)). There are exceptions for certain projects such as emergency relief and state planning and research projects. All of the exempt project categories can be found in 23 CFR450.324(c). The reference to regionally significant projects applies to capacity and non-capacity projects. Capacity projects are projects that expand the capacity of existing transportation systems, such as adding lanes to roadways, new/expanded rail service and intermodal facilities. Non-capacity projects are activities that are designed to support, operate and maintain the state transportation system (See Appendix 1 for a list of capacity and non-capacity programs/activities).

Projects in the LRTP: Recently we have been responding to several questions regarding types of projects that need to be included in the LRTP. As stated in 23 CFR 450.322(f), the LRTP is required to include the projected transportation demand in the planning area, the existing and proposed transportation facilities that function as an integrated system, operational and management strategies, consideration of the results of the Congestion Management Plan, strategies to preserve the existing and projected future transportation infrastructure, pedestrian and bicycle facilities, and transportation and transit enhancement activities.

As noted in 23 CFR 450.104, a regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93.126, 127 and 128)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

If a project meets the definition of regionally significant, then the project must be included in the Cost Feasible LRTP regardless of the project's activities (i.e. construction, facility widening, ITS installations, etc.).

Grouped Projects in the LRTP: Federal regulations allow a specifically defined type of project(s) to be grouped in the TIP. Similar groupings in the LRTP would be permissible. However, the ability to group project(s) depends on the regional significance of the project(s). Grouped projects in the TIP are typically ones that are not of an appropriate scale to be individually identified and can be combined with other projects which are similar in function, work type, and/or geographic area. Classifications of these grouped project types are listed under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Examples are: activities which do not involve or lead directly to construction (such as planning and technical studies or grants for training and research programs); construction of non-regionally significant bicycle and

pedestrian lanes, paths, and facilities; landscaping; installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur; rest areas and truck weigh stations; ridesharing activities; and highway safety or traffic operations improvement projects. Therefore, if grouping projects in the LRTP, the groups need to be specific enough to determine consistency between the LRTP and the TIP.

Fiscal Constraint

Operations & Maintenance: LRTP cost estimates need to be provided for the Operations and Maintenance (O&M) activities for the entire timeframe of the LRTP. System level estimates for O&M costs may be shown for each of the five-year cost bands or may be provided as a total estimate for the full LRTP timeframe. System level is interpreted to mean the system within the MPO planning boundaries. Local agencies, working with the MPO, need to provide cost estimates for locally-maintained facilities covered in the Plan. FDOT, working with the MPO, needs to provide cost estimates for the state-maintained facilities covered in the Plan. System level estimates at the FDOT District level are acceptable for the state-maintained facilities. The LRTP will also need to identify the general source of funding for the O&M activities. Since O&M costs and related revenues are not available to balance the fiscal constraint of capital investment projects, a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects will need to be shown in order to demonstrate fiscal constraint. (23 CFR 450.322(f)(10)(i)).

Total Project Costs: For total project costs, all phases of a project must be described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented. Any project which will go beyond the horizon year of the LRTP must include an explanation of the project elements beyond the horizon year and what phases/work will be performed beyond the horizon year of the plan. The costs of work and phases beyond the horizon year of the plan must be estimated using Year of Expenditure (YOE) methodologies and the estimated completion date may be described as a band (i.e. Construction expected 2040-2050, $40M). If there is more than one phase remaining to be funded, these may be shown as a combined line item for the project (i.e. ROW/Construction expected 2040-2050,

$50M). FHWA does not expect that this paragraph will apply to routine system preservation or maintenance activities. Total project costs will be shown for capacity expansion projects and for regionally significant projects. (23 CFR 450.322(f)).

Cost Feasible Plan: Revenues to support the costs associated with the work/phase must be demonstrated. For a project to be included in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&E) phase) must be included. The phases to be shown in LRTPs include Preliminary Engineering, ROW and Construction (FHWA and FTA support the option of combining PD&E and Design phases into "Preliminary Engineering"). Boxed funds can be utilized as appropriate to finance projects. However, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&E for projects in Years 2016-2020). (23 CFR 450.322(f)(10)).

New Revenue Sources: If the LRTP assumes a new revenue source as part of the cost feasible plan, the source must be clearly explained, why it is considered to be reasonably available, when it will be available, what actions would need to be taken for the revenue to be available, and what would happen with projects if the revenue source was not available. If, for example, the most recent action of a governing body or a referendum of the public defeated a similar revenue source, then the new revenue source may not be included in the Cost Feasible LRTP unless the MPO can justify the revenue source and explain the difference between the action that failed and the action being proposed (for further details, please see FHWA Guidance Financial Planning and Fiscal Constraint for Transportation Plans and Programs issued by Gloria Shepherd, Associate Administrator for Planning, Environment and Realty on April 17, 2009). This applies to all revenue sources in the LRTP (i.e. federal, state, local, private, etc.)

Federal Revenue Sources: Federal and state participation on projects in the Cost Feasible LRTP can be shown as a combined source for the cost feasible projects. Projects within the first ten years of the Plan must be notated or flagged to identify which projects are planned to be implemented with federal funds. Beyond the first ten year period, the specific federal funding notation is not expected. The project funding, however, must be clearly labeled as a combined Federal/State source in the Cost Feasible LRTP. (23 CFR 450.322(10)f(iii))

For FTA funded projects, MAP-21 has repealed eight programs from SAFETEA-LU and shifted many of the eligible activities to formula programs. Repealed programs (or uses consolidated in other formula programs) include Clean Fuels (5308), Fixed Guideway Modernization (5309), Bus and Bus Facilities (5309), JARC (5316), New Freedom (5317), Paul Sarbanes Transit in the Parks (5320), Alternatives Analysis (5339) and Over the Road Bus (3038). Formula programs now include Metropolitan Planning and State Planning (5305); Urbanized Area Formula (5307); Enhanced Mobility of Seniors and Persons with Disability (5310); Rural Area Formula (5311) and RTAP (5311); Formula Grants for Public Transportation on Indian Reservations (5311); Research and Development, Demonstration and Deployment (5312), State of Good Repair (5337), Bus and Bus Facilities Formula Grants (5339). Eligible new uses which are notable include Safety Programs and Transit Asset Management, Operations in areas with 200,000 or more population with up to 100 buses; Transit Oriented Development Planning and Bus Rapid Transit demonstration projects; Core Capacity Improvements and several others.

Discretionary awards that have been repealed under MAP-21 however, may have unspent funds awarded under SAFETEA-LU in the repealed programs that still must be shown in the LRTP, TIP and STIP to obligate the funds in FTA's TEAM system. Hence, project categories such as Bus Livability, Clean Fuels, Alternatives Analysis, Transit in the Parks, etc.) may still need to be described and/or pursued by the transit grantee within the LRTP for FFY 2011 and FFY 2012 funds remaining. However, MAP-21 greatly reduced the number and type of discretionary awards through FTA. As such, the MPO and the transit grantee may no longer need to consider how to account for the possibility of placing a discretionary transit project through a competitive award (as well as formula funds) as part of the cost feasible LRTP except for New Starts, Small Starts, Core Capacity, Bus Rapid Transit Demonstration or Transit Oriented Development Demonstration Planning programs.

The purpose, need and perceived benefit of the transit project as well as geographic distribution of funds may play a role in project selection. As such, a transit needs plan with projects which may be unfunded when the LRTP is prepared may need to be considered, especially for major New Start/Small Start and other capital projects like the new Core Capacity program which must

eventually be placed within the cost feasible LRTP to have funds awarded. Regardless, discretionary awards if any must also be eventually listed within the cost feasible LRTP for FTA to obligate the awarded funds in a grant to a transit grantee.

Full Timespan of the LRTP: The LRTP is a document that has a planning horizon of at least 20 years. The LRTP is based upon the region's visioning of the future within the bounds of the financial resources that are available to the region during that timeframe. The LRTP is not a programming document, but rather a planning document that describes how the implementation of projects will help achieve the vision. Therefore, the MPOs will need to show all the projects and project funding for the entire time period covered by the LRTP, from the base year to the horizon year. (23 CFR 450.322(a))

Environmental Mitigation: For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and opportunities which are developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. This discussion should occur at more of a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might later take advantage of. MPOs should be aware that the use of ETDM alone is not environmental mitigation. That effort would be considered project screening and is not a system-wide review. Documentation of the consultation with the relevant agencies should be maintained by the MPO. (23 CFR 450.322(f)(7) and (g))

For transit capital projects, the environmental class of action is usually considered by FTA regional offices in concert with transit grantees as the projects are analyzed and developed. Transit maintenance and transfer facilities and major capacity projects like light, heavy or commuter rail, BRT, etc. may require a separate National Environmental Policy Act (NEPA) document while acquisition of vehicles, provision of repairs, planning studies, engineering, etc, would not require a document. As such, environmental mitigation issues would tend to be developed as part of the NEPA document for specific projects with a NEPA decision made prior

to the award of FTA funds. Likewise, transit environmental benefits like reduction in SOV trips and VMT, reduction in greenhouse gases, pedestrian and bicycle linkages, transit oriented/compact development (which is more walkable) may need to be stated within the broad parameters in the LRTP. Most FTA planning studies are required to be listed in the Unified Planning Work Program (UPWP) and not necessarily the TIP and STIP (although many MPO's still list the studies in the TIP and STIP). Preliminary engineering, final design, right of way, utility relocation, construction, etc. for transit capital projects would need to be listed in the LRTP, TIP and STIP.

Linking Planning and NEPA: Since 2008, prior to FHWA approving an environmental document (Type-2 Categorical Exclusion, Finding of No Significant Impact, or Record of Decision) and thereby granting location design concept approval, the project must be determined to be consistent within the LRTP, the TIP and Statewide Transportation Improvement Program (STIP). The project consistency refers to the description (for example project name, termini and work activity) between the LRTP, the TIP and the STIP (23 CFR 450.216(k), 450.324(g) and 450.216(b)). The NEPA document must also describe how the project is going to be implemented and funded. The project implementation description in the NEPA document needs to be consistent with the implementation schedule in the LRTP and TIP/STIP as well.

LRTP Documentation/Final Board Approval: FHWA and FTA expect that at the time the MPO board adopts the LRTP, a substantial amount of LRTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public should have periodically reviewed and commented on products from interim tasks and reports that culminate into the final Plan. Finalizing the LRTP and its supporting documentation should be the last activity in a lengthy process. All final documents should be posted online and available through the MPO office no later than 90 days after adoption. The MPOs' schedules for this round of LRTP development are expected to allow for the Board to adopt the final LRTP no later than 5 years from the MPOs' adoption of the previous LRTP.

Documented LRTP Modification Procedures: If not already in place, MPOs need established written and Board approved procedures that document how modifications to the LRTP are addressed after Board adoption. The procedures should specifically explain what qualifies as a modification as opposed to an amendment as defined in 23 CFR 450.104. These procedures can be included as part of the LRTP, the PPP, or provided elsewhere as appropriate. FHWA is currently beginning work with FDOT and the MPOs on an LRTP amendment process which will include statewide procedures and thresholds, similar to the STIP amendment process. This effort will assist the MPOs in determining when LRTP amendments are required.

LRTP & STIP/TIP Amendment Consistency: The STIP and TIPs must be consistent with the relevant LRTPs. When amendments to the STIP/TIP are made, the projects must also be consistent with the LRTP from which they are derived. FHWA and FTA staff will be checking for this consistency. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed. (23 CFR 450.328 and 23 CFR 450.216(b))

FHWA and FTA understand that when developing project cost estimates in an LRTP, the cost is an estimate which becomes more refined as a project advances. Projects being refined between plans will not be required to update their costs in the existing LRTP if new, more accurate information regarding project cost becomes available. However, it is expected that upon the next scheduled adoption of the LRTP, the latest project cost estimates shall be used.

Transit Projects and Studies

Major Transit Capital Projects: For LRTP development purposes, federal funding sources for major transit capital projects must be proposed and may not currently be identifiable (or currently allocated) for use in the urbanized area. The Federal Transit Administration funds projects such as New Start rail and BRT, as well as major capital facilities such as administrative buildings or maintenance facilities with formula and/or discretionary program dollars allocated on an annual basis. As mentioned, MAP-21 made changes to and reductions in transit discretionary programs. Therefore in order to plan for a transit "New Start" in the LRTP, the MPO must assume they will be successful in competing for discretionary FTA New Starts

program dollars. A reasonable funding mix might be to assume 50% FTA/25% Local/25% State funding, as is currently the norm in Florida. Also, MAP-21 greatly expands the use of TIFIA loans. Grantees may be proposing use of a TIFIA loan or other loan to help bridge the gap in capital financing for a New Start which in some cases for large projects in multiple phases may take up to five years to design and build (per phase).

With regard to the planning of a major capital transit facility other than a New Start, the assumption must be made that FTA program funds such as "State of Good Repair" or "Bus and Bus Facilities" will be awarded to the transit system based on formula. As mentioned, large discretionary awards will be fewer under MAP-21. In most cases, a likely funding mix for State of Good Repair or Bus and Bus Facilities might be 80% FTA/20% local, or up to 100% FTA matched with toll revenue credits.

Transit Facility: The transit grantee may propose a specific transit maintenance facility, transfer facility, multi-modal station, park n ride lot with transit service or other transit facility for rehabilitation, renovation or new construction. Generally, such facility improvements remain eligible for FTA 5307, 5309, 5337 (new State of Good Repair formula program), 5339 (new bus and bus facility formula program) funds from FTA, or for FLEX funds from FHWA flexed to FTA for the transit use by the transit grantee. At a minimum, such facilities should be contained within the TIP, STIP and be "consistent with" the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific facilities and their general location if known. Inclusion might also mention feasibility studies, preliminary engineering, appraisals, final design, property acquisition and relocation (if any) and NEPA documents and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds in the constrained LRTP.

Transit Service including Fixed Route Bus, Deviated Route, Para-transit, Enhanced or Express Bus: The transit grantee may propose a specific new transit service for a new area or corridor. Generally, such new service is eligible for 5307 or 5310 funds from FTA, or for L230 FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be "consistent with" the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific service improvements to be undertaken (and the general location if known). Inclusion might also mention feasibility studies, operational

plans, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds.

Transit Service Including Bus Rapid Transit (BRT), Light Rail Transit (LRT) Heavy Rail Transit (HRT), Commuter Rail Transit (CRT), Streetcar through the New Starts/Small Starts Program: The transit grantee may propose a specific new fixed guideway transit service (like BRT, LRT, HRT, CRT or Streetcar) to serve a new area or corridor as part of FTA's New Starts/Small Starts or Core Capacity Program. Generally, such new service is eligible for 5307 or 5309 funds from FTA, or for FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be "consistent with" the LRTP. As such service may be a large capital expenditure, the project, termini and cost would need to be specified in the constrained LRTP. Inclusion might also mention feasibility studies, NEPA studies, preliminary engineering and final design, right of way acquisition, operational plans, modeling improvements, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds would require an LRTP amendment to show such funds in the constrained LRTP.

Emerging Issues

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. However, these issues are receiving considerable attention in discussions related to the passage of Moving Ahead for Progress in the 21st Century (MAP-21). Each MPO has the discretion to determine whether or not to address these topics in their LRTP at this time, and the appropriate level of detail. Depending upon when MAP-21 implementing guidance is released, the new requirements may have to be addressed within a short timeframe. So beginning to address these issues early on may potentially minimize the level of effort needed to achieve future compliance.

Safety and Transit Asset Management: MAP-21 also includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.

Performance Measurement: FHWA and FTA encourage the MPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP's effectiveness in increasing system performance will be needed. Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.

Freight: The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation's economic well-being and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.

Sustainable Transportation and Context Sensitive Solutions: The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense "walkable" neighborhood areas, arterial "gateways", greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian

improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the MPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming.

Also, spatial relationships that support public transit like transit oriented development and the "trip not taken" while reducing greenhouse gases might be recognized as characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.

Proactive Improvements

This section describes topics that are not currently required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. These areas are intended to be a proactive change in the LRTPs to help Florida continue to make positive strides in long range planning.

Linking Planning and NEPA: For highway projects, we are continually looking for strategies that improve the linkage between planning and environmental processes. For the inclusion of regionally significant projects in the Cost Feasible Plan of the LRTP, MPOs should strongly consider including a purpose and need statement for the project in the LRTP. This purpose and need statement will be carried into the National Environmental Policy Act (NEPA) process and will be one way to enhance the linkage between planning and NEPA. For example, this purpose and need statement could briefly provide the rationale as to why the project warranted inclusion in the LRTP. (450.324 (d); 450 Appendix A to Part 450, Section II Substantive Issues, 8)

Climate Change: MPOs may also wish to give consideration to climate change and strategies which minimize impacts from the transportation system. FHWA supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. State legislation now encourages each MPO to consider strategies that integrate transportation and land use planning in their LRTP to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional and local planning. As a result, MPO LRTP Updates are encouraged to include discussions and strategies aimed at addressing this issue.

Scenario Planning: Pursuant to MAP-21, MPOs may elect to develop multiple scenarios for consideration in the development of the LRTP. If the MPO chooses to develop these scenarios, it is encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, revenue constrained scenarios, and estimated costs and potential revenue available to support each scenario.

Appendix 1

Description of the Major Programs Included in the 2035 Revenue Forecast

Capacity Programs	Non-Capacity Programs
SIS Highways/ FIHS Construction & ROW - Construction, improvements, and associated right of way on SIS highways and the FIHS (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Safety - Includes the Highway Safety Improvement Program, the Traffic Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, capacity improvements, land acquisition, planning, economic development, and preservation.	Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Bridge - Repair and replace deficient bridges on the state highway system. In addition, 15% of federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).
Intermodal Access - Improving access to intermodal facilities and acquisition of associated rights of way.	Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).
Seaport Development - Funding for the development of eligible ports, including projects such as land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS or FIHS. Also includes funding for the Economic Development Program, the County Incentive Grant Program., and the Small County Outreach Program.	Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Other – Technically, this category is not a "program." It primarily represents FDOT financial commitments such as debt service and reimbursements to local governments.

Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs

January 2018

The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), developed this document to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding our expectations for meeting some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively.

Addressing Current Requirements

The following information is presented to highlight notable areas for improvement, as well as those of potential concern, in order to proactively assist the MPOs in meeting federal planning requirements. These topic areas were selected based on a past history of issues observed with them through our general stewardship responsibilities, or through the oversight responsibilities via the Transportation Management Area (TMA) certification reviews. FHWA and FTA would be pleased to work with FDOT and the MPOs to discuss interpretation examples and/or statewide templates as appropriate to support implementation consistency. Additional areas of concern may be addressed on an individual MPO basis as needed throughout the LRTP development process. Citations noted refer to regulations published in the May 27, 2016 *Federal Register*.

Stakeholder Coordination and Input

Specific Public Involvement Strategies: MPOs are required to develop a written plan that documents and explicitly describes the procedures, strategies, and outcomes of stakeholder involvement in the planning process for all the MPOs products and processes, including, but not limited to, the timing of and timeframe for public/stakeholder input on the LRTP and its amendments. The MPOs should take the time to ensure their LRTP outreach strategies in their public participation plan (PPP), whether documented in an overall MPO PPP or one specifically for LRTP outreach, are clear, transparent, and accurately describes when and how their stakeholders can be involved in the process. To this end, having non-transportation professional(s) review the document and provide their understanding of when and how long the public comment periods occur for the various planning products can be helpful to ensure the information is being interpreted as intended. {23 CFR 450.316(a)(1)}

Public Involvement/Tribal/Resource Agency Consultation: Consultation on the MPO's planning products (including the LRTP) with the appropriate Indian Tribal governments and Federal land management agencies (when the planning area includes such lands) is required to be documented. The interaction documentation with these stakeholders needs to outline the roles, responsibilities and key decision points for consulting with other governments and agencies. MPOs should ensure that their plans and/or documentation include such procedures.

Additionally, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the

LRTP. This consultation consists of comparisons of state conservation plans/maps, and inventories of natural or historical resources with transportation plans, as appropriate and if available. This consultation process is also required to be documented, ideally in the public participation plan. Note that the Tribal governments and resource agencies mentioned above are also required to be involved in the development of the various consultation processes with these agencies. {23 CFR 450.316(a)(1), (c), (d), (e); 23 CFR 450.324(g)}

Measures of Effectiveness: Many MPOs have what appear to be very successful strategies for reaching out and incorporating public comment into their products and processes. However, there is no systematic confirmation or validation that the strategies are indeed working. MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update. {23 CFR 450.316(a)(1)(x)}

Fiscal Constraint

Project Phases: Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. For a project in the cost feasible plan, the phase(s) being funded and the cost must be documented. Additionally, the source of funding for each phase must be documented in the first 10 years of the LRTP. The phases to be shown in LRTPs include Preliminary Engineering (PE), Right of Way (ROW) and Construction. PE includes both the Project Development and Environment (PD&E) and Design phases. FHWA and FTA support the option of combining the PD&E and Design phases into an overall PE phase for these long range estimates. Boxed funds can be utilized as appropriate to document the financing of smaller projects, such as sidewalks, or early phases of projects, such as PD&E. However, the individual projects utilizing the box need to be listed, or at a minimum, sufficiently described in bulk in the LRTP (i.e. PD&E for projects in Years 2020-2025). {23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)}

Full Time Span of LRTP (1st 5 Years): Plans are required to have at least a 20-year horizon. The effective date of the LRTP is the date of the MPO adoption of the plan. As such, the MPO is required to have an LRTP that includes projects from the date of adoption projected out at least 20 years from that date. The LRTP is a planning document that describes how the proposed projects will help achieve the regional vision. The Transportation Improvement Program (TIP), however, is a reflection of the investment priorities which are established in the LRTP. When adopting an updated LRTP, the projects in the previous LRTP are assessed and revised to acknowledge projects that have: 1) moved forward (these are typically removed from the updated LRTP), 2) shifted in time (these could be moved forward or back in implementation in the updated LRTP), and 3) been added or deleted based on the MPO's current priorities. The TIP is only a resource for determining which projects have moved forward. **The TIP, which is based on the previous LRTP, is not a substitute for the first 5 years of the updated LRTP.** Additionally, the TIP is a 4-year programming document that, in Florida, is adopted every year and thus expires annually. When LRTPs "include the TIP", it is a reference to a static and outdated document once the next TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which occurs annually in Florida Therefore, the MPOs will need to show all of the projects, phases, and

estimates from the adoption date through the horizon year of the LRTP, which is considered the entire time period of the LRTP. In addition, funding sources need to be shown for all projects from the adoption date through the first 10 years. {23 CFR 450.324(a); 23 CFR 450.326(a)}

Technical Topics

SHSP Consistency: We have come a long way from "What is the Strategic Highway Safety Plan (SHSP)?" to having LRTPs address the safety of all users throughout the planning process. We have proactively and successfully encouraged the MPOs to include a safety element in their LRTPs and be consistent with the Florida SHSP. The changes to the planning regulations now require the goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the SHSP, to be integrated into the LRTPs either directly or by reference. However, the specific priorities, strategies, countermeasures and projects of the HSIP are not required to be integrated. We continue to strongly encourage their incorporation where appropriate. {23 CFR 450.306(b)(2), (d)(4)(ii); 23 CFR 324(h)}

The link to FDOT's 2016 SHSP is: http://www.fdot.gov/safety/SHSP2012/FDOT_2016SHSP_Final.pdf

Freight: Florida's MPOs have been proactive in assessing and incorporating their freight needs. Freight shippers and providers of freight transportation services have been required to be incorporated into the stakeholder outreach that the MPO uses throughout the planning process and the LRTP to address the projected demand of goods transportation on the network. Changes to the planning requirements now also encourage the consultation of agencies and officials planning for freight movements. With the National Highway Freight Program a core funding category of federal funds, having a solid basis for incorporating freight needs and projecting the freight demands will be key to the LRTP's success for meeting its regional vision for the goods movement throughout the area. Additionally, the planning regulations now require the goals, objectives performance measures and targets of the State Freight Plan to be integrated into the LRTPs either directly or by reference. While freight is one of the planning factors, it deserves special emphasis, and will need to play a more prominent role in future LRTPs. The MPOs need to show a concerted effort to incorporate freight stakeholders and strategies into the next LRTP. {23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324 (b), (f)(1), (f)(5)}

Environmental Mitigation/Consultation: For highway projects, the LRTP must include a discussion on the types of potential environmental mitigation activities and potential areas to carry out these activities. The environmental mitigation discussion in the LRTP must be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. The LRTP discussion can be at a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used when these environmental areas are affected by projects in the LRTP. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might take advantage of later. MPOs should be aware that the use of ETDM alone is not environmental mitigation. The use of ETDM is considered project screening and is not a system-wide review of the planning area. Documentation of the consultation with the relevant agencies should be maintained by the MPO. {23 CFR 450.324(f)(10)}

Congestion Management Process: The management of congestion has played an increasing role in the operations of transportation networks. One of the key activities of the process is to evaluate the effectiveness of the strategies the process produces. The MPO must demonstrate that the congestion management process is incorporated into the planning process. The process the MPO uses can be documented separately or in conjunction with the LRTP. The process is required to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP. The new planning requirements provide for the optional development of a Congestion Management Plan (CMP) that includes projects and strategies that will be considered in the TIP. This optional plan is different than documenting the processes that the MPO uses to address the congestion management. The CMP, if used, needs to 1) develop regional goals, 2) identify existing transportation services and commuter programs, 3) identify proposed projects, and 4) be developed in consultation with entities that provide job access reverse commute or job-related services to low-income individuals. {23 CFR 450.322}

Americans with Disabilities Act (ADA) Transition Plans: Government agencies with 50 or more employees that have control over pedestrian rights of way (PROW) must have transition plans for ADA. Agencies with less than 50 employees that have control over PROW must have an ADA Program Access Plan, describing how they provide access for those with disabilities to programs, services and activities. MPOs that are a part of a public agency that has these responsibilities need to have a heightened awareness for these responsibilities and plans. However, all MPOs play an important role in ADA compliance by assisting agencies with sidewalk inventories, gap studies, etc. MPOs can also go a good deal further, but should at a minimum serve as a resource for information and technical assistance in local government compliance with ADA. {28 CFR 35.105; 28 CFR 35.150(d)}

Administrative Topics

LRTP Documentation/Final Board Approval: The date the MPO Board adopts the LRTP is the effective date of the plan. The contents of the product that the MPO adopts on that date includes at a minimum: 1) the current and projected demand of persons and goods; 2) existing and proposed facilities that serve transportation functions; 3) a description of performance measures and targets; 4) a system performance report; 5) operational and management strategies; 6) consideration of the results of the congestion management process; 7) assessment of capital investment and other strategies to preserve existing and future infrastructure; 8) transportation and transit enhancement activities; 9) description of proposed improvements in sufficient detail to develop cost estimates; 10) discussion of potential environmental mitigation strategies and areas to carry out the activities; 11) a cost feasible financial plan that demonstrates how the proposed projects can be implemented and includes system level operation and maintenance revenues and costs; and 12) pedestrian walkway and bicycle transportation facilities which are required to be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. FHWA and FTA expect that at the time the MPO Board adopts the LRTP, a

substantial amount of LRTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public, should have periodically had opportunities to review and comment on products from interim tasks and reports that culminated into what is referred to as the final Plan. Finalizing the LRTP and its supporting documentation is the last activity in a lengthy process. All final documents are required to be made readily available for public review and to be made available electronically. The final document(s) should be posted online and available through the MPO office no later than 90 days after adoption date. The MPOs' schedules for this round of LRTP development are expected to allow ample time for the Board to adopt the final LRTP product no later than 5 years from the MPOs' adoption of the previous LRTP. These adoption dates have recently been confirmed with each MPO. {23 CFR 450.324 (a), (c), (f), (k)}

LRTP & STIP/TIP Consistency: The STIP and TIPs must be consistent with the relevant LRTPs as they are developed. FHWA and FTA staff will be checking for this consistency during the STIP approval process. The results of previous reviews indicate that emphasis is still needed to ensure that projects are accurately reflected in both the TIP and STIP and that these projects are flowing from and are found to be consistent with the MPO's LRTP. Additionally, when amendments to the STIP/TIP are made, the projects must also be consistent with the LRTP from which they are derived. When STIP/TIP amendments are received by FHWA and FTA, they will be reviewed for consistency with the applicable LRTP. Projects with inconsistencies between the STIP/TIP and the respective LRTP will not be approved for use of federal funds or federal action until the issue is addressed. {23 CFR 450.330; 23 CFR 450.218(b)}.

New Requirements

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. However, they will be required to be addressed for the next LRTP.

New Planning Factors: The MPO is required to address several planning factors as a part of its planning processes. The degree of consideration and analysis of the factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area. Efforts should be made to think through and carefully consider how to address each factor. There are two new planning factors that need to be considered in the next LRTPs: 1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and 2) enhancing travel and tourism. Florida has a strong history of proactively addressing these transportation areas. These experiences can be drawn upon to incorporate the new factors into the planning processes. {23 CFR 450.306(b)9, (b)(10), (c)}

Transportation Performance Management: As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system and the resources that build and maintain the system. As such, a performance-based approach to transportation decision making will be required for the FDOT and MPOs. As the MPOs and FDOT are aware, the performance measures required to be addressed in the LRTPs are documented in final rules that were published in the Federal Register on March 15, 2016 and January 18, 2017. The MPOs will set their targets

in accordance with the schedule established in these final rules. FDOT and the MPOs have flexibility as to the documentation and process used for setting the targets, as long as the targets are made publicly available once they are set. The next LRTPs (when updated or amended after May 27, 2018) will be required to describe the performance measures and the targets the MPO has selected for assessing the performance of the transportation system.

A system performance report will also be required to be included in the LRTPs. The report is a tool that evaluates and updates the condition of the transportation system in relation to the performance measures and targets. While guidance is still being developed, the report would include for each performance measure information such as: the target set; the baseline condition at the start of the evaluation cycle; the progress achieved in meeting the targets; and a trend-type comparison of progress with previous performance reports. Depending on the timing of the LRTP, the date of the target setting, and length of the evaluation cycle, the LRTPs initially amended/updated after May 27, 2018 may not have a full cycle of specific information to include. However, the LRTPs need to include the data that is available and discuss how the MPO plans to use the full information once it does become available. We recognize that these initial LRTPs will be developed during a transition period, and commit to working with the MPOs to ensure that the regulations are reasonably being addressed. {23 CFR 450.306(d)(4); 23 CFR 450.324(f)(3), (f)(4)}

For more TPM information and the tools tailored for Florida partners, please go to: https://www.fhwa.dot.gov/fldiv/tpm.cfm

Multimodal Feasibility: The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. {23 CFR 450.324}

Transit Asset Management: The MPO is required to set performance targets for each performance measure, per 23 CFR 450.306(d). Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class. Planning for TAM/Roles and Responsibilities for MPOs and State DOTs can be found on the FTA website: https://cms.fta.dot.gov/sites/fta.dot.gov/files/planning-tam-fact-sheet.pdf

Emerging Issues

This section describes topics that may not currently be required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. These issues are receiving considerable attention in national discussions. Each MPO has the discretion to determine whether to address these emerging topics in their LRTP at this time and the appropriate level of detail. Beginning to address these issues early on may potentially minimize the level of effort needed to achieve future compliance.

Mobility on Demand (MOD): Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system- of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model.

ADS (also known as self-driving, driverless, or robotic) are vehicles in which some aspect of vehicle control is automated by the car. For example, adaptive cruise control, where the vehicle automatically speeds up, slows down, or stops in response to other vehicle movements in the traffic stream is an automated vehicle function. Connectivity is an important input to realizing the full potential benefits and broad-scale implementation of automated vehicles. The preliminary five-part formal classification system for ADS is:

- Level 0: The human driver is in complete control of all functions of the car.
- Level 1: A single vehicle function is automated.
- Level 2: More than one function is automated at the same time (e.g., steering and acceleration), but the driver must remain constantly attentive.
- Level 3: The driving functions are sufficiently automated that the driver can safely engage in other activities.
- Level 4: The car can drive itself without a human driver

CV includes technology that will enable cars, buses, trucks, trains, roads and other infrastructure, and our smartphones and other devices to "talk" to one another. Cars on the highway, for example, would use short-range radio signals to communicate with each other so every vehicle on the road would be aware of where other nearby vehicles are. Drivers would receive notifications and alerts of dangerous situations, such as someone about to run a red light as they're nearing an intersection or an oncoming car, out of sight beyond a curve, swerving into their lane to avoid an object on the road.

Rapid advances in technology mean that these types of systems may be coming on line during the horizon of the next LRTPs. While these technologies when fully implemented will provide more opportunities to operate the transportation system better, the infrastructure needed to do so and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.

Resources for additional information:
Mobility on Demand: https://www.its.dot.gov/factsheets/pdf/MobilityonDemand.pdf
Autonomous Vehicles: https://www.its.dot.gov/research_areas/pdf/WhitePaper_automation.pdf
Connected Vehicles: https://www.its.dot.gov/cv_basics/index.htm
Transportation Planning Capacity Building Connected Vehicle Focus Area:
https://planning.dot.gov/focus_connectedVehicle.asp

Proactive Improvements

This section describes topics that are not currently required by federal laws and rules to be addressed in LRTPs nor are they required by the May 27, 2016 regulation changes. As such, MPOs are not required to include these considerations in their current planning processes and plans. These areas are intended to be a proactive change in the LRTPs to help Florida continue to make positive strides in long range planning.

New Consultation: There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction. These consultations are a natural evolution of implementing the new planning factors for which Florida has experience in doing. {23 CFR 450.316(b)}

Summary of Public Involvement Strategies: Seeking out and considering the needs of traditionally underserved populations is a key part of any public involvement process. When the MPO carries out stakeholder involvement, they may use a variety of strategies. These strategies ultimately demonstrate that their planning process is consistent with Title VI and other federal anti-discrimination provisions in the development of the LRTP. In order to clearly demonstrate this consistency, the MPOs should summarize the outreach information. This information should be derived from the MPO's public involvement plan elements. The public involvement summary should be supported by more detailed information, such as the specific strategies used, feedback received and feedback responses, findings, etc. The detailed information should then be referenced and included in the form of a technical memorandum or report that can be appended to the LRTP, or included in a separate, standalone document that is also available for public review in support of the LRTP. {23 CFR 450.316(a)(1)(vii)}

Impact Analysis/Data Validation: In accordance with Title VI, MPOs need to have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations, as well as all other citizens of the metropolitan area, throughout the transportation planning process. Using this process, the LRTP needs to document the overall transportation needs of the metropolitan area and be able to demonstrate how public feedback and input helped shape the resulting plan. Where some MPOs struggle in using data to assess likely impacts, other MPOs attempt to use data to assess the needs. Some look at a dollar spread among minority/non-minority areas to determine equity. This approach is probably not the best method to use, since higher dollar amounts might indicate capacity projects when the community needs more pedestrian connectivity, for example. We suggest using the data tools found at https://www.fhwa.dot.gov/environment/environmental_justice/resources/data_tools/. Additionally, as time passes it becomes more important to validate the 2010 census data being used. School Boards, emergency service agencies, tax rolls and staff knowledge are all good sources to ensure data quality. {23 CFR 450.316(a)(1)(vii); 23 CFR 420.324(e)}

FDOT Revenue Forecast: To help stakeholders understand the financial information and analysis that goes into identifying the revenues for the MPO, we recommend the MPO include FDOT's Revenue Forecast in the appendices that support the LRTP. {23 CFR 450.324(f)(11)(ii)}

Sustainability and Livability in Context: We encourage the MPO to implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. MPO policies and practices that support an integrated surface transportation system for all users that is efficient, equitable, safe, and environmentally sustainable will improve transportation choices and connectivity for all users especially those walking and bicycling. Building partnerships with traditional and nontraditional stakeholders will facilitate the development and implementation of transportation projects that improve integration, connectivity, accessibility, safety and convenience for all users. The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users. {23 CFR 450.306(b)}

Scenario Planning: The new planning requirements describe using multiple scenarios for consideration by the MPO in the development of the LRTP. If the MPO chooses to develop these scenarios, they are encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, a scenario that improves the baseline conditions, revenue constrained scenarios, and include estimated costs and potential revenue available to support each scenario. {23 CFR 450.324(i)}

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