



POLICY BOARD MEETING

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

Monday, February 23, 2026 @ 9:00 AM

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER	
2. PRAYER – Pastor Jim Harp	
3. PLEDGE OF ALLEGIANCE	
4. ROLL CALL	
5. APPROVE AGENDA	APPROVE
6. APPROVE MINUTES (Pg. 3) <ul style="list-style-type: none">• MPO Board Meeting – November 5, 2025	APPROVE
7. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
8. AGENDA ITEMS	
A. ELECTION OF OFFICERS (Pg. 8)	APPROVE
B. PUBLIC HEARING - TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT (Pg. 12)	APPROVE
C. SAFETY PERFORMANCE TARGETS (Pg.18)	APPROVE
D. DRAFT VY28-FY32 LIST OF PROJECT PRIORITIES (LOPP) (Pg. 25)	APPROVE
E. TRANSPORTATION ALTERNATIVES PROGRAM (TAP) GRANT APPLICATION (Pg. 30)	APPROVE

- F. SAFE ROUTES TO SCHOOL GRANT APPLICATION (Pg. 43) APPROVE**
- G. SE MONTEREY ROAD/FEC RAILROAD GRADE SEPARATION PRESENTATION (Pg. 62) DISCUSSION**
- H. TRANSIT DEVELOPMENT PLAN (TDP) ANNUAL REPORT (Pg. 87) APPROVE**
- I. SPECIAL BPAC MEETING RECOMMENDATIONS FOR E-BIKE ORDINANCES (Pg. 123) DISCUSSION**
- J. SR-710 UPDATE (Pg. 148)**
- 9. COMMENTS FROM FDOT**
- 10. COMMENTS FROM ADVISORY COMMITTEE MEMBERS**
- 11. COMMENTS FROM BOARD MEMBERS**
- 12. NOTES**
 - Unified Planning Work Program (UPWP) Modification #2 (Revision #2) – LRTP Consultant Line Item +\$150
 - Transportation Regional incentive Program (TRIP) Application – Cove Road Widening
 - Development Review Map Update
 - Bicycle and Pedestrian Facilities Map
- 13. NEXT MEETING**
 - MPO Policy Board Meeting – April 20, 2026
- 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

Wednesday, November 5, 2025 @ 9:00 am

MINUTES

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

PRESENT:

Commissioner Sarah Heard
Commissioner Edward V Ciampi
Commissioner Blake Capps
Mayor Carmine Dipaolo
Commissioner Kaija Mayfield

REPRESENTING:

Martin County Board of County Commissioners
Martin County Board of County Commissioners
Martin County Board of County Commissioners
Village of Indiantown Council
Town of Sewall's Point Commission

ABSENT:

Commissioner Eileen Vargas
Commissioner Christopher Collins
Commissioner Sean Reed
Commissioner Stacey Hetherington

Martin County Board of County Commissioners
City of Stuart Commission
City of Stuart Commission
Martin County Board of County Commissioners

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:

James Brown, Florida's Turnpike Enterprise
Kris Kehres, FDOT

Kathy White, FDOT
Cesar Martinez, FDOT

A quorum was present for the meeting.

5. APPROVE AGENDA

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

6. APPROVE MINUTES

MPO Board Meeting – October 8, 2025

A motion to approve the October 8, 2025, MPO Policy Board minutes was made by Commissioner Mayfield and seconded by Commissioner Capps. The motion passed unanimously.

7. PUBLIC COMMENTS - None

8. AGENDA ITEMS

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

Beth Beltran noted that each year, the MPO Board receives a presentation from FDOT on the Draft Tentative Work Program. She then introduced Cesar Martinez.

Cesar Martinez, FDOT's District Planning Administrator, greeted the Board and thanked them for the invitation to return. He explained that he was accompanied by a small team from the FDOT office. While Secretary Braun was unable to attend, Mr. Martinez conveyed his regards and confirmed he would cover both the Secretary's portion of the presentation as well as his own. Mr. Martinez also introduced Kathy White, the newly appointed liaison for Martin County MPO. Having joined the office about a month ago, she will now be a regular participant in these meetings. With introductions complete, Martinez proceeded to present the Draft Tentative Work Program to the Board.

Commissioner Capps raised questions regarding the section on funding allocations. He observed that allocations appeared lower than in prior cycles, reflecting adjustments tied to revenue projections from the most recent estimating conferences. Commissioner Capps asked whether Florida's transportation funding mechanisms are designed to remain stable during economic downturns, referencing the 2008–2012 Great Recession as an example. He inquired whether FDOT experienced severe cutbacks during that period or if funding remained relatively steady despite broader economic challenges.

Mr. Martinez responded that in recent years, revenues to the State and agency have remained flat, with little growth expected in the near term. At the same time, construction cost estimates have risen, creating a budgetary challenge. He confirmed that while mechanisms exist to maintain some funding stability during recessions, revenue reductions

are still expected in such circumstances. Commissioner Capps acknowledged the explanation, clarifying that while funding is generally preserved during downturns, agencies must still contend with reduced revenues and rising costs. He thanked Mr. Martinez for the response.

Commissioner Heard emphasized the importance of funding reallocations within District 4, specifically citing the significant investment directed toward the SR 710 widening project. She expressed appreciation for the agency's prioritization of this project, noting that the MPO is grateful for the support. Commissioner Heard's remarks underscored how funding decisions directly impact local infrastructure priorities and community needs.

A motion to approve the Florida Department of Transportation (FDOT) FY27-FY31 Draft Tentative Work Program was made by Commissioner Ciampi and seconded by Commissioner Capps. The motion passed unanimously.

B. FEDERAL HIGHWAY ADMINISTRATION (FHWA) FEDERAL CERTIFICATION REVIEW

Ms. Beltran introduced the next agenda item, noting that every four years the MPO undergoes a Federal certification audit. She explained that the final step in this process is for the Federal Highway Administration liaison to present the certification report to the Board for approval. She confirmed that the report was included in the agenda packet and then introduced Erica Thompson, who joined the meeting remotely.

Ms. Thompson greeted the Board and proceeded to present a summary of findings from the 2025 Federal certification review of the Port St. Lucie Transportation Management Area (TMA). She explained that Federal regulations require certification reviews at least once every four years to formalize continuing oversight and to document the evaluation of the TMA's planning process. Her remarks emphasized the importance of this review in ensuring compliance, accountability, and transparency in regional transportation planning. There were no questions from the Board.

A motion to approve the Federal Highway Administration (FHWA) Federal Certification Review was made by Commissioner Capps and seconded by Commissioner Mayfield. The motion passed unanimously.

C. FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADMENDMENTS

Ms. Margie Tamblyn, Senior Planner for the MPO, presented the Fiscal Year 2026–2030 Transportation Improvement Program (TIP) amendments. She began by noting there were two specific amendment items for Board consideration.

The first item, Amendment No. 3, concerned State Road 710 (Southwest Warfield Boulevard). This amendment was requested by FDOT to include project funding from west of SE 126th Boulevard to the Martin/Okeechobee County line. Ms. Tamblyn explained that funding allocations were scheduled across multiple fiscal years FY 2026, FY 2027, FY 2029, and FY 2030 totaling just over \$8 million for the project.

The second item involved the addition of a Section 5307 formula fund for transit operations within the Martin County, Port St. Lucie urbanized area. Ms. Tamblyn clarified that this funding supports the large urban operating budget, combining contributions from the Federal Transit Administration (FTA) and local sources. The amendment adds nearly \$2.5 million to the program.

A motion to approve the FY26-FY30 Transportation Improvement Program (TIP) Amendments was made by Commissioner Mayfield and seconded by Commissioner Ciampi. The motion passed unanimously.

D. FLORDIA TURNPIKE FY27-FY31 DRAFT TENTATIVE WORK PROGRAM

Mr. James Brown, MPO liaison for Florida's Turnpike Enterprise, introduced himself for the record and presented the agency's Fiscal Year 2027–2031 Tentative Work Program. There were no questions from the Board.

A motion to approve the Florida Turnpike FY27-FY31 Draft Tentative Work Program was made by Mayor Dipaolo and seconded by Commissioner Capps. The motion passed unanimously.

9. COMMENTS FROM FDOT

Ms. Beltran offered remarks from a staff perspective, extending appreciation to Mr. Caesar Martinez for his instrumental role in securing funding for the SR 710 widening project. She noted that Mr. Martinez, was particularly effective in conveying the story of Indiantown to Tallahassee. He highlighted the community's needs and the discussions held at MPO meetings.

10. COMMENTS FROM ADVISORY COMMITTEE MEMBERS – None

11. COMMENTS FROM BOARD MEMBERS – None

NOTES

Commissioner Heard inquired whether the Board needed an update on the development review map. Ms. Beltran responded that the map is available online and has recently been updated. She explained that staff now plans to update the map four times per year, and it will be brought before the Board each time. She noted that the map can be accessed via the MPO website, and staff is available to assist with any questions.

Ms. Beltran also added a scheduling note: while other MPO meetings in December are canceled, a special Bicycle and Pedestrian Advisory Committee (BPAC) meeting is scheduled on December 8. The meeting will focus on e-bikes and local ordinances adopted in Florida, with discussion on how the region should approach future regulations. Commissioner Ciampi requested that the results of the BPAC meeting be brought back to the Board. Ms. Beltran confirmed that the outcomes will first be presented at the Joint Advisory Committee meeting in February, and then formally reported to the MPO Board.

NEXT MEETING

- MPO Policy Board Meeting – February 23, 2025, at 9:00am

ADJOURNMENT: 9:37 AM

Approved by:

**Sarah Heard, Chair
Martin County Commissioner**

Date

Prepared by:

Susan Ortiz, Administrative Assistant

Date

Minutes Approved on February 23, 2026

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**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 1
WORDING: ELECTION OF OFFICERS		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

In accordance with Section 1.02 A. (2) of the MPO Bylaws, “A Chairman and Vice Chairman shall be elected at the first meeting of the calendar year. The Chairman and Vice Chairman shall serve for a period of one year or until a successor is elected and shall be voting members.

According to Section 1.02 A. (3) of the Bylaws, “The Chairman and Vice Chairman must have completed the MPOAC Institute training program for elected officials or served on the Martin MPO for at least two (2) years. The Chairman shall call and preside at all meetings. Upon approval of the Martin County Department Director, the MPO Chairman shall review and approve or disapprove the MPO Administrator’s timesheets and expense reimbursements, in accordance with FDOT Technical Memorandum 19-05. The Vice Chairman shall serve as Chairman in the absence of the Chairman. In the absence of both the Chairman and Vice Chairman, the voting members of the MPO that are present, if comprising a quorum, shall elect a voting member to serve as a Chairman for the meeting or until the Chairman or Vice Chairman are present.” (See attached.)

ISSUES

At the February 23, 2026, Martin MPO Board meeting, Board Members shall nominate and elect a Chair and a Vice Chair. The Chair and Vice Chair serve as members of the Treasure Coast Transportation Council (TCTC) which addresses regional projects. Historically the Chair has served as the Martin MPO Representative on the Statewide Metropolitan Planning Organization Advisory Council (MPOAC) Governing Board; the Vice Chair has served as the Alternate.

The following appointments will also need to be made at the February 23rd Policy Board meeting:

- 1) Two Alternates to the TCTC; and
- 2) Chair of the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD).

AGENDA ITEM 8A

RECOMMENDED ACTION

Approve the MPO Chair and MPO Vice Chair; two Alternates to the TCTC; and LCB-TD Chair.

APPROVAL

MPO

ATTACHMENTS

MPO Bylaws Excerpt

Creation of the MPO is for the purpose of implementing Title 23, United States Code, Section 134, and Title 49, United States Code, Sections 1602, 1603, and 1604, and Title 23, Code of Federal Regulations, part 450, and Chapter 339.175, Florida Statutes. The MPO is created to work in cooperation with the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and local participating governments.

1 DESCRIPTION OF ORGANIZATION

1.01 THE AGENCY

The Martin Metropolitan Planning Organization, hereinafter referred to as MPO, is created pursuant to Florida Statute 339.175, and will operate under an Interlocal Agreement, dated May 6, 2015, and amended on February 7, 2019, authorized under Chapter 163, Florida Statutes. The parties to the Interlocal Agreement are the Martin County Board of County Commissioners, City of Stuart, Town of Sewall's Point, Village of Indiantown, and Florida Department of Transportation.

1.02 COMPOSITION OF THE MPO

A. *Composition*

(1) The Martin MPO is the primary agency responsible for transportation planning in Martin County. The MPO consists of nine elected officials who are voting members representing four local governments and one non-voting advisor representing the Florida Department of Transportation (FDOT). The FDOT member serves as a Technical Advisor to the MPO Board. The MPO is a planning and policy-making body with the power to develop and adopt plans and to program improvements to the transportation system for facilities receiving state or federal funds. The MPO voting membership is as shown below.

Martin County Commission	(5)
City of Stuart	(2)
Town of Sewall's Point	(1)
Village of Indiantown	(1)

(2) Officers – A Chairman and Vice Chairman shall be elected at the first meeting of the calendar year. The Chairman and Vice Chairman shall serve for a period of one year or until a successor is elected and shall be voting members.

(3) Chairman – The Chairman and Vice Chairman must have completed the MPOAC Institute training program for elected officials or served on the Martin MPO for at least two (2) years. The Chairman shall call and preside at all meetings. Upon approval of the Martin County Department Director, the MPO Chairman shall review and approve or disapprove the MPO Administrator's timesheets and expense reimbursements, in accordance with FDOT Technical Memorandum 19-05. The Vice Chairman shall serve as Chairman in the absence of the Chairman.

In the absence of both the Chairman and Vice Chairman, the voting members of the MPO that are present, if comprising a quorum, shall elect a voting member to serve as a Chairman for the meeting or until the Chairman or Vice Chairman are present.

(4) Minutes – The staff of the MPO shall maintain the minutes and other records. The minutes shall accurately reflect the proceedings.

(5) Quorum – At least five of the voting members of the MPO must be present for the MPO to conduct business.

B. *Alternate Membership*

(1) If desired, an MPO member governmental entity may appoint, by action taken at an official meeting of the governmental entity, an alternate for one or more of its appointed MPO members.

(a) The alternate member must be an elected official and serve the same governmental entity or area that the regular member serves as defined in 339.175(3)(a), Florida Statutes.

(b) An alternate voting member's term shall be for not longer than the term of the voting member he or she represents as defined in 339.175(3)(b), Florida Statutes.

(2) The member governmental entity shall notify the MPO Chairman in writing that the appointed individual may act as an alternate member in accordance with 339.175(3)(a), Florida Statutes, if the regular member cannot attend a meeting. A copy of the governmental entity's minutes of the meeting when the alternate member was appointed shall accompany this written notification.

C. *Conduct of Business*

(1) Robert's Rules of Order most recent edition shall govern all MPO meetings and hearings.

D. *Treasure Coast Transportation Council*

(1) The Chairman and Vice Chairman of the MPO shall represent the Martin MPO on the Treasure Coast Transportation Council (TCTC). The MPO Board shall also appoint two alternates to the TCTC.



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 5
WORDING: PUBLIC HEARING - FY26-FY30 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #5		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY26-FY30 TIP

BACKGROUND

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

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

ISSUES

At the February 23, 2026, Policy Board meeting, MPO staff will present the FY26-FY30 TIP Amendment #5.

RECOMMENDED ACTION

- Approve the FY26-FY30 TIP Amendment #5

FISCAL IMPACT

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

APPROVAL

MPO

ATTACHMENTS

- FDOT TIP Amendment Request Letter
- SR-9/I-95 Martin County Guardrail (FM# 457180-1) Project Sheet
- Draft Resolution #26-05



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

January 15, 2026

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

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

Dear Ms. Beltran:

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

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

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

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

Sincerely,

Signed by:

Kathy White

F2721E8A7E534C5...

Kathy White
MPO Liaison
FDOT – District 4

Table I

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

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

Non-SIS



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

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

Prior Cost <2026: 0
Future Cost >2031: 0
Total Project Cost: 1,617,241

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

RESOLUTION NUMBER #26-05

**A RESOLUTION OF THE MARTIN METROPOLITAN
PLANNING ORGANIZATION OF MARTIN COUNTY,
FLORIDA, APPROVING THE FY25/26 – FY29/30
TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENT #5**

WHEREAS, the Metropolitan Planning Organization (MPO) is required by 23 U.S.C. 134(j) to develop a Transportation Improvement Program (TIP); and

WHEREAS, the Code of Federal Regulations (CFR) defines the TIP as a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process; and

WHEREAS, State of Florida law requires the TIP to cover an additional year, for a total of five years; and

WHEREAS, the schedule for the development of the TIP must be compatible with the schedule for the development of the Work Program of the Florida Department of Transportation (FDOT) and the State Transportation Improvement Program (STIP) since the TIP is incorporated into the STIP; and

WHEREAS, the TIP contains Federal and State funded, and regionally significant, transportation projects to be funded in Martin County during the next five years; and

WHEREAS, in accordance with State of Florida law, the TIP is updated annually and approved by the MPO and the Governor or the Governor's delegate, the FDOT Secretary.

NOW, THEREFORE, BE IT RESOLVED BY THE MARTIN METROPOLITAN PLANNING ORGANIZATION, THAT:

Section 1. The Martin MPO hereby approves the FY25/26 – FY29/30 Transportation Improvement Program (TIP) Amendment #5 for the addition of FM# 457180-1, SR-9/I-95 Martin County – Guardrail.

DULY PASSED AND ADOPTED THIS 23rd DAY OF FEBRUARY 2026

MARTIN METROPOLITAN PLANNING
ORGANIZATION

Sarah Heard
Chair

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Elysse Elder
County Attorney

ATTEST:

Susan Ortiz
MPO Administrative Assistant



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 3
WORDING: TRANSPORTATION SAFETY PERFORMANCE TARGETS - 2026		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

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

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

ISSUES

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

RECOMMENDED ACTION

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

APPROVAL

MPO

ATTACHMENTS

- 2026 Safety Performance Measures and Forecasting Summary Sheet
- Resolution #26-06

Martin MPO DRAFT

FHWA Safety Performance Measure Targets

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

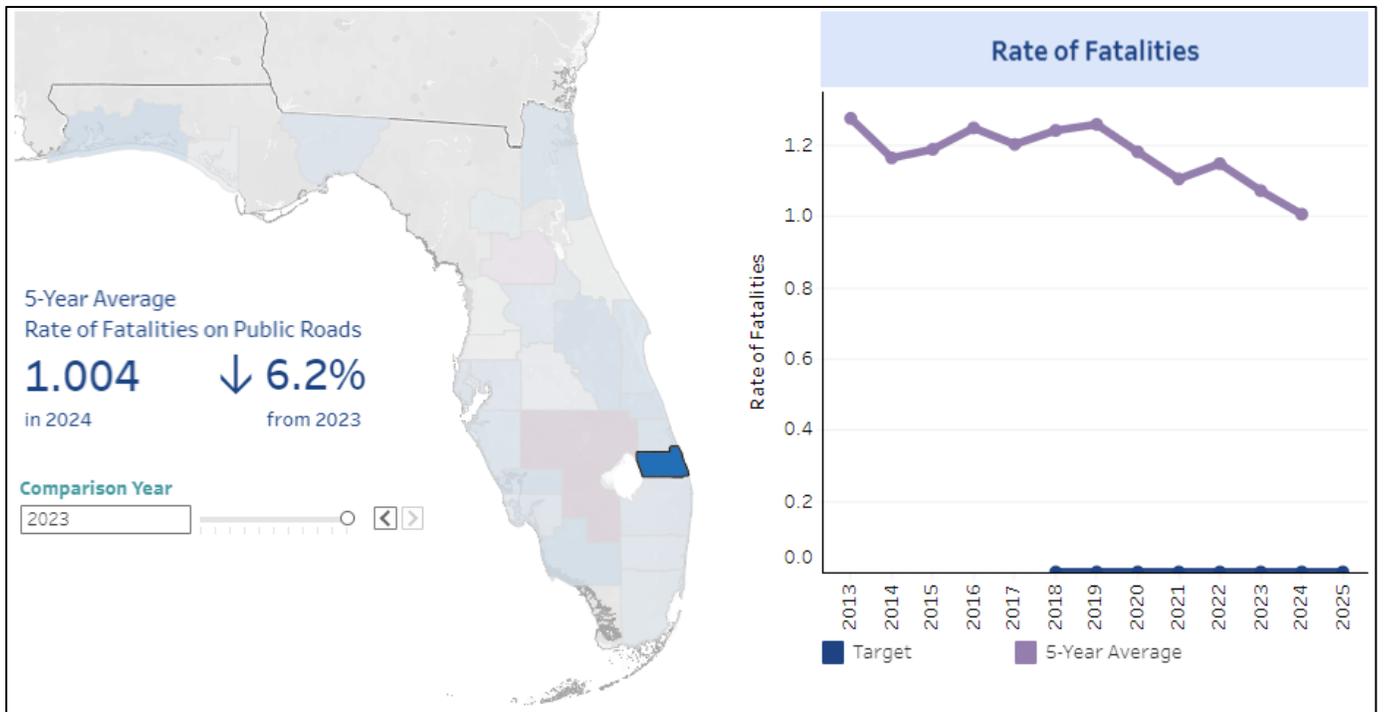
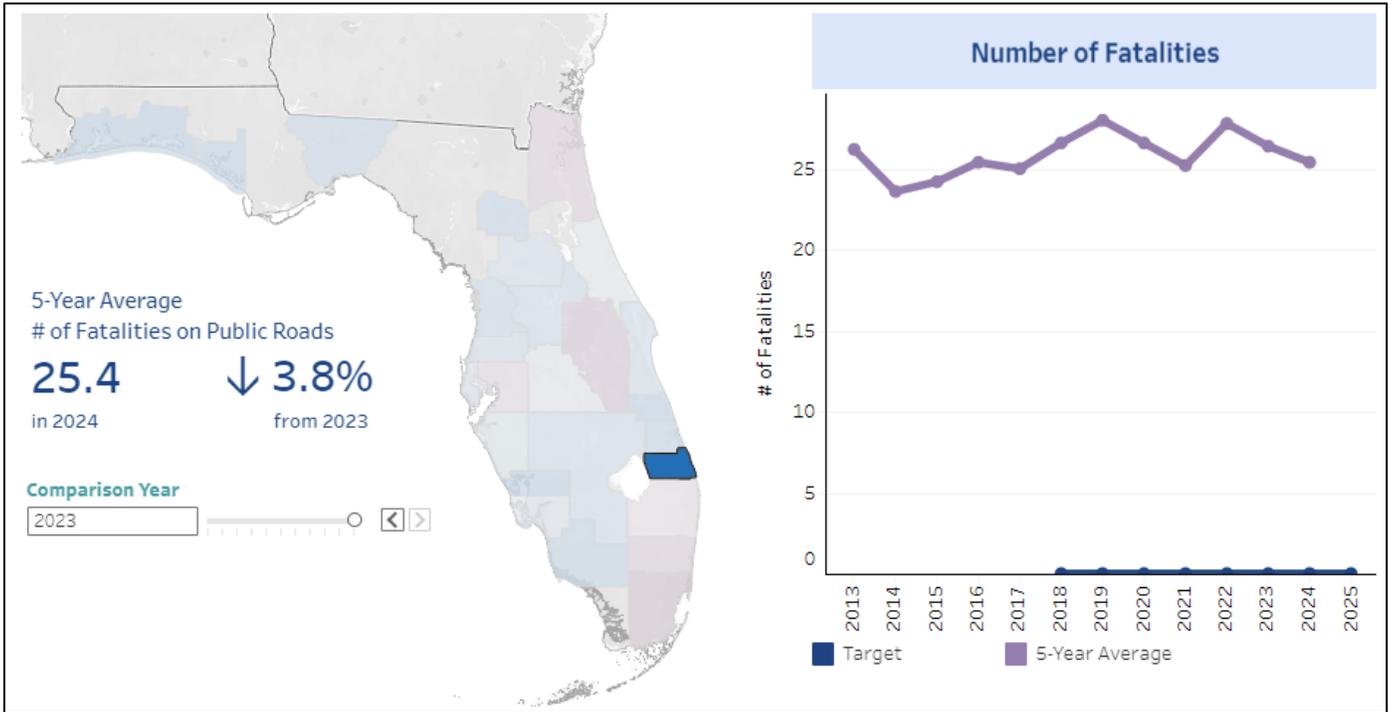
1. Number of Fatalities: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. Rate of Fatalities: The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.
3. Number of Serious Injuries: The total number of persons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

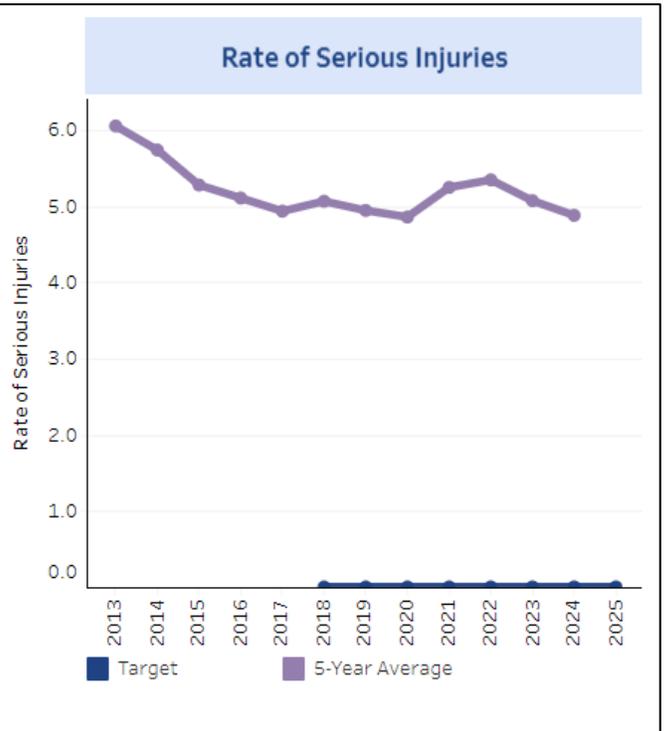
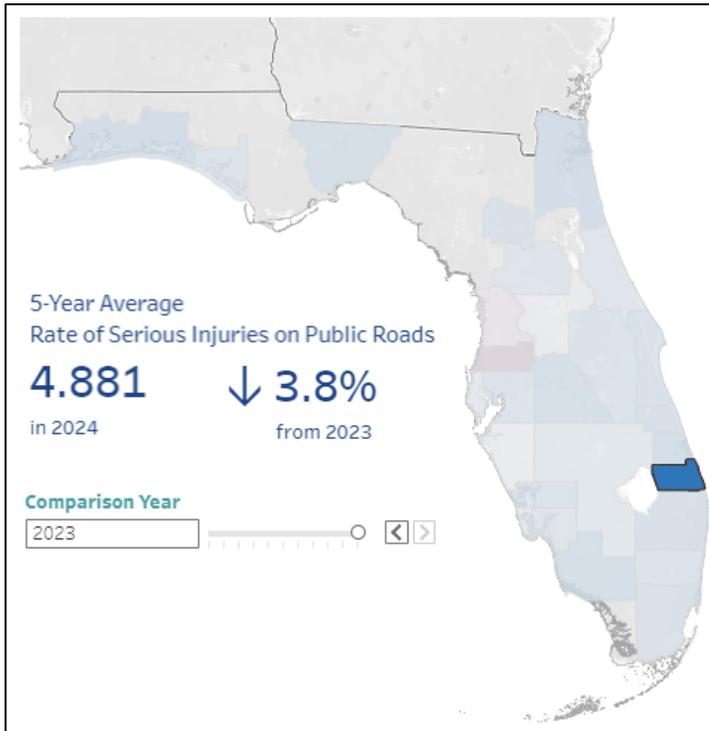
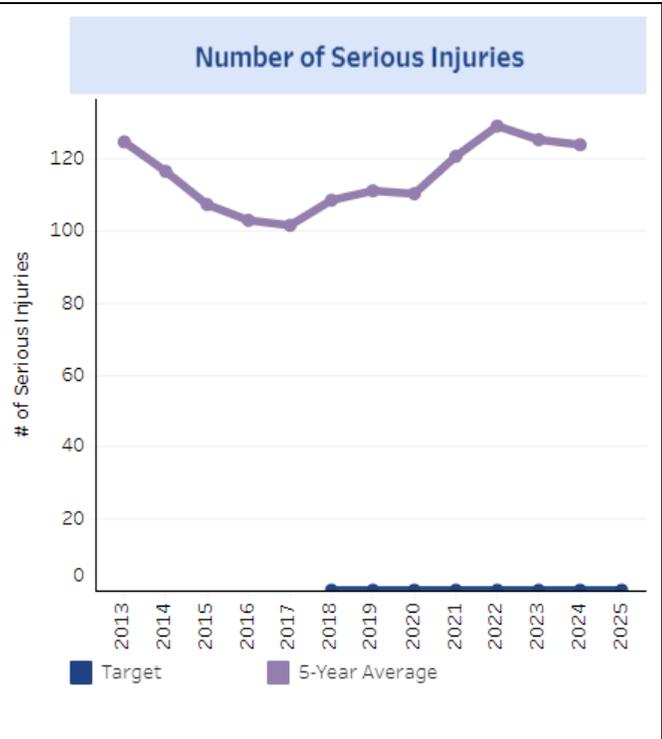
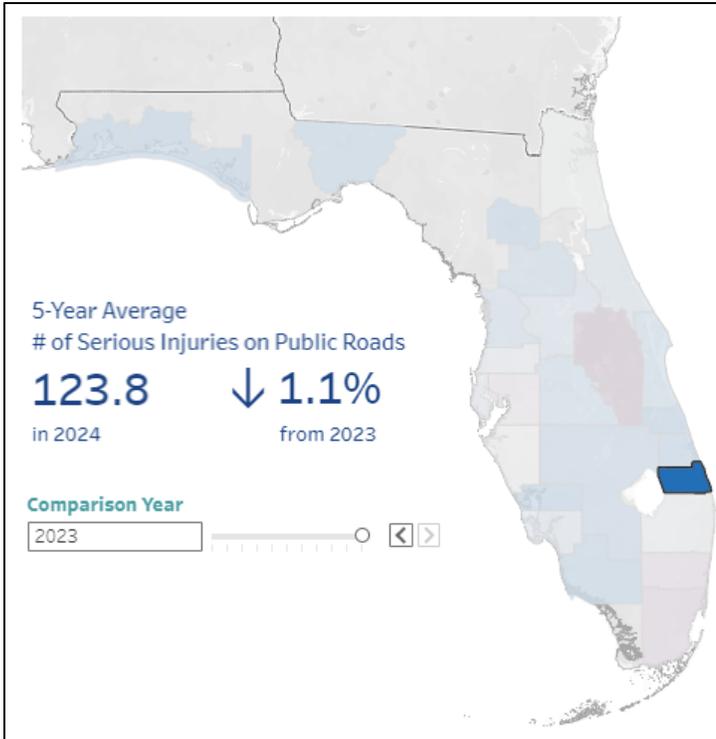
The Florida Department of Transportation (FDOT) and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries, with the understanding that the death or serious injury of any person is unacceptable. Therefore, FDOT has established zero as the only acceptable target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

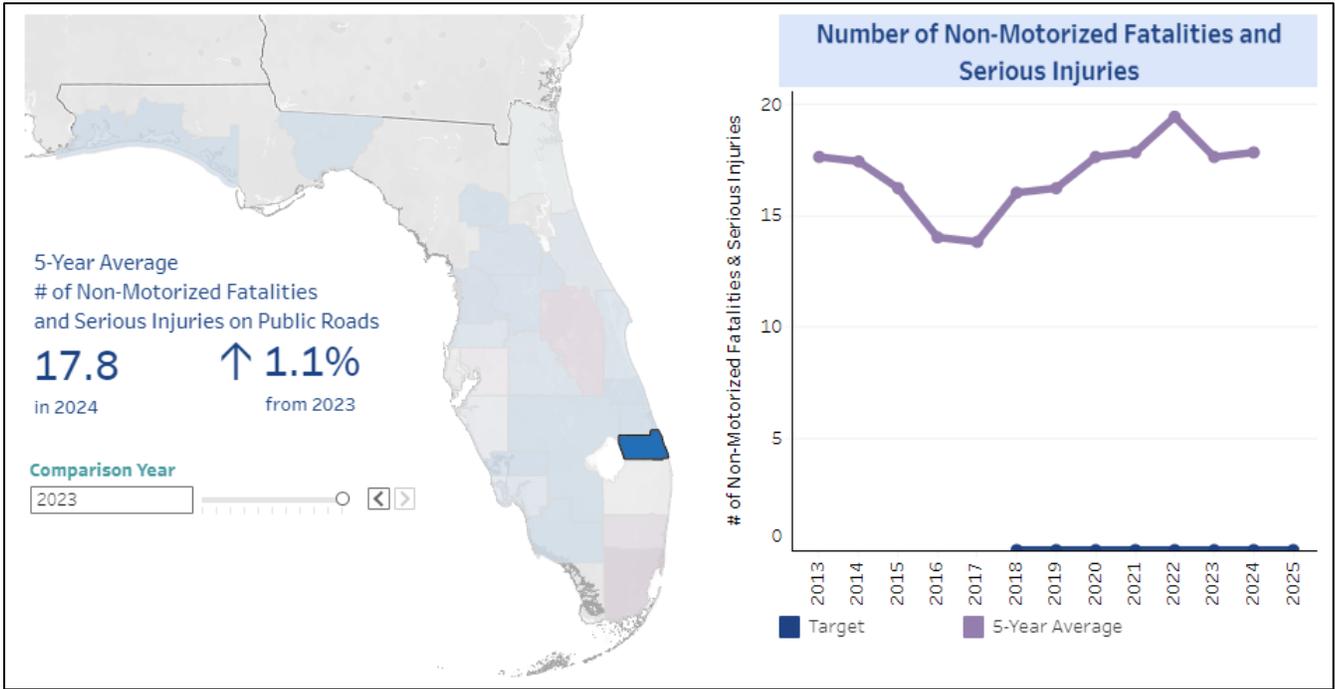
Proposed PM 1 – Safety Targets

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

FDOT's Federal Performance Measures SourceBook Page







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

SOURCES

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

RESOLUTION NUMBER #26-06

**A RESOLUTION OF THE MARTIN
METROPOLITAN PLANNING ORGANIZATION OF
MARTIN COUNTY, FLORIDA, TO ADOPT THE
FLORIDA DEPARTMENT OF
TRANSPORTATION'S "VISION ZERO" SAFETY
PERFORMANCE TARGETS TO MEET FEDERAL
HIGHWAY ADMINISTRATION REQUIREMENTS**

WHEREAS, State Departments of Transportation and Metropolitan Planning Organizations (MPOs) are required to adopt Safety Performance Targets annually to meet Federal Highway Administration (FHWA) requirements; and

WHEREAS, there are five Federal Safety Performance Measures: Number of Fatalities; Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT); Number of Serious Injuries; Rate of Serious Injuries per 100 million VMT; Number of Non-motorized Fatalities and Serious Injuries; and

WHEREAS, the Florida Department of Transportation (FDOT) supports the philosophy that the death or injury of any person is unacceptable; and

WHEREAS, FDOT has identified "Vision Zero" Targets (the goal of no fatalities and injuries) for all five of the Safety Performance Measures in 2026; and

WHEREAS, given FDOT's resources and expertise in data collection and analysis, almost all of the 27 Florida MPOs are adopting FDOT's targets of "Vision Zero"; and

WHEREAS, Florida MPOs are required to submit Safety Performance Targets to FDOT by February 27, 2026.

NOW, THEREFORE, BE IT RESOLVED BY THE MARTIN METROPOLITAN PLANNING ORGANIZATION, THAT:

Section 1. The Martin MPO hereby adopts the FDOT "Vision Zero" targets for all five Federal Safety Performance Measures.

Section 2. The MPO Administrator or designee is authorized to work with FDOT to provide required information for submittal.

DULY PASSED AND ADOPTED THIS 23rd DAY OF FEBRUARY 2026

MARTIN METROPOLITAN PLANNING
ORGANIZATION

Sarah Heard, MPO Chair

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Elyse Elder, County Attorney

ATTEST:

Susan Ortiz, Administrative Assistant



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 5
WORDING: DRAFT FY28-FY32 LIST OF PROJECT PRIORITIES (LOPP)		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Draft FY28 – FY32 LOPP

BACKGROUND

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

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

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

ISSUES

At the February 2026 Policy Board meeting, MPO staff will present the Draft List of Project Priorities for review and recommendations.

In addition, FDOT staff inquired if the MPO wanted green painted mast arms on all current and future projects where a traffic signal mast arm installation is programmed.

RECOMMENDED ACTION

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

AGENDA ITEM 8D

FISCAL IMPACT

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

APPROVAL

MPO

ATTACHMENTS

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

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

FY28 Rank	Facility	Segment Limits		Project Description	2050 LRTP Page	Prev. Rank	FM #	Phase Funded
		From	To					
1	SE Cove Rd.	SR-76 / S Kanner Hwy.	US-1 / Federal Hwy.	Widen from 2-lanes to 4-lanes, shared use pathways, CEI, green mast arms	7-16	3	441700-1	Design FY26 ROW FY27
2	SE Commerce Ave.	SE Indian St.	SE Salerno Rd.	Roadway leveling, resurfacing, shoulder widening, drainage improvements, pedestrian crosswalks, intersection improvements	5-26	6		
3	CR-713 / SW High Meadow Ave.	I-95	SR-714/SW Martin Hwy.	Widen from 2-lanes to 4-lanes, shared-use pathway, sidewalk, CEI, green mast arms	7-9	11	441699-1	Design FY26 ROW FY29
4	CR-609 / SW Allapattah Rd.	SR-710	2,800 feet north of SW Minute Maid Rd.	Resurfacing, shoulder widening, southbound left turn lane onto SR-710, green traffic signal, CEI	5-16	13		
5	Passenger Rail Station and Improvements	FEC Railroad		Passenger rail station & rail safety improvements	7-24			
6	US-1	S Kanner Hwy.	SW Palm City Rd.	Extension of US-1 southbound right-turn lane onto SR-76, intersection reconfiguration at SW Palm City Rd.	5-28	7		
7	CR-609 / SW Allapattah Rd.	Approx. 3 miles N of SW Minute Maid Rd.	St. Lucie County Line	Resurfacing, shoulder widening, safety improvements, intersection improvements at CR-714	5-16	14		
8	SE Pomeroy St.	SR-76 / S Kanner Hwy.	US-1	Resurfacing, safety improvements	G-16	15		
9	SR-A1A / SE Ocean Blvd.	At SR-714 / SE Monterey Rd		Accessible route at southwest corner	G-9	17		
10	CR-714 / SW Martin Hwy.	East of SW Fox Brown Rd.	West of I-95	Resurfacing, safety improvements	5-26			
11	CR-726 / SW Citrus Blvd.	SR-710	SW Hemingway Ter.	Resurfacing, shoulder widening, safety improvements	7-55	12		

12	SR-714 / SE Monterey Rd. & SR-A1A / SE Ocean Blvd.	SE Kingswood Ter.	SE St. Lucie Blvd.	Mid-block pedestrian crosswalks	7-54	9		
13	SE Willoughby Blvd. Extension	SR-714 / Monterey Rd.	US-1	New 2-lane road with bicycle and pedestrian facilities	7-9	10	419669-3	PD&E FY26 Design FY30
14	N Sewall's Point Rd.	SR-A1A / SE Ocean Blvd.	NE Palmer St.	Mitigate for sea level rise impact	5-33	16		
15	CR-708/SE Bridge Rd.	Bascule Bridge		Bridge Replacement	3-2	4		
16	SW Palm City Rd.	SR-714 / Monterey Rd.	US-1	Complete Streets improvements	5-28	8		
17	SR-76 / S Kanner Hwy.	At SW South River Dr.		New southbound right-turn lane, green traffic signal	G-9	18		

DRAFT
FY28-FY32
Unfunded Safety Priority List

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



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 6
WORDING: TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT APPLICATION		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The Federal Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, and infrastructure projects for enhanced mobility. However, TAP funding does not cover design costs, permitting, environmental or archaeological reports/documentation, and certain construction items, such as utility relocations, utility adjustments, and as-built surveys.

ISSUES

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

Palm Lake Park Sidewalk Project:

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

At the February 2026 Policy Board meeting, Martin County staff will present the County’s TAP project.

RECOMMENDED ACTION

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

FISCAL IMPACT

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

APPROVAL

MPO

ATTACHMENTS

Palm Lake Park Sidewalk Project PowerPoint presentation

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PALM LAKE PARK
SIDEWALK PROJECT

2026 FDOT
TRANSPORTATION
ALTERNATIVES APPLICATION
CYCLE
(FY 30 FUNDING)



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA)

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

The program supports :

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

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

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



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Existing Conditions – Palm Lake Park

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



Safe Routes for Non-Drivers – Palm Lake Park

Provide connectivity for residents to neighboring areas:

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



NW Crescent Drive – Photo taken 11/25



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PROJECT LOCATION



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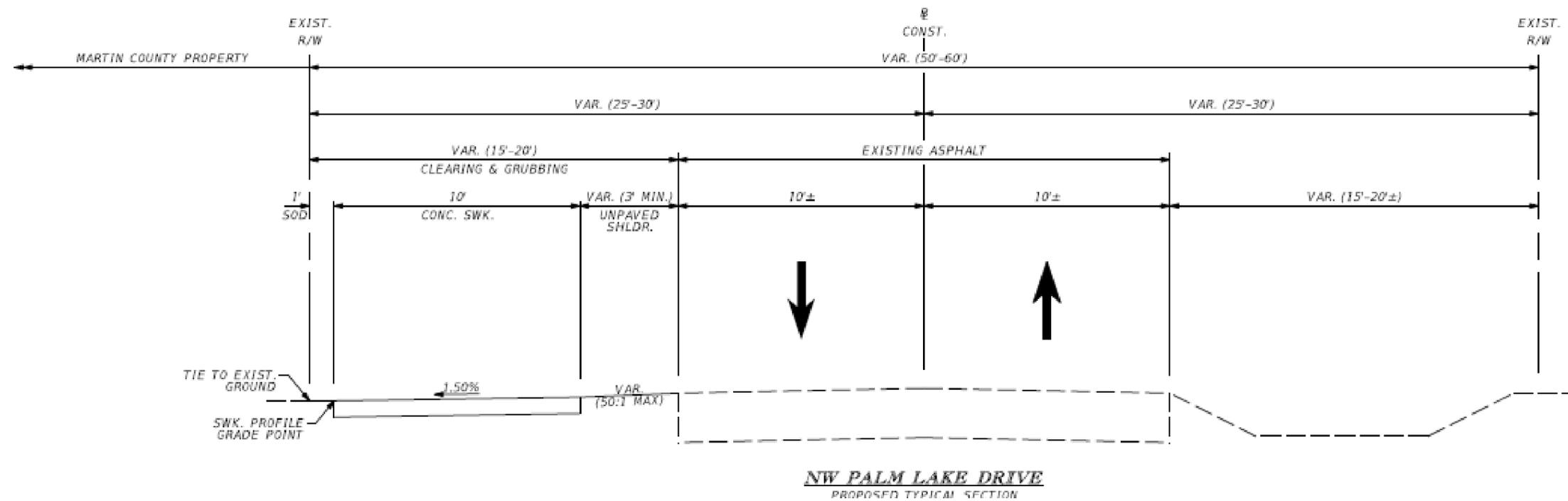
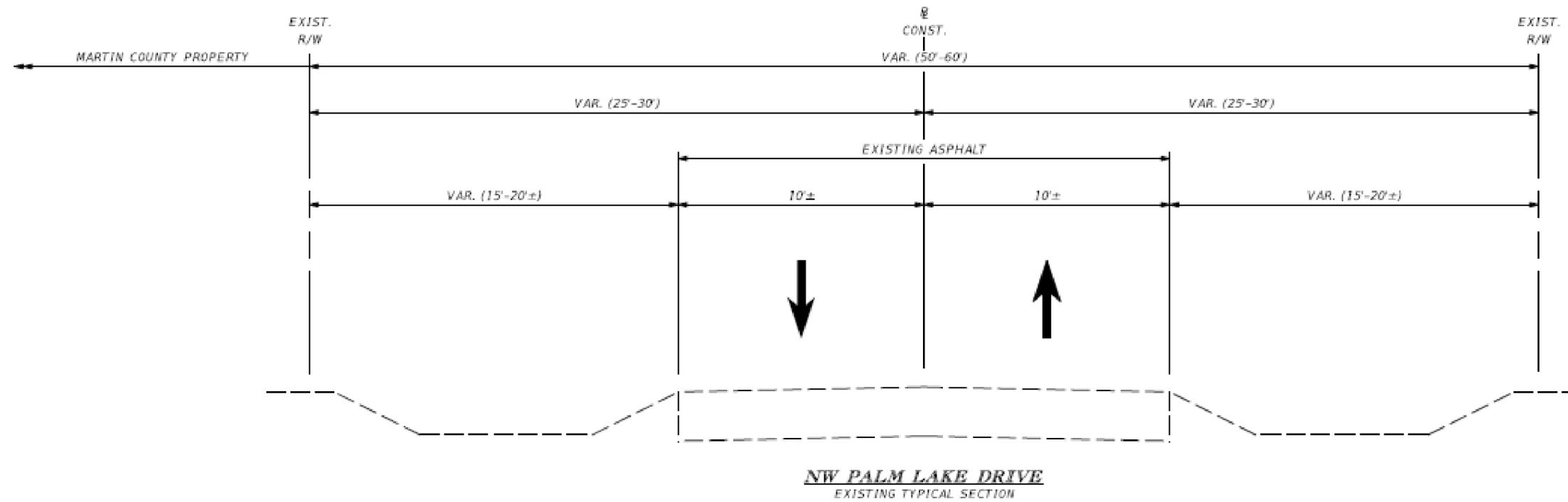
PROJECT SCOPE

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

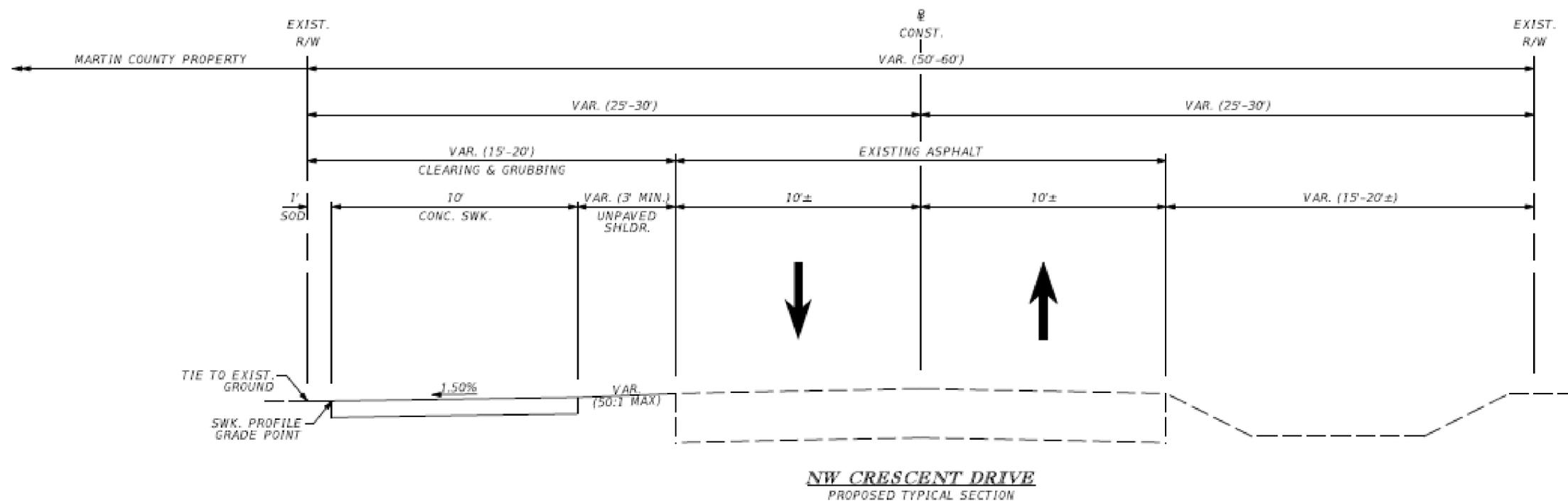
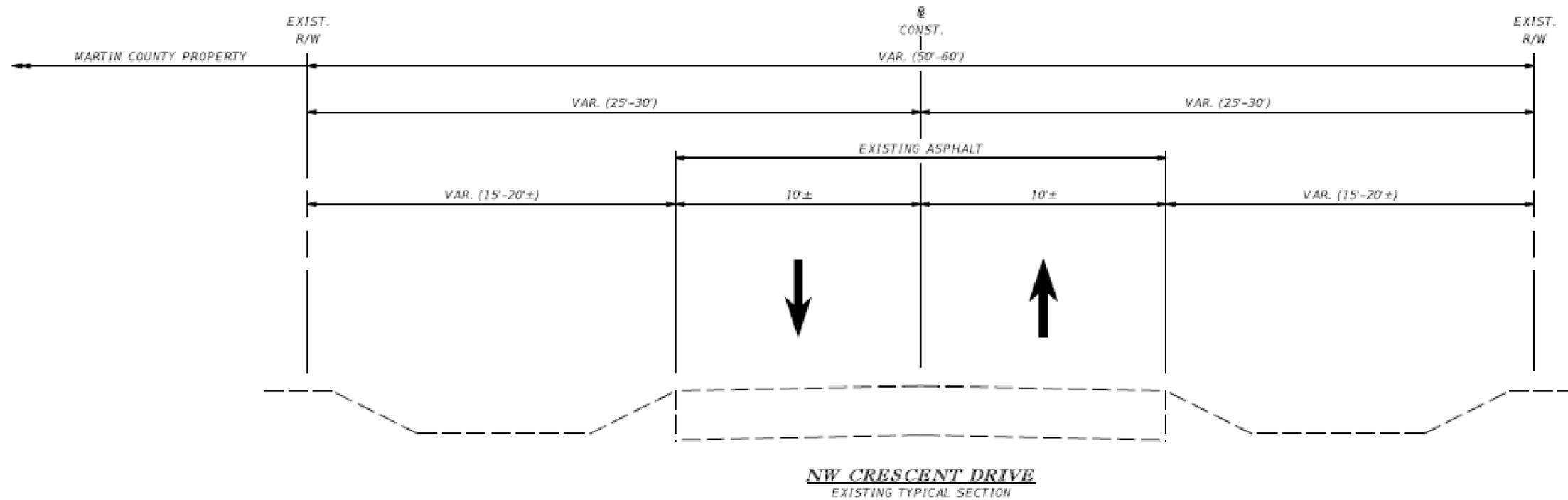




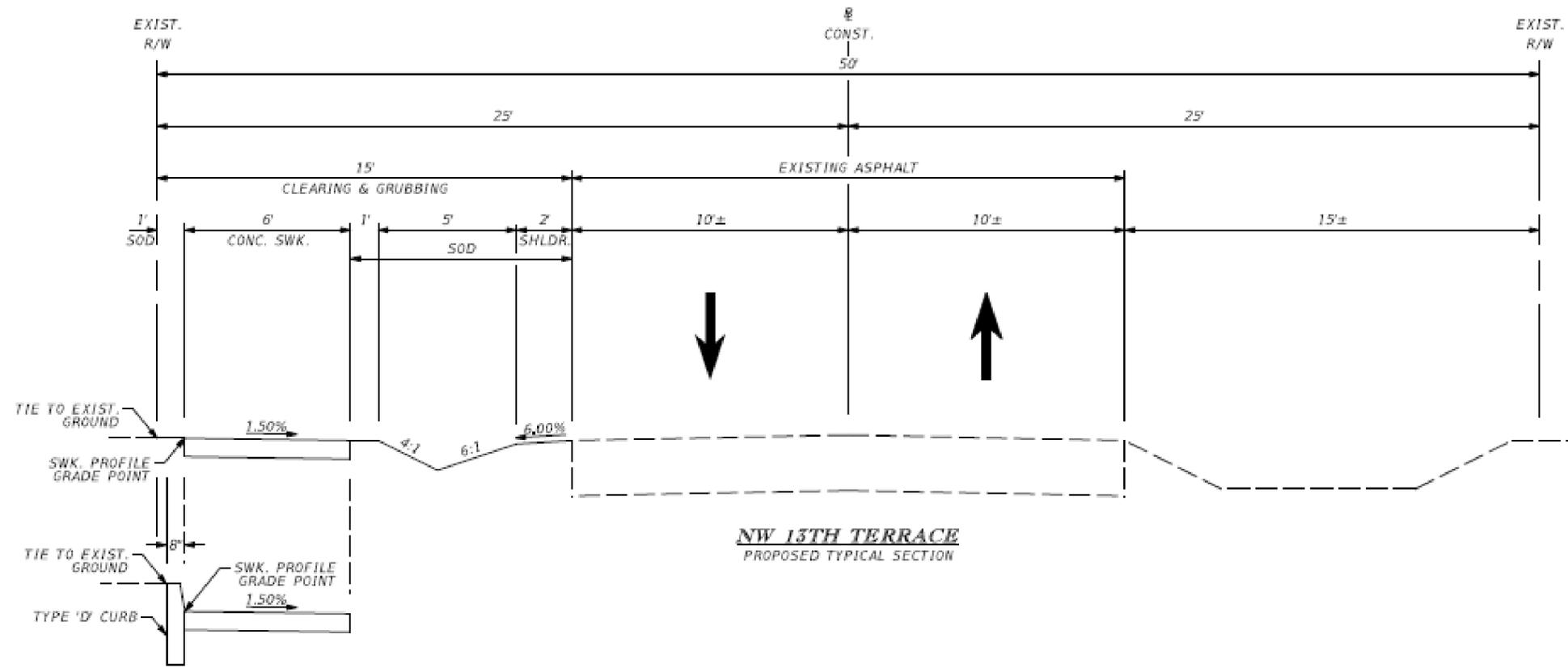
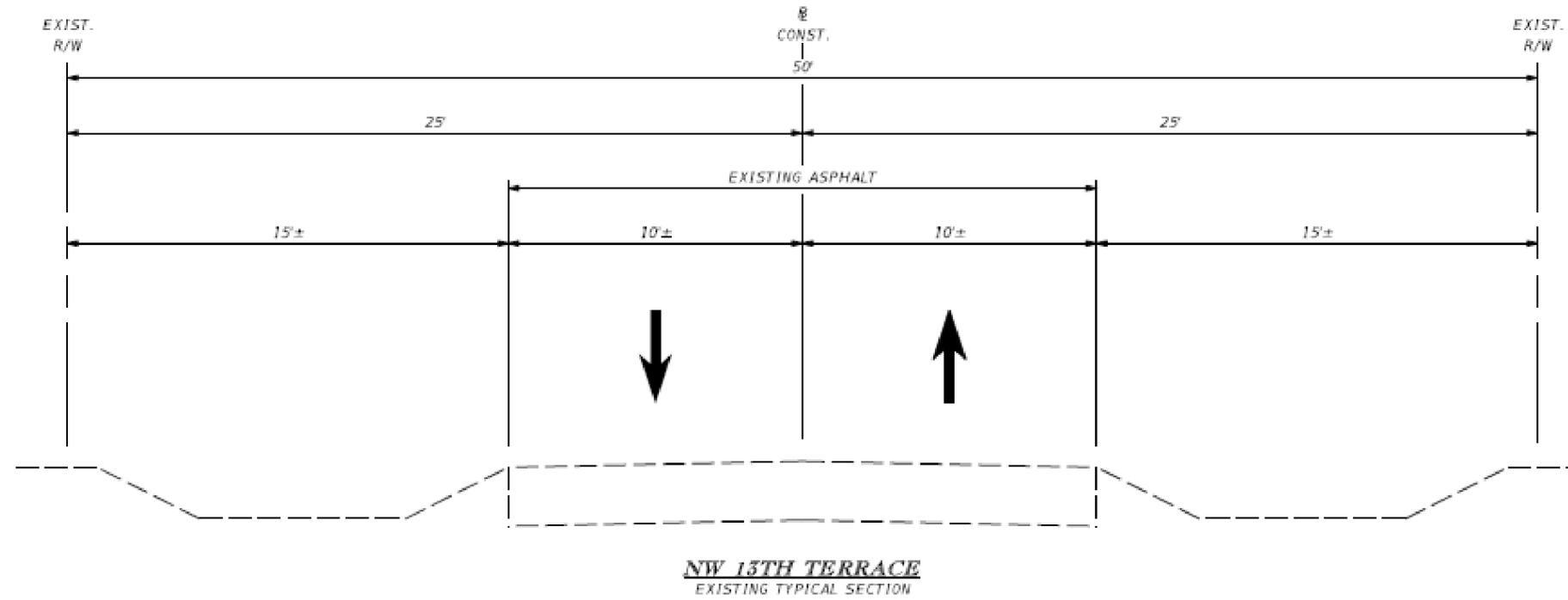
EXISTING & PROPOSED TYPICAL SECTION



EXISTING & PROPOSED TYPICAL SECTION



EXISTING & PROPOSED TYPICAL SECTION





FUNDING ALLOCATION

TOTAL CONSTRUCTION COST
ESTIMATE:
\$914,745.

GRANT REQUESTED FUNDS:
\$884,745.

LOCAL FUNDS:
\$30,000.



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LOCAL SUPPORT

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

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



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QUESTION & ANSWER



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**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 5
WORDING: SAFE ROUTES TO SCHOOL PROJECT – NE ROSETREE DRIVE/NE LAKE DRIVE SIDEWALK		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

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

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

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

ISSUES

At the Ferbraruy 2026 Policy Board meeting, Martin County staff will present the Jensen Beach Elementary School and NE Rosetree Drive/NE Lake Drive sidewalk SRTS project.

RECOMMENDED ACTIONS

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

APPROVAL

MPO

ATTACHMENTS

- SRTS Application
- SRTS PowerPoint Presentation

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NE ROSETREE DR &
NE LAKE AVE
SIDEWALK PROJECT

2026 FDOT
Safe Routes to School
(FY 30 FUNDING)



Florida Safe Routes to School (SRTS)

In 1969, nearly 50% of all students walked or rode a bicycle to school. By 2009, that number had dropped to fewer than 15%. The causes of this decline are varied, and the effects are far-reaching. Fewer students walking or bicycling to school has adversely affected traffic, air quality, and bicycle and pedestrian safety in communities.

Safe Routes to School aims to reverse these effects by making walking and bicycling to school safer and easier for primary and secondary school students.



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Safe Routes to School – Program Overview

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

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



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Safe Routes to School - Benefits

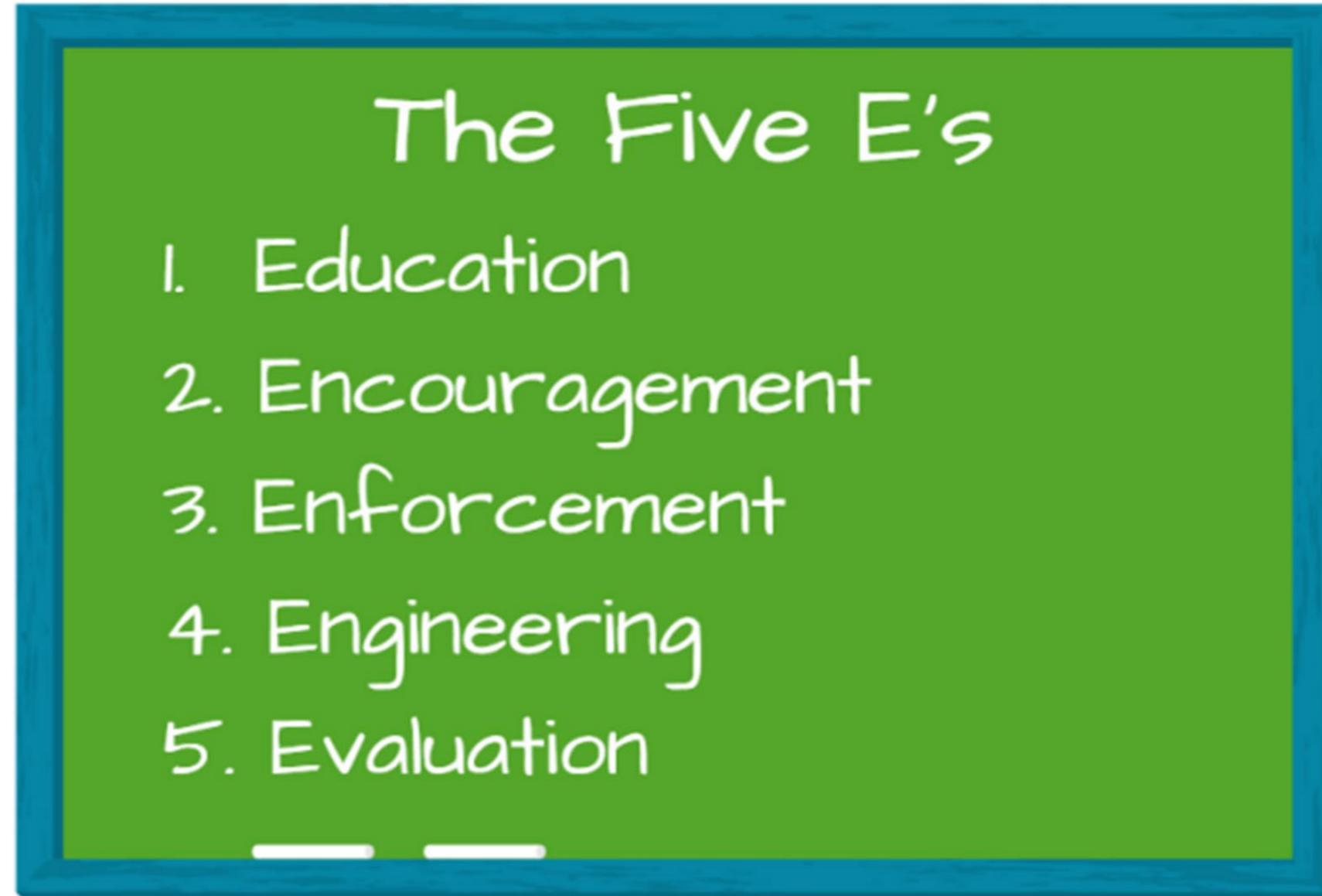
- Getting an active start to the day helps students arrive to school alert, refreshed and ready to learn.
- Encouraging physical activity can teach lifelong healthy habits.
- Connect existing bicycle and pedestrian networks, providing more active travel and recreation opportunities for the whole community.
- Engage the community and students to be more welcoming towards walking or bicycling to school using the 5 E's.



Image: BikeWalkKC (CC 2.0)



Safe Routes to School – The Five E’s – A Holistic Approach



Safe Routes to School – The Five E’s – A Holistic Approach



EDUCATION | **WHO:** Principal and teachers from the project’s school.
Teaching students about bicycle and pedestrian safety. *Assemblies, Bicycle Rodeos, curriculum for students, parents and guardians.*

ENCOURAGEMENT | **WHO:** PTA member and school staff.
Promote the SRTS program by building community buy-in, building excitement and rewarding positive habits. *Events and incentives such as the Walking School Bus, Bicycle Trains, punch cards, stickers and recognition, crossing guards and student safety patrols.*

ENFORCEMENT | **WHO:** Local law enforcement, SRO or adult school crossing guards.
A plan to deter unsafe behaviors and encourage safe sharing of the road. *Crosswalk stings, Speed feedback trailers and signage.*



Safe Routes to School – The 5 E’s – A Holistic Approach

ENGINEERING | WHO: Martin County transportation engineer.

The design, implementation, operation, and maintenance of infrastructure and traffic control devices. *Influencing drivers to slow down and encouraging pedestrian and bicycle activity through sidewalks, bike paths, signage, traffic control devices, pavement markings.*

EVALUATION | WHO: Martin County staff and school officials.

Assessing both the successes and the shortcomings of the program. *Parent surveys, site assessments, case studies.*



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SRTS – Jensen Beach Elementary School and NE Rosetree Dr and NE Lake Ave Sidewalk Connections - Project Goals

- Address critical safety concerns near schools.
- Increase the number of students walking and bicycling to school.
- Encourage students within the 2-mile radius to walk or bicycle to school vs. car drop-off.
- Provide sidewalk connections from adjacent neighborhood to the existing sidewalk along NE Savannah Road leading to Jensen Beach Elementary School.
- Build on the existing relationship with Jensen Beach Elementary and the Martin MPO.

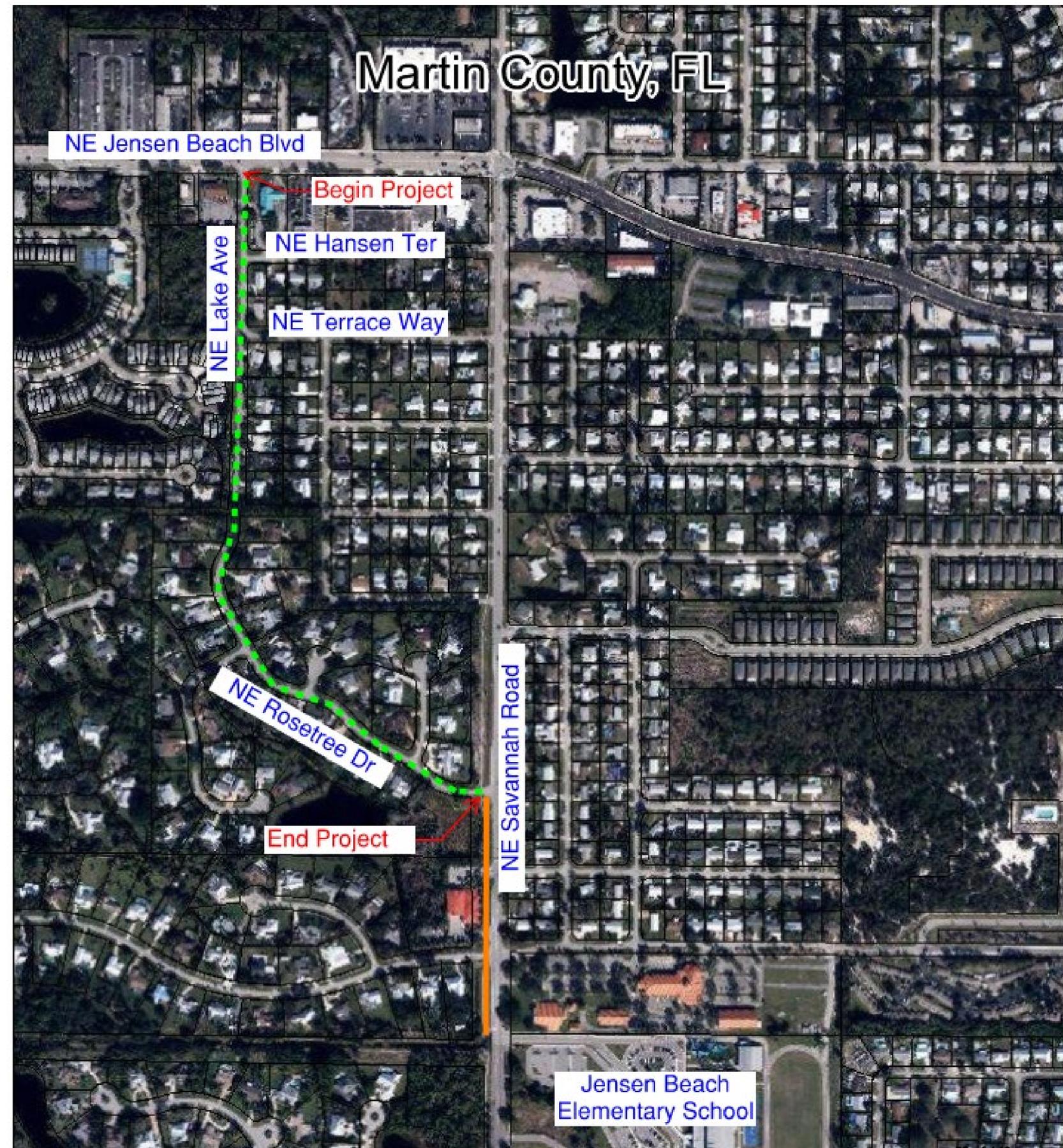


Existing Conditions

- Sidewalk does not exist for children walking or bicycling to Jensen Beach Elementary School along NE Lake Ave and NE Rosetree Dr along with connecting streets.
- No sidewalk is a deterrent to walking to school.
- No sidewalk connectivity reduces safety for bicyclists and pedestrians sharing the road with vehicular traffic.

Legend

- No Sidewalk Existing 
- Existing Sidewalk 



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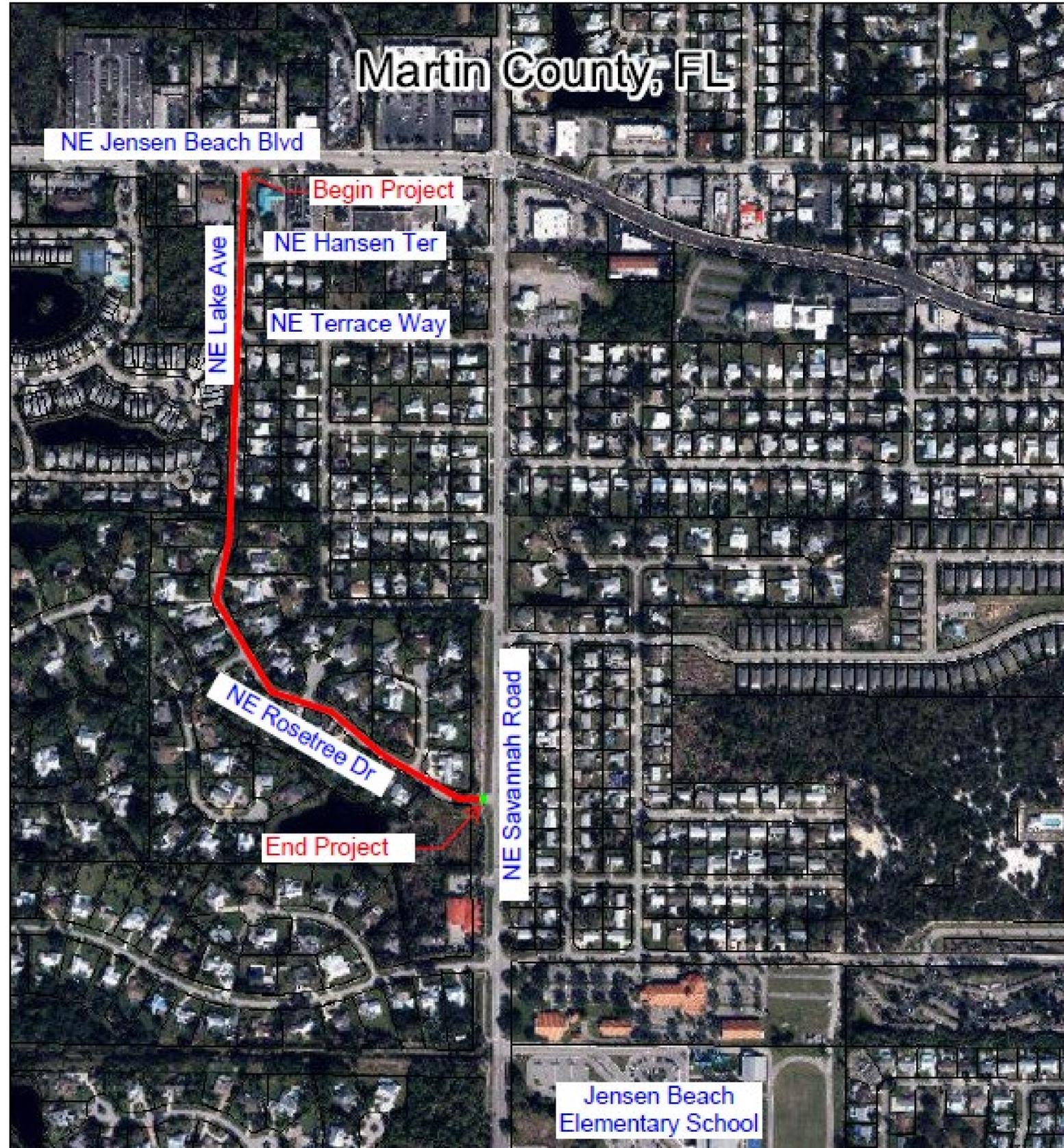
Project Scope

A new six-foot wide sidewalk will link NE Lake Ave and NE Rosetree Dr along with neighboring streets to the existing sidewalk on NE Savannah Road that leads to Jensen Beach Elementary School for a total of 3041 LF of new sidewalk. It will travel down the west side of NE Lake Ave and NE Rose Tree Dr.

The crosswalk at NE Rosetree will be upgrade along with all necessary signing and pavement markings. The current drainage system will remain with minor adjustment to the current swale.



Project Limits



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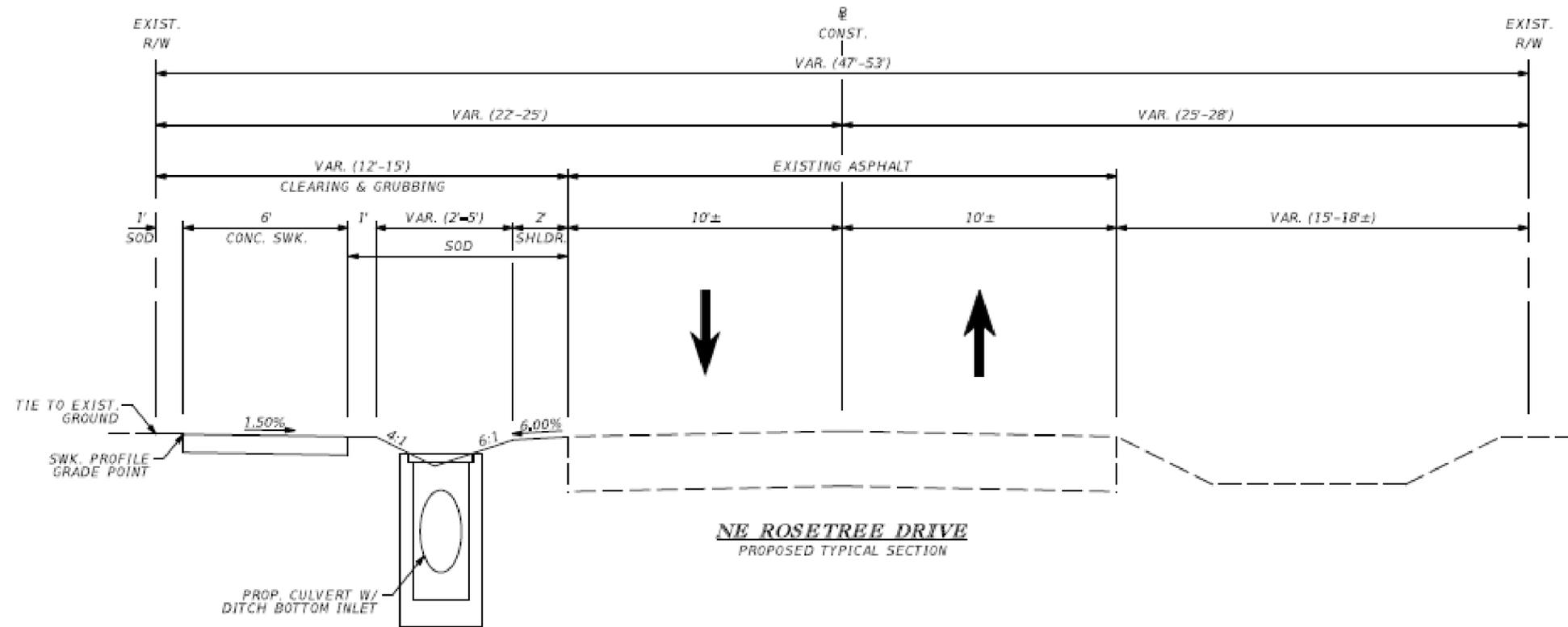
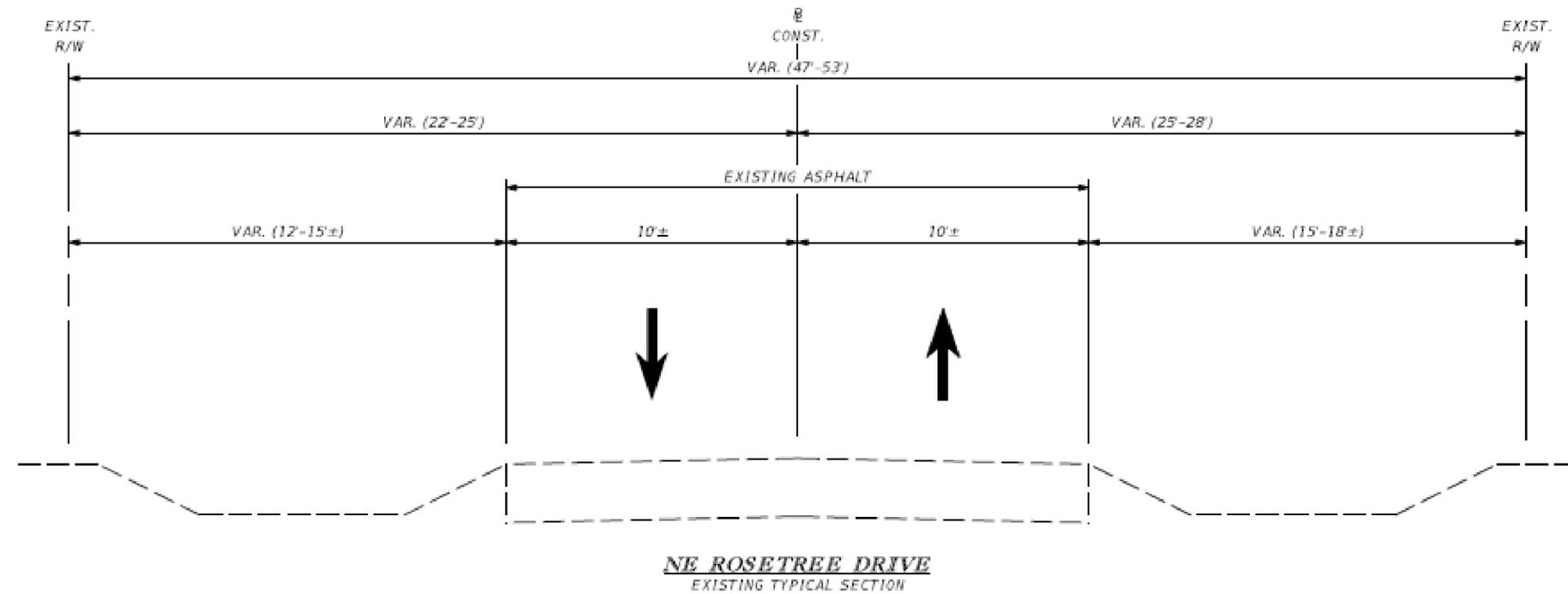


Existing Conditions – NE Rosetree Drive

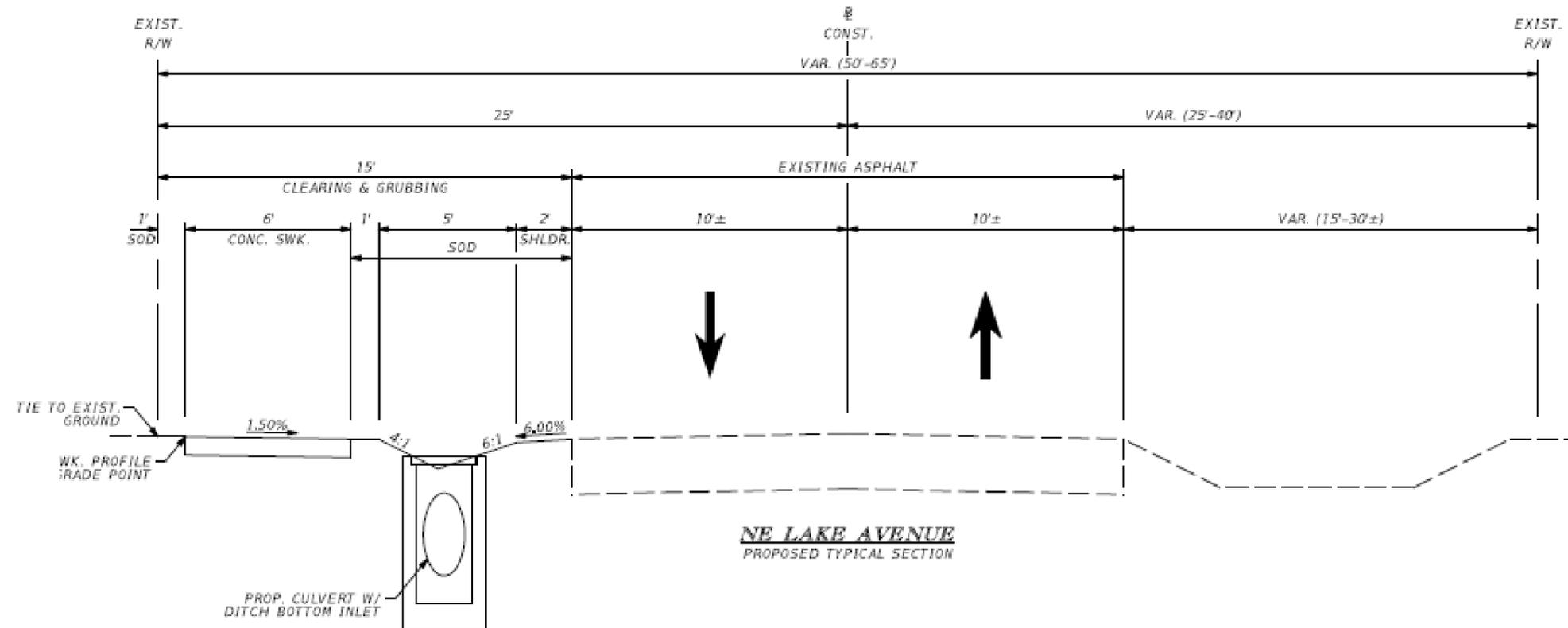
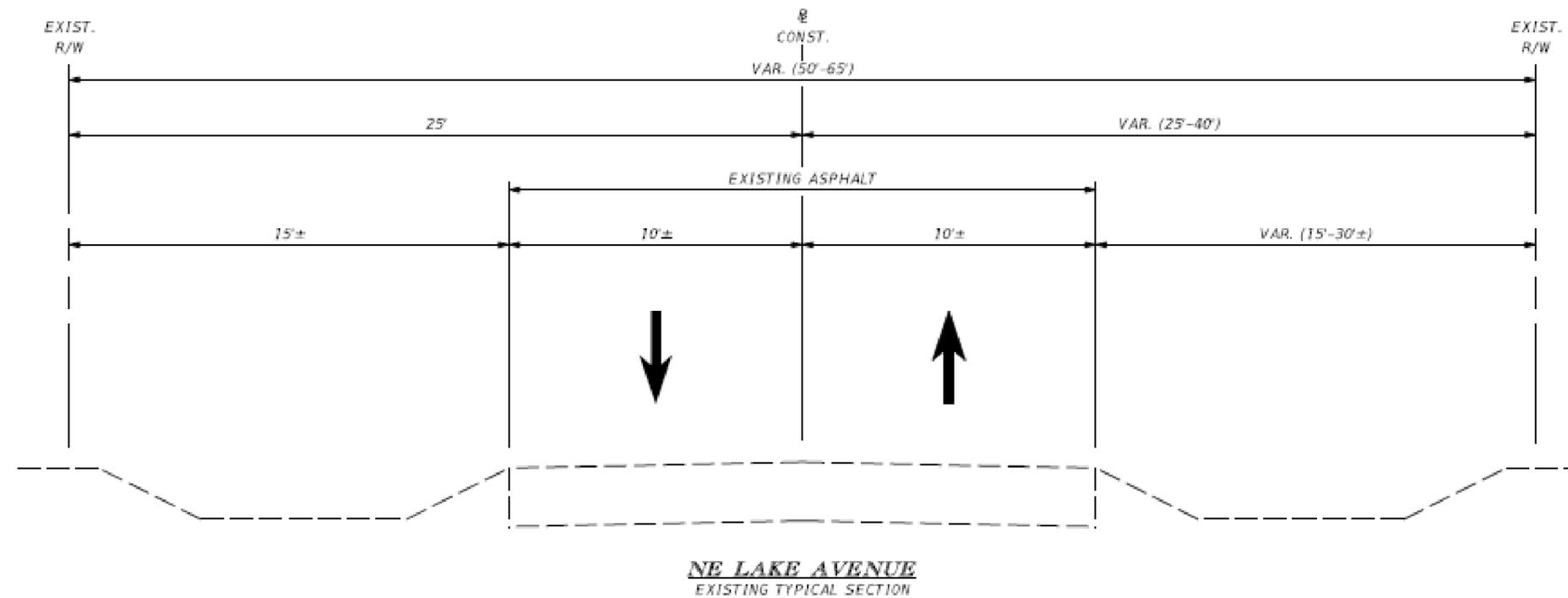


Existing Conditions - Lake Avenue

Existing and Proposed Typical Section



Existing and Proposed Typical Section



Funding Allocation

TOTAL PROJECT COST ESTIMATE:
\$1,308,036.

Construction	= \$1,090,030.
Design	= \$ 109,003.
CEI	= \$ 109,003.

GRANT REQUESTED FUNDS:
\$ 1,060,030.

SRTS funds 100% of participating Construction



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Local Support

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

- The SRTS Task Force formed and includes County staff and school leadership team. Meeting on 10/30/2025.
- A Resolution of Support was approved by the Martin County Board of County Commissioners at the December 19, 2026 meeting.
- Presentations at Jensen Beach Elementary School PTA (12/2/25), SAC (12/10/25), and ECO Action Team (1/12/26)
- Neighborhood Meeting conducted on 1/21/2026.
- MPO Joint Committee Meetings (TAC, CAC, BPAC) held on 2/9/2025.
- MPO Policy Board meeting 2/23/2026.



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QUESTION & ANSWER



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**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 5
WORDING: FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) MONTEREY ROAD AT FEC RAILROAD CROSSING GRADE SEPARATION PROJECT		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: None

BACKGROUND

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

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

ISSUES

At the February 2026 Policy Board meeting, FDOT staff will give an update on the Monterey Road at FEC Railroad Crossing Grade Separation Project.

RECOMMENDED ACTION

Provide comments.

APPROVAL

MPO

ATTACHMENTS

Monterey Road at FEC Railroad Crossing Grade Separation Project PowerPoint Presentation

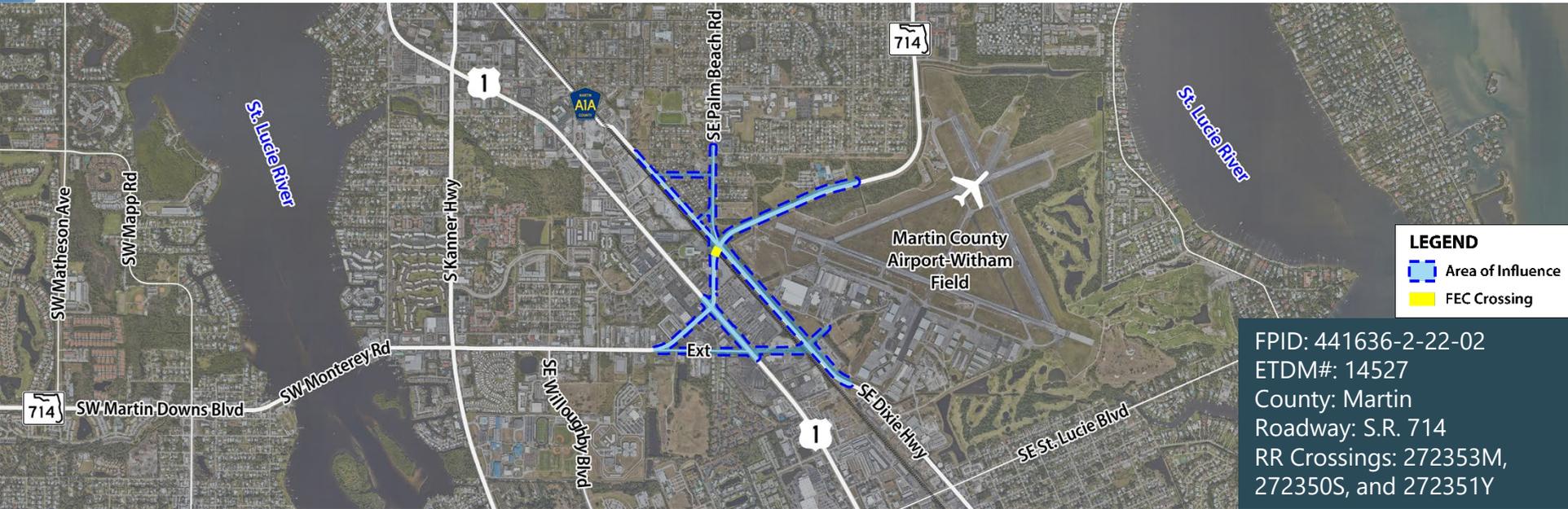


State Road (S.R.) 714/Monterey Road at FEC Railroad Crossing
Martin County, Florida
Project Development & Environment (PD&E) Study

February 23, 2026



Project Purpose & Location



Project Is Located

- Partially within the City of Stuart boundary and Martin County

Project Study Area of Influence

- Along S.R. 714/Monterey Road from Monterey Road Extension to west of SE Flying Fortress Lane and along C.R. A1A from Witham Field Drive to just north of S.E. 16th Street

MPO Policy Board Meeting 2/23/2026

Project Purpose

- Improve traffic operations,
- Establish more efficient road system connectivity,
- Provide enhanced emergency evacuation,
- Improve sidewalks and bicycle network.

Traffic - AADT & Level of Service (LOS) 2022 Existing Conditions

LEGEND

- # 2022 AADT (vehicles per day)
- X/Y AM PEAK LOS/PM PEAK LOS

Intersection

<ul style="list-style-type: none"> Highly stable, free-flow condition with little or no congestion Delay: <10 seconds/vehicle 		LOS A
<ul style="list-style-type: none"> Stable, free-flow condition with little congestion Delay: 10 to 20 seconds/vehicle 		LOS B
<ul style="list-style-type: none"> Free-flow condition with moderate congestion Delay: 20 to 35 seconds/vehicle 		LOS C
<ul style="list-style-type: none"> Approaching unstable condition with increasing congestion Delay: 35 to 55 seconds/vehicle 		LOS D
<ul style="list-style-type: none"> Unstable, congested condition Delay: 55 to 80 seconds/vehicle 		LOS E
<ul style="list-style-type: none"> Stop and go Delay: >80 seconds/vehicle 		LOS F



MPO Policy Board Meeting 2/23/2026

66 of 149

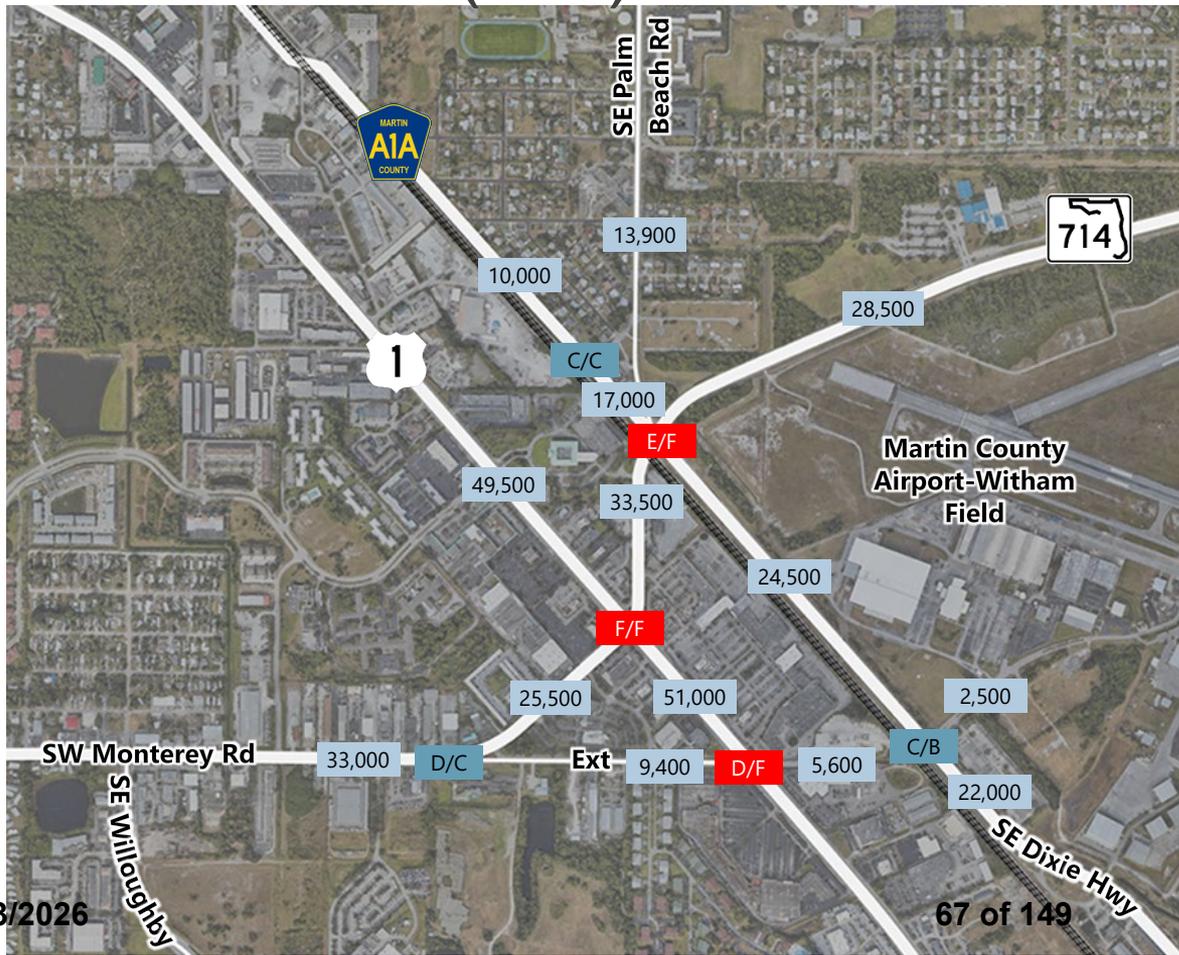
Traffic - AADT & Level of Service (LOS) 2050 No-Build

LEGEND

- # 2050 AADT (vehicles per day)
- X/Y AM PEAK LOS/PM PEAK LOS

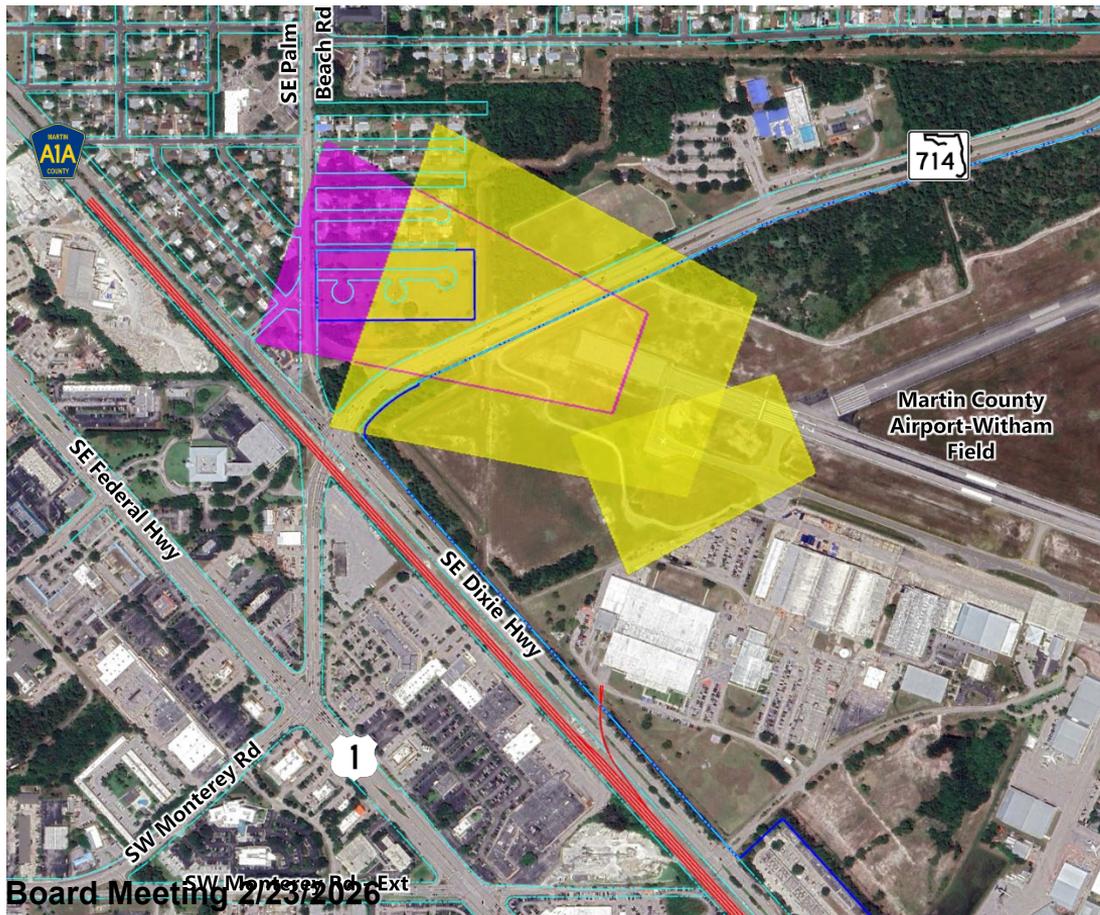
Intersection

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<ul style="list-style-type: none"> Free-flow condition with moderate congestion Delay: 20 to 35 seconds/vehicle 		LOS C
<ul style="list-style-type: none"> Approaching unstable condition with increasing congestion Delay: 35 to 55 seconds/vehicle 		LOS D
<ul style="list-style-type: none"> Unstable, congested condition Delay: 55 to 80 seconds/vehicle 		LOS E
<ul style="list-style-type: none"> Stop and go Delay: >80 seconds/vehicle 		LOS F



MPO Policy Board Meeting 2/23/2026

Consideration of Witham Airspace & FEC Railroad



MPO Policy Board Meeting 2/23/2026

Consideration of Witham Airspace & FEC Railroad

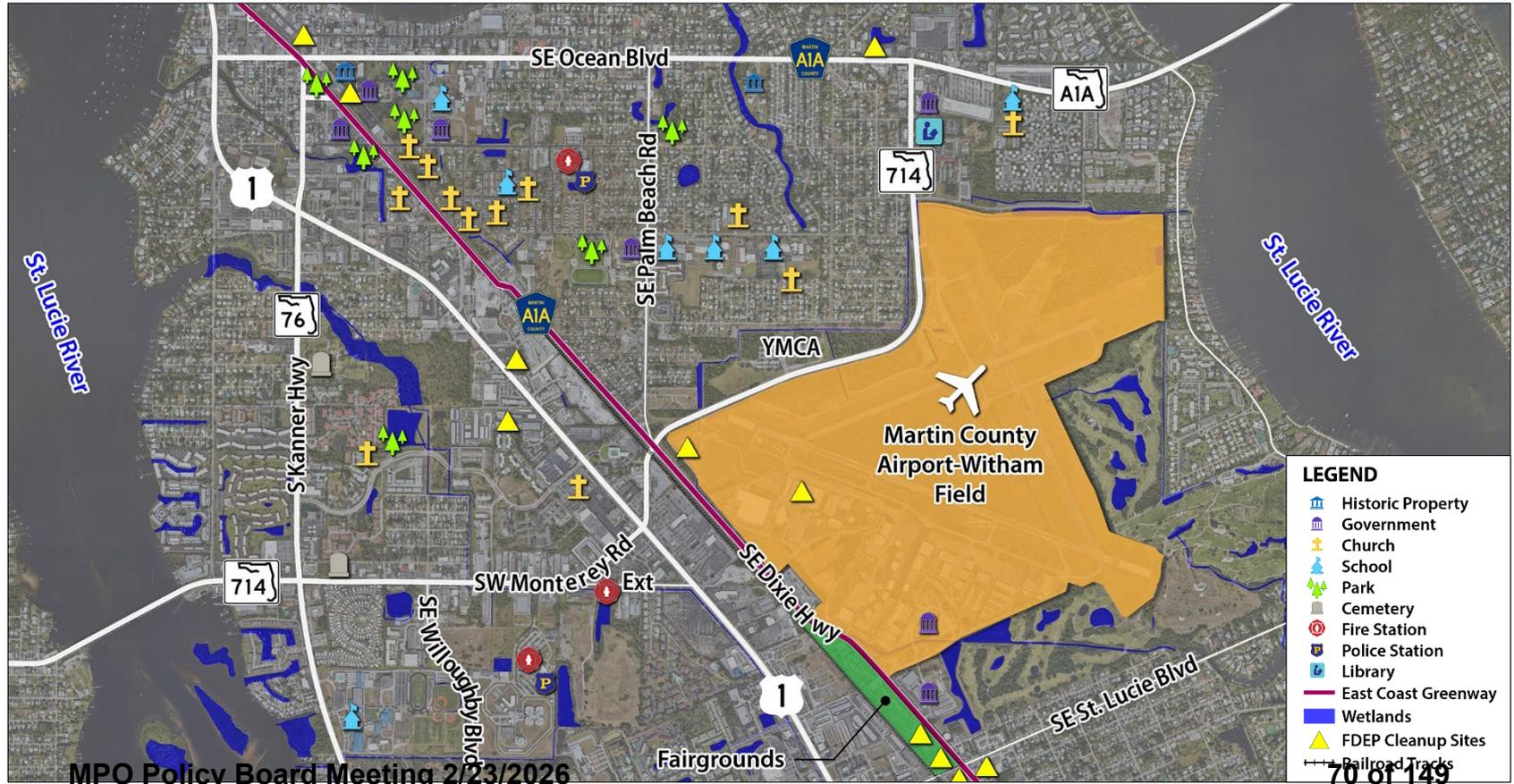


MPO Policy Board Meeting 2/23/2026

Compensation Requirement

- If the railroad crossing is built as an overpass at the current S.R. 714 location, no other railroad crossings would need to be closed.
- If a new crossing (either an elevated or at-grade) is built at a different location, one or more existing railroad-roadway crossings would have to be closed as compensation

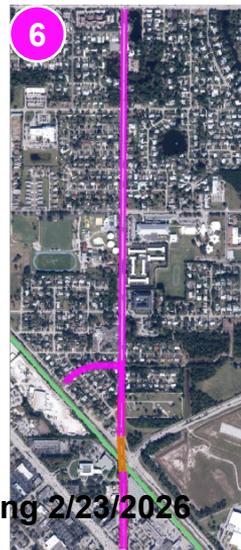
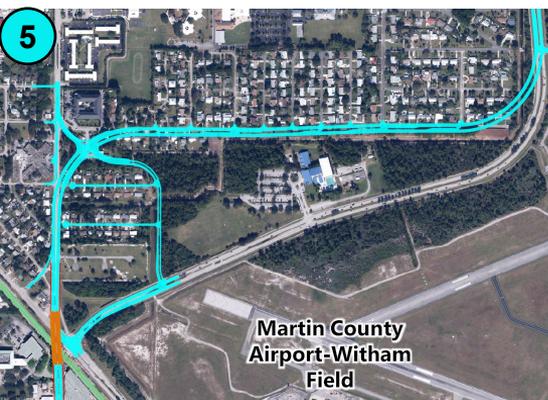
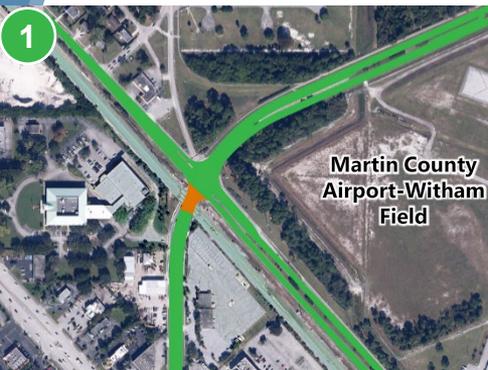
Environmental



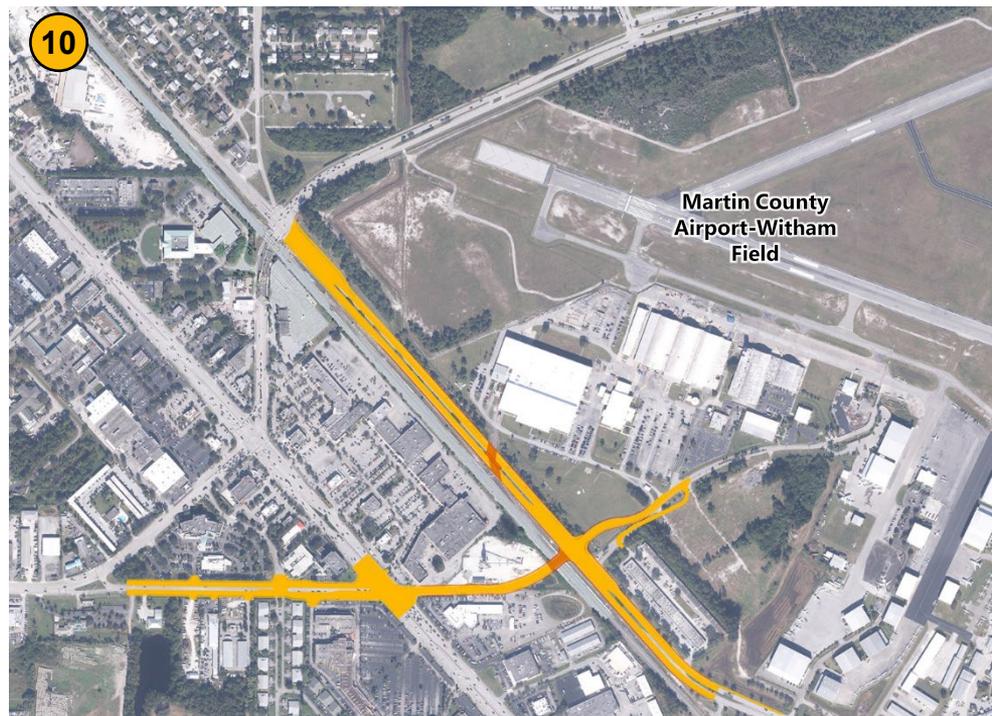
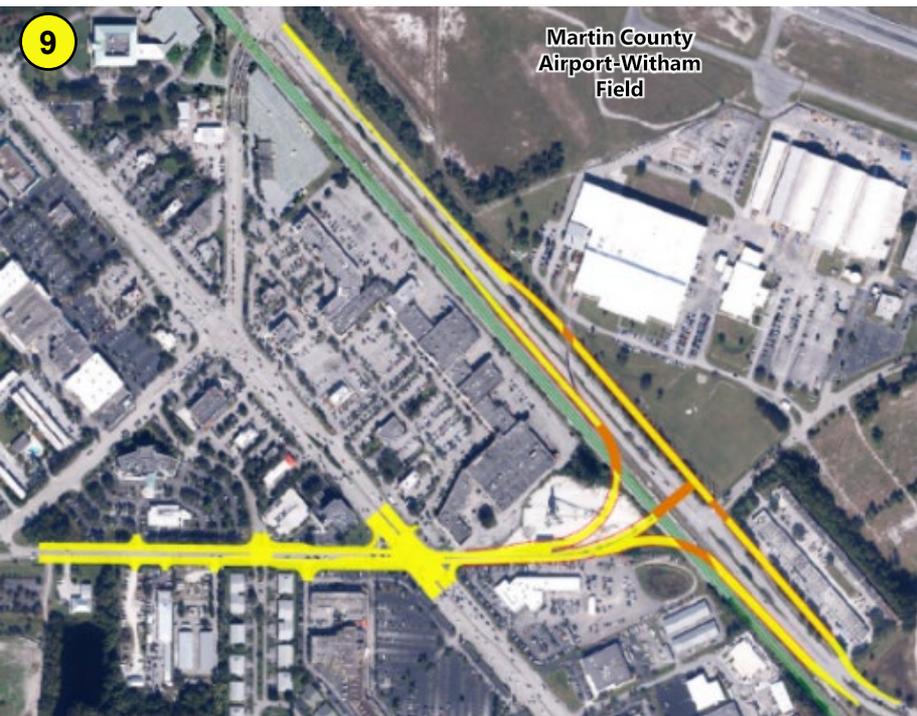
MPO Policy Board Meeting 2/23/2026

70 of 149

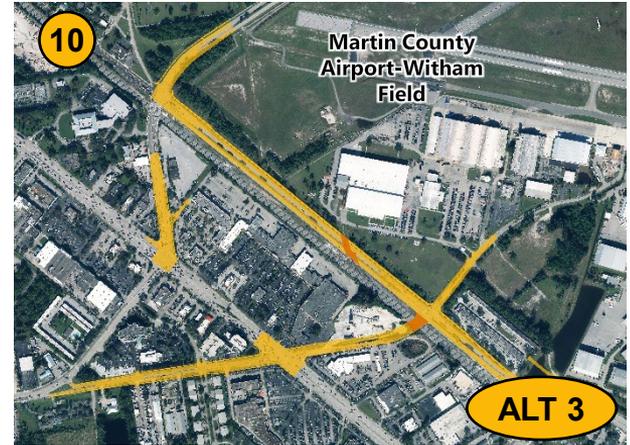
Tier 1 Concepts



Tier 1 Concepts



Tier 2 Concepts Under Further Consideration



Concepts were brought to the MPO, Martin County Board of County Commissioners, City of Stuart, Martin County Public Works, FAA and FEC for discussion.

Concept 8 was eliminated and Concepts 3 and 10 were revised.

Additionally, the NO-BUILD Alternative will be carried through the PD&E process along with Concept 3, Concept 3* Modified and Concept 10. Concepts will now be referred as Alternatives. Alternative 1 (Concept 3), Alternative 2 (Concept 3*) and Alternative 3

MPO Policy Board Meeting 2/23/2026

(Concept 10)

73 of 149

Alternative 1

(previously Concept 3)



Alternative 1

(previously Concept 3)

LEGEND

- PROPOSED ALTERNATIVE
- PROPOSED BRIDGE STRUCTURE
- PARCEL IMPACT
- PARCEL IMPACT W/ STRUCTURE REMOVAL
- RELOCATION

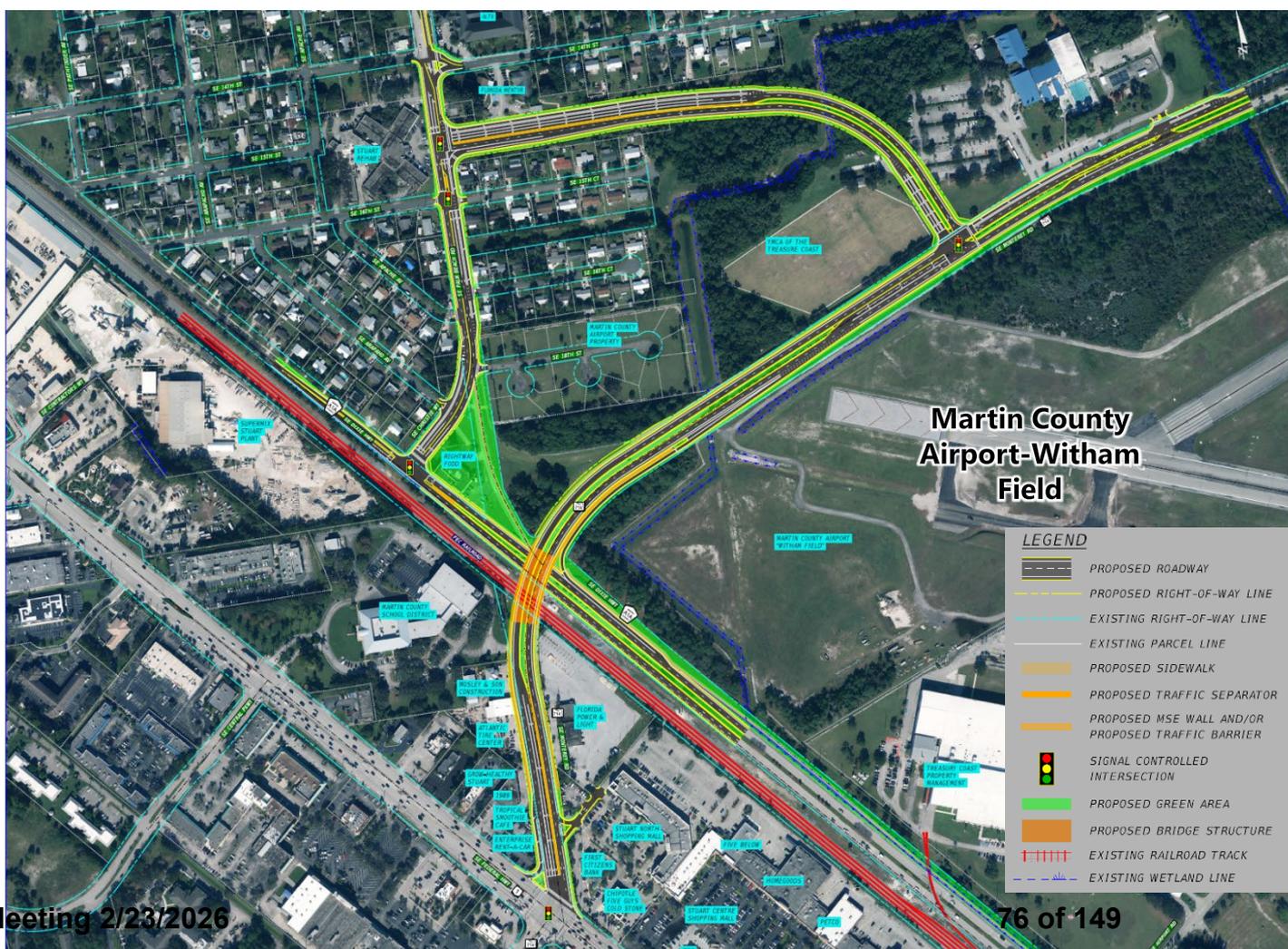


MPO Policy Board Meeting 2/23/2026

75 of 149

Alternative 2

(previously Concept 3*)



Alternative 2

(previously Concept 3*)

LEGEND

-  PROPOSED ALTERNATIVE
-  PROPOSED BRIDGE STRUCTURE
-  PARCEL IMPACT
-  PARCEL IMPACT W/
STRUCTURE REMOVAL
-  RELOCATION



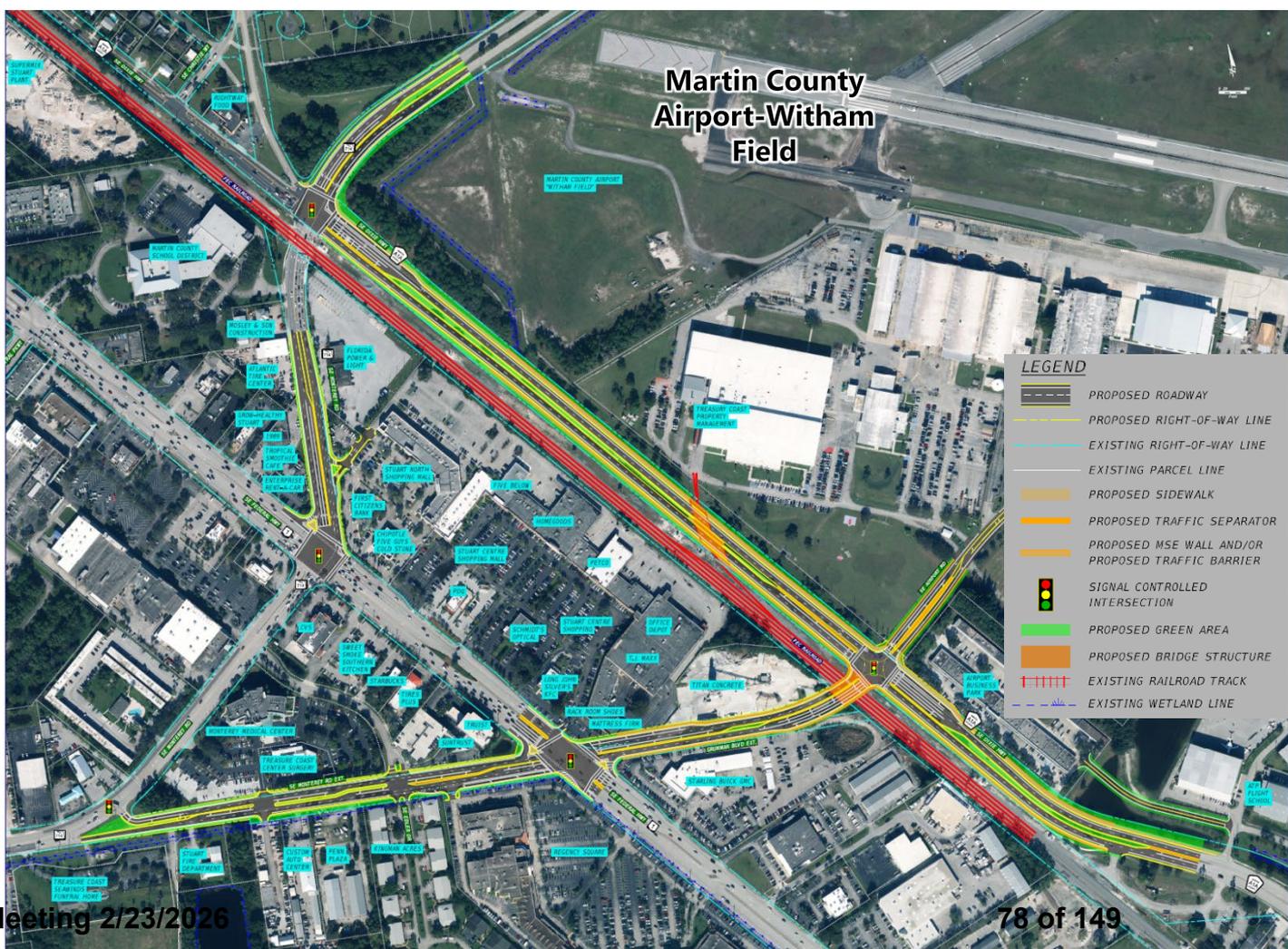
MPO Policy Board Meeting 2/23/2026

77 of 149

Alternative 3

(previously Concept 10)

Martin County Airport-Witham Field



Alternative 3

(previously Concept 10)



Martin County
Airport-Witham
Field



SE Dixie Hwy

SW Monterey Rd

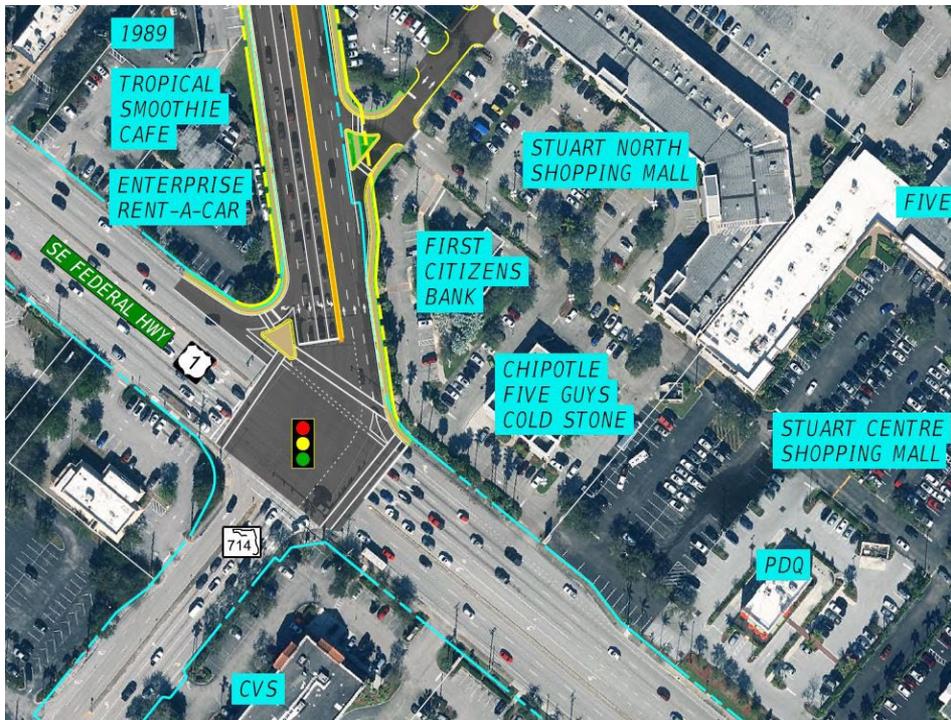
SW Monterey Rd - Ext

SE Federal Hwy

LEGEND

-  PROPOSED ALTERNATIVE
-  PROPOSED BRIDGE STRUCTURE
-  PARCEL IMPACT
-  PARCEL IMPACT W/
STRUCTURE REMOVAL
-  RELOCATION

Transportation System Management and Operations



S.R. 714 at Federal Hwy.
MPO Policy Board Meeting 2/23/2026



S.R. 714 at C.R. A1A
80 of 149

Traffic - AADT & Level of Service (LOS) 2050 No-Build

LEGEND

2050 AADT (vehicles per day)

X/Y AM PEAK LOS/PM PEAK LOS

Intersection

- Highly stable, free-flow condition with little or no congestion
- Delay: <10 seconds/vehicle



LOS A

- Stable, free-flow condition with little congestion
- Delay: 10 to 20 seconds/vehicle



LOS B

- Free-flow condition with moderate congestion
- Delay: 20 to 35 seconds/vehicle



LOS C

- Approaching unstable condition with increasing congestion
- Delay: 35 to 55 seconds/vehicle



LOS D

- Unstable, congested condition
- Delay: 55 to 80 seconds/vehicle

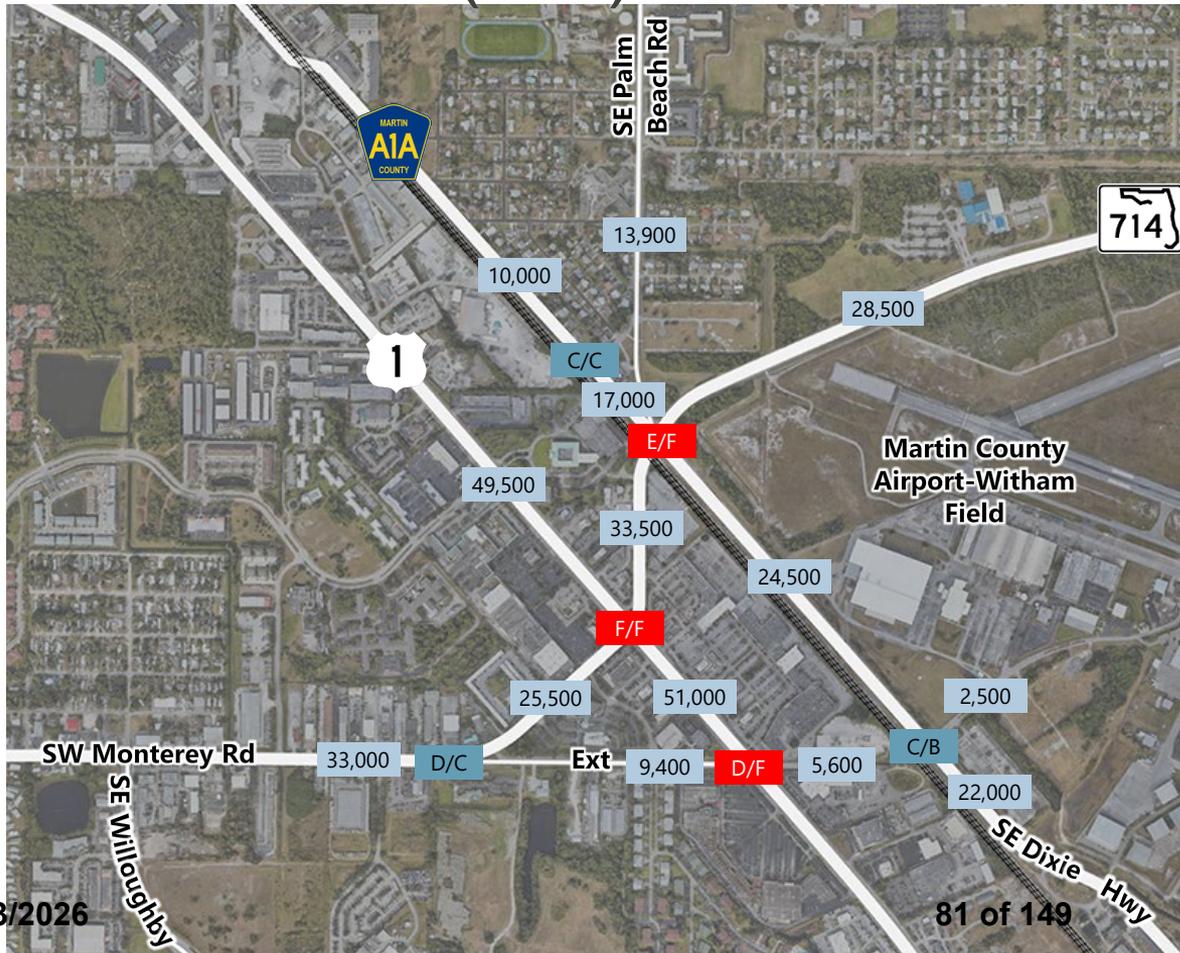


LOS E

- Stop and go
- Delay: >80 seconds/vehicle



LOS F



MPO Policy Board Meeting 2/23/2026

81 of 149

Tier 2 Evaluation Matrix

Level of impact & relative to each alternative:

Low Medium High

Evaluation Criteria/Potential Involvement	No Build	TSM&O	ALT 1 (3)	ALT 2 (3*)	ALT 3 (10)
Engineering					
Railroad Operations	-	-	Low	Low	Medium
Runway Surfaces	-	-	Medium	Medium	Low
Airport Property	-	-	Low	Low	Low
Parcel Encroachment					
Number of Parcels Impacted	0	8	43	22	16
Right-of-Way Impact Area (Acres)	0	0.43	6.4	6.1	2.2
Number of Residential Relocations	0	0	18	4	0
Number of Business Relocations	0	0	1	2	2
Overall Parcel Impact	-	Low	High	High	Medium
Environmental					
Archeological/Historical Sites	-	-	Low	Low	Low
Section 4(f) Sites Involvement	-	-	1	1	1
Noise	-	-	Low	Low	Low
Wetlands/Other Surface Water (Acres)	-	-	0.58	0.58	0.35
Protected Species Involvement	-	-	Low	Low	Low
Petroleum & Hazardous Materials Sites	-	-	Medium	Medium	Medium
Cost (Right-of-Way and Construction)					
Total	-		\$71.3M	\$62.3M	\$65.4M

MPO Policy Board Meeting 2/23/2026

Level of improvement & relative to each alternative:

Low Medium High

Evaluation Criteria	No Build	TSM&O	ALT 1 (3)	ALT 2 (3*)	ALT 3 (10)
Purpose & Need					
Improve Traffic Operations	-	Low	Low	Low	High
Establish More Efficient Road System Connectivity	-	-	Low	Low	High
Provide Enhanced Emergency Evacuation	-	-	Medium	Medium	High
Improve Sidewalks and Bike Lane Network	-	-	High	High	High

84 of 149

Thank you

Project Website

<https://www.fdot.gov/projects/montereyrd-fec-study>

Project Manager Contact Information:

Robert Lopes, P.E.

FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Email: Robert.lopes@dot.state.fl.us

Telephone: 954-777-4425

Toll-Free: 866-336-8435 Ext. 4425

MPO Policy Board Meeting 2/23/2026

JOIN US AT THE ALTERNATIVES PUBLIC WORKSHOP

Virtual: Wednesday, March 11, 2026, at 5:30 p.m.

In-Person: Thursday, March 12, 2026, at 6:00 p.m.

Location: 10th Street Community Center
724 SE 10th Street, Stuart, Florida 34994

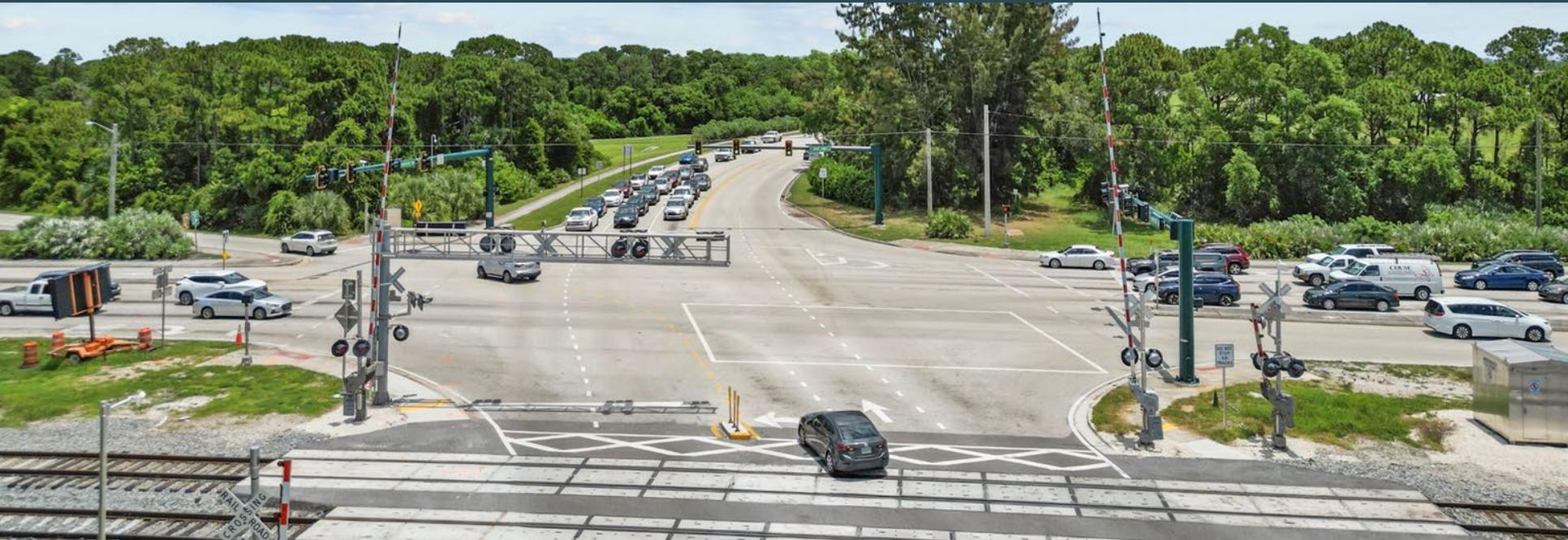


85 of 149



State Road (S.R.) 714/Monterey Road at FEC Railroad Crossing
Martin County, Florida
Project Development & Environment (PD&E) Study

THANK YOU





**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 5
WORDING: TRANSIT DEVELOPMENT PLAN (TDP) ANNUAL REPORT		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

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

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

ISSUES

At the February 2026 MPO Board meeting, Martin County Public Transit (MCPT) staff will present the TDP Annual Update.

RECOMMENDED ACTIONS

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

APPROVAL

MPO

ATTACHMENTS

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



2025 – 2034

TRANSIT

DEVELOPMENT PLAN

Annual Update

Marty

INTRODUCTION

- Purpose of the Update
- Overview of the New TDP Rule
 - Rule 14-73.001, Florida Administrative Code
- Overview of the TDP Process

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

METROPOLITAN TRANSPORTATION PLANNING PROCESS COORDINATION PROGRAM

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

MPO

Metropolitan Planning
Organization

TIP

Transportation
Improvement Program

LOPP

List of Project
Priorities

LRTP

Long Range
Transportation Plan

POP

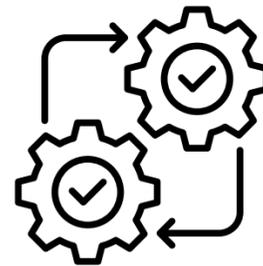
Program of
Projects

MARTY PROGRAM OF PROJECTS (POP)



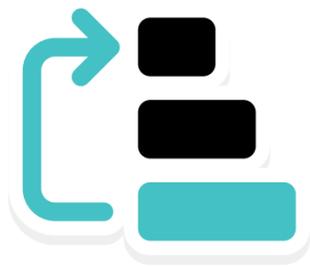
Identify Needs

Capital
Operations
Service Improvements



Coordinate with MPO

Aligned with TDP + LRTP
Reflected in POP & TIP



Prioritize Projects

State of Good Repair
Service Reliability
Ridership Benefits



Results

Performance -Based Planning
Transparent Decisions
Safe, Reliable Transit

MARTY FY 2025

5 total routes | ADA Paratransit | Commuter Bus

OPERATIONAL CHARACTERISTICS

Service Hours & Accessibility

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

Regional Connections

- Connects to Palm Tran
- Connects to ART

ADA Paratransit (Marty Access)

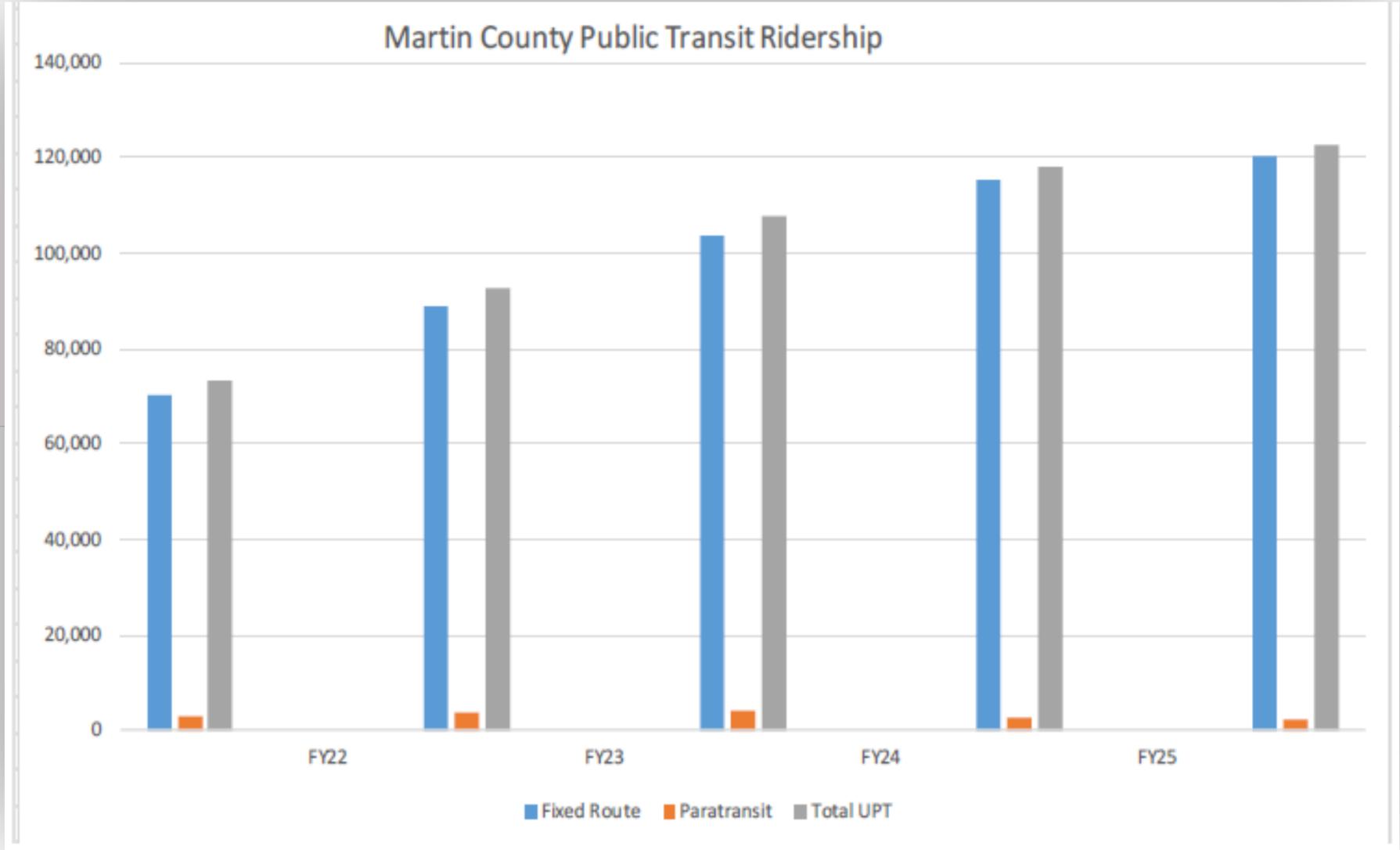
- Door-to-door, eligibility -based service
- For riders unable to use fixed -route service

Fleet Overview

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



ANALYSIS OF RIDERSHIP & SERVICE



67 % total ridership growth since FY 2021
Strong post-pandemic recovery, especially FY 2021–FY 2023 (+46 %)
Fixed-route service drives growth (+71% over five years)

Table 5: Marty Year-over-Year Annual Ridership

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

FINANCIAL PLAN

TDP guides service, capital, and financial planning



10-year financial outlook for operations & capital



Updated annually to reflect funding and project timing



BOCC adopts funding through the annual budget



Costs aligned with federal, state, & local funding

\$3.5M

Operating Cost

\$3.2M

Operating Revenue

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

PROGRESS AND ACHIEVEMENTS

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

Marty



THANK YOU

Marty



2025 – 2034 Transit Development Plan

Annual Progress Report

March 1, 2026

DRAFT



Contents

List of Tables	2
1. Introduction	3
1.1 Purpose of the Annual Update.....	3
1.2 Organizational Overview	4
1.3 Overview of new TDP Rule.....	4
1.4 Overview of the TDP Process	5
2. Metropolitan Transportation Planning Process Coordination Program.....	6
2.1 MPO Coordination with Marty	7
2.2 Transportation Improvement Program (TIP).....	7
2.3 List of Project Priorities (LOPP)	8
2.4 Long -Range Transportation Plan (LRTP)	9
2.5 Marty Program of Projects (POP).....	9
3. Marty FY 2025 Operational Characteristics	9
3.1 System Overview.....	9
3.2 Vehicle Inventory	12
3.3 Analysis of Ridership and Existing Service	13
3.3 Progress and Achievements.....	14
4. Implementation Program	16
4.1 Financial Plan.....	21

List of Tables

Table	Title	Page
1	FAC Requirements for TDP Annual Updates	5
2	MPO Committees and Boards	7
3	List of Priority Projects	8
4	Marty Revenue Vehicle Inventory	12
5	Marty Year-over-Year Annual Ridership	13
6	Marty Farebox Report for FY24	15
7	Marty 2025 - 2034 Marty TDP Ten Year Implementation Recommendations	17

1. Introduction

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

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

1.1 Purpose of the Annual Update

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

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

1.2 Organizational Overview

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

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

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

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

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

1.3 Overview of new TDP Rule

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

Table 1: FAC Requirements for TDP Annual Updates

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

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

1.4 Overview of the TDP Process

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

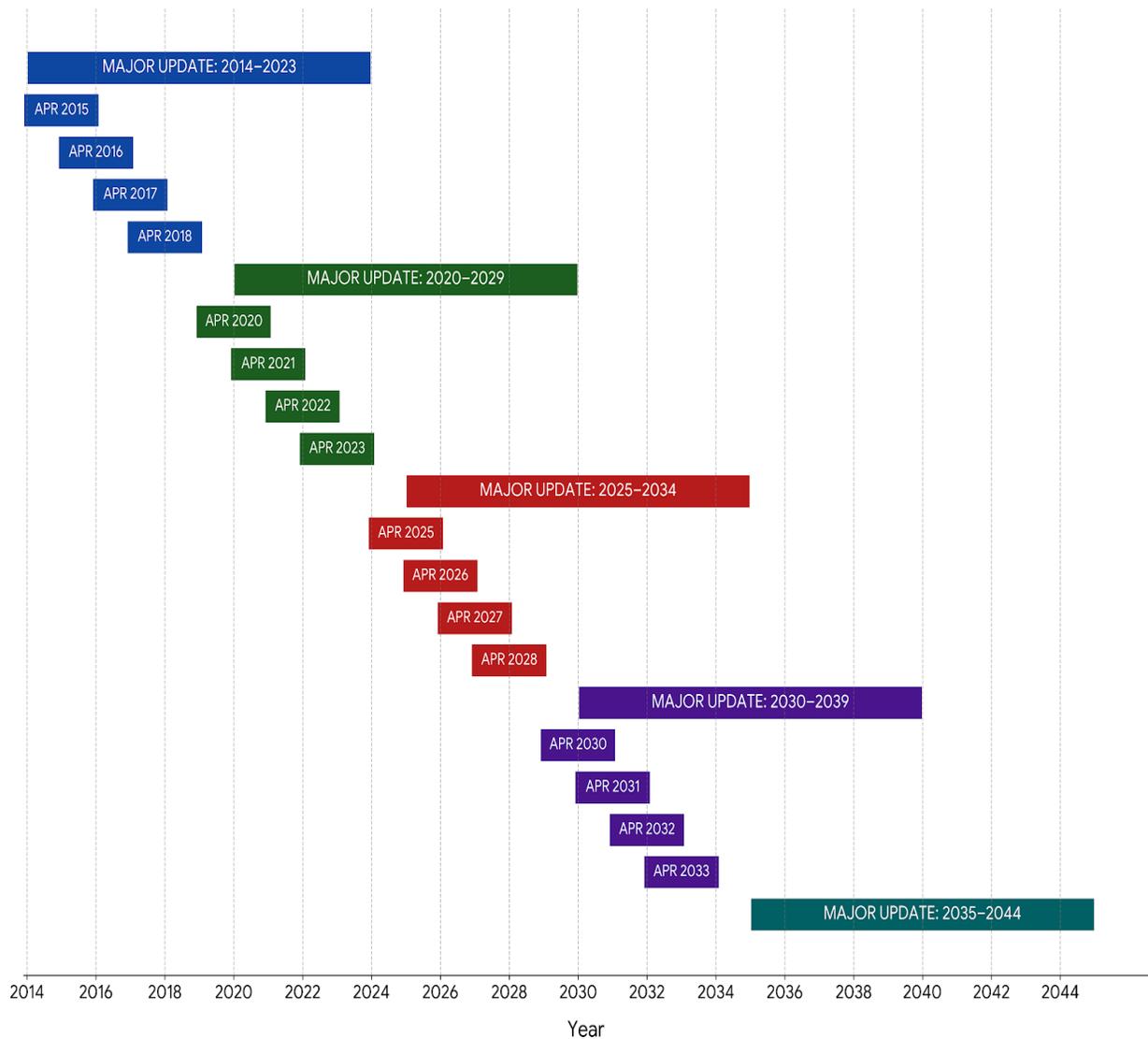
Under FAC requirements, transit agencies must prepare a Major TDP Update every five (5) years. In the four intervening years, agencies are required to submit an Annual TDP Progress Report, which serves as the annual update to the adopted TDP and documents progress toward implementation of planned service,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

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

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

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

Figure 1: Marty TDP Schedule and Year Span



2. Metropolitan Transportation Planning Process Coordination Program

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

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

Table 2: MPO Committees and Boards

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

2.1 MPO Coordination with Marty

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

2.2 Transportation Improvement Program (TIP)

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

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

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

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

2.3 List of Project Priorities (LOPP)

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

Table 3: List of Priority Projects

**FY26-FY30
List of Public Transit Priorities**

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

2.4 Long -Range Transportation Plan (LRTP)

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

2.5 Marty Program of Projects (POP)

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

3. Marty FY 2025 Operational Characteristics

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

3.1 System Overview

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

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

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

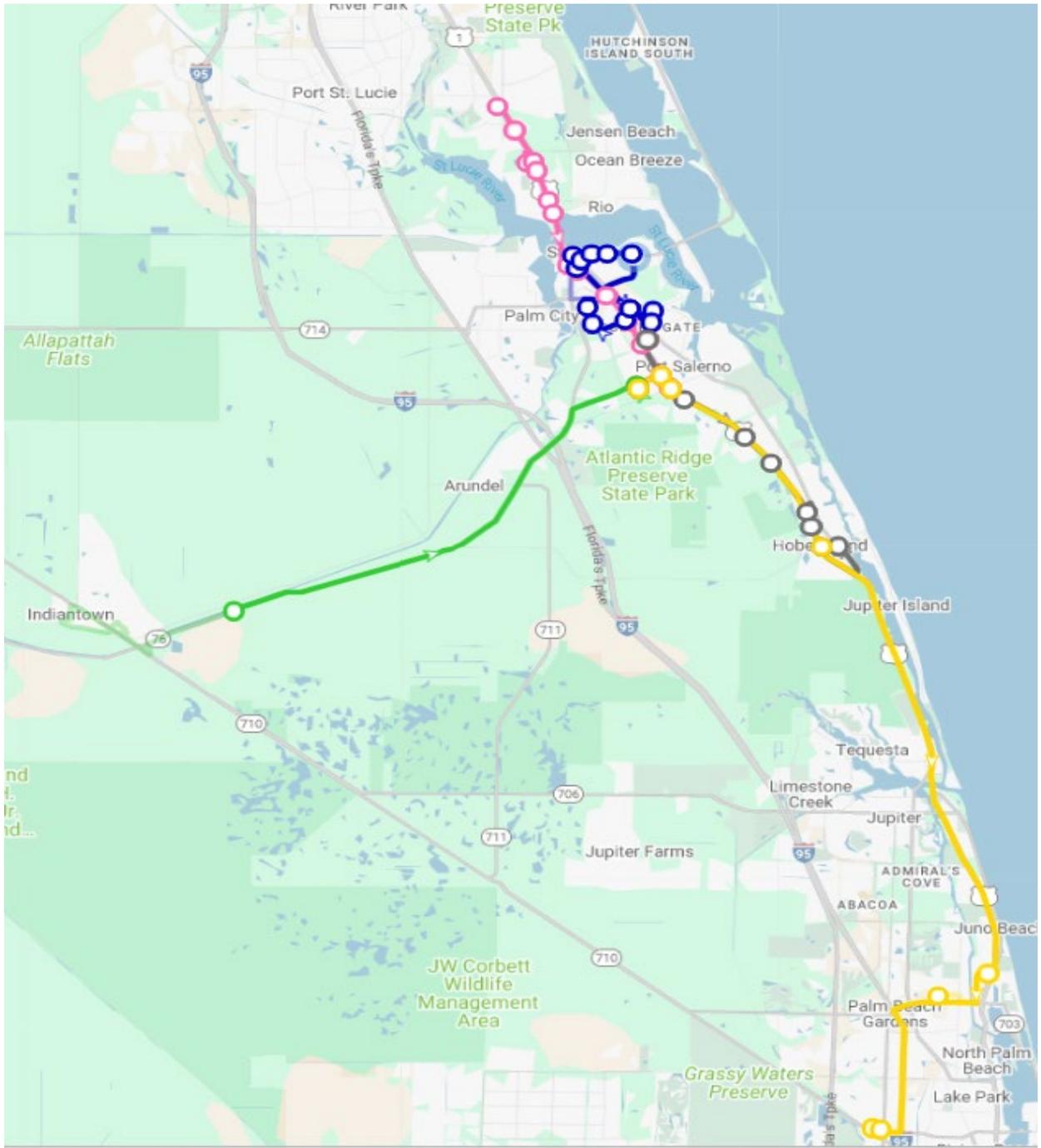


Marty Fixed Route Bus



Marty ADA Paratransit Cutaway

Figure 2: Marty Service Area



3.2 Vehicle Inventory

Marty operates three modes of public transportation service, Fixed Route, Commuter Bus, and ADA Paratransit. The Fixed Route and Commuter Bus service fleet inventory consists of 14 Gillig 30' low floor diesel buses. The ADA paratransit fleet consists of five (5) Ford 23' Turtle Top E350 cutaways.

Table 4: Marty Revenue Vehicle Inventory

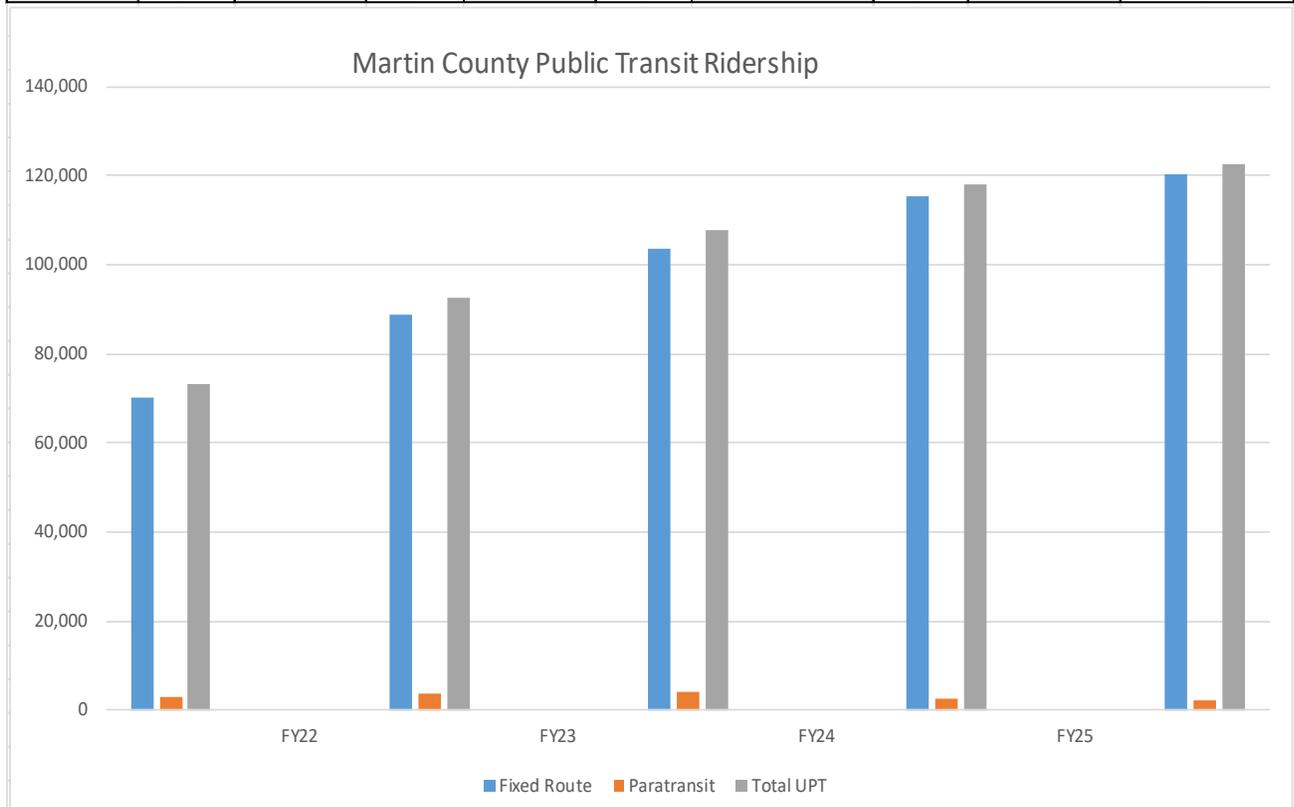
Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year
RevenueVehicles	BU - Bus	30' Bus (50)	Gillig	Low Floor	1	59165	MCBOCC	2015
RevenueVehicles	BU - Bus	30' Bus (51)	Gillig	Low Floor	1	60039	MCBOCC	2016
RevenueVehicles	BU - Bus	30' Bus (52)	Gillig	Low Floor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

3.3 Analysis of Ridership and Existing Service

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

Table 5: Marty Year-over-Year Annual Ridership

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



3.3 Progress and Achievements

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

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

Table 6: Marty Farebox Report for FY24

		Demand Response (DR)	Motor Bus (MB)	CB	Total	
		ParaTran-Urbanized	Fixed Route	Express-Urban	Fare Box	
		\$7,255	\$134,687	\$13,830	\$155,772.00	
		4.7%	86.5%	8.9%	100%	
				Total MB:	\$ 134,687	
				Total DR:	\$ 7,255	
				Total CB:	\$ 13,830	
				Total Fare Box Revenue:	\$ 155,772	
				Total Operating Expenses:	\$ 3,473,474	
				Farebox recovery ratio:	4.5%	
Prior Years						
	FY19	FY20	FY21	FY22	FY23	FY24
	5.0%	2.4%	3.1%	3.8%	4.4%	4.5%
	Due to COVID-19 Fares were suspended on 3/18/2020 and re-instituted on 9/1/2020					

FAREBOX RECOVERY RATIO

Fiscal Year	Ratio (%)
FY19	5.0%
FY20	2.4%
FY21	3.1%
FY22	3.8%
FY23	4.4%
FY24	4.5%

4. Implementation Program

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

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

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

Table 6: 2025 - 2034 Marty TDP Ten Year Implementation Recommendations		Complete					Funded				
Project	Description	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Fixed-Route	Maintain Existing Fixed-Route Service										
Paratransit	Maintain Existing Paratransit Service										
Marketing Campaign	Market development, communications and promotions. Leverage SFCS Program for Guaranteed Ride Home and advocating for mass transit.										
Adding Bus Stops to Existing Routes	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 ART and Palm Tran on locations outside of Martin County.												
Customer Facility and ADA Upgrades	Public Works Department and Marty should have a transition plan for ADA compliance of transit infrastructure. Includes Scheduled replacement of 14 buses with 12-year life cycle from 2028-2034.												
Pilot Saturday Shift TNC Service for Route 1, 2, 3, 4	Pilot TNC service within service area of Routes 1, 2, 3, and 4 with existing spans of service (Monday to Friday).												
Investigate Scope and Procurement for Microtransit	Depending on the customer experience desired, begin exploring taxi partnerships or microtransit opportunities to add later service for Route 4, Saturday service for local routes, and Palm City TNC Zone												

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

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

4.1 Financial Plan

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

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

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

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

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

Capital Program	2026	2027	2028	2029	2030	2031	2032	2033		2035	10-Year Total
Capital Revenues											
Federal Section 5307 Urbanized Grant Program	\$641,000	\$641,000	\$641,000	\$641,000	\$673,050	\$699,972	\$720,971	\$735,391	\$742,744	\$742,744	\$ 6,878,872
Federal Section 5311 Non-Urbanized Grant Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 0
Federal Section 5339 Grants	\$130,000	\$130,000	\$130,000	\$130,000	\$136,500	\$141,960	\$146,219	\$149,143	\$150,635	\$150,635	\$ 1,395,092
State Capital Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 0
Local Capital Funding	\$70,000	\$70,000	\$70,000	\$70,000	\$73,500	\$76,440	\$78,733	\$80,308	\$81,111	\$81,111	\$ 751,203
Fuels Taxes and Other Capital Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ 0
Total Capital Revenue	\$841,000	\$841,000	\$841,000	\$841,000	\$883,050	\$918,372	\$945,923	\$964,842	\$974,490	\$974,490	\$ 9,025,167
Net Capital (Revenues - Costs)	\$401,799	\$170,506	(\$931,273)	(\$1,961,731)	(\$1,597,036)	(\$2,008,322)	(\$590,653)	\$5,163	\$424,245	\$424,245	(\$ 5,663,057)
Cumulative	\$401,799	\$572,305	(\$358,968)	(\$2,320,699)	(\$3,917,735)	(\$5,926,057)	(\$6,516,710)	(\$6,511,547)	(\$6,087,302)	(\$5,663,057)	
Total Operating and Capital Program Costs and Revenues											
Total Revenue	\$4,094,366	\$4,103,435	\$4,194,744	\$4,213,016	\$4,386,863	\$4,654,337	\$4,768,930	\$4,914,308	\$4,923,956	\$4,923,956	\$ 45,177,911
Total Cost	\$3,968,164	\$4,257,103	\$5,438,011	\$6,558,203	\$6,368,937	\$7,211,402	\$5,948,810	\$5,515,847	\$5,106,413	\$5,106,413	\$ 55,479,303
Net Total (Contingency/Needed)	\$126,202	(\$153,668)	(\$1,243,267)	(\$2,345,187)	(\$1,982,074)	(\$2,557,065)	(\$1,179,880)	(\$601,539)	(\$182,457)	(\$182,457)	(\$ 10,301,392)
% Local Governmental Share of Total Cost	56%	52%	42%	35%	38%	36%	44%	50%	54%	54%	44.8%

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**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 6
WORDING: SPECIAL BPAC MEETING RECOMMENDATIONS FOR E-BIKE ORDINANCES		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

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

At the Joint BPAC/CAC/TAC meeting on February 9, 2026, committee members reviewed the recommendations made at the Special BPAC meeting.

A representative from the Martin County Sheriff’s Office was present at the February 9th meeting to discuss how some of the recommendations would be difficult to enforce. He suggested that the County use a similar ordinance to the Town of Jupiter Island, which includes anyone under the age of 16 from operating an e-bike.

Also present was the Chief of Safety and Security for the Martin County School District, who stated that the District staff is currently working on recommendations for the School Board’s upcoming e-bike workshop. He stated that staff is likely to recommend that e-bikes be prohibited on school campuses.

ISSUES

At the February 2026, MPO Board meeting, staff will share the recommendations that were made during the Special BPAC Meeting on February 2, 2026, as well as what was discussed at the February 9th Joint BPAC/CAC/TAC meeting.

RECOMMENDED ACTIONS

This is a discussion item.

ATTACHMENTS

- E-Bike and Micromobility PowerPoint
- Town of Jupiter Island Ordinance

Bicycle Pedestrian Advisory Committee Special Meeting

E-Bike and Micromobility Discussion



What are E-Bikes?

- Traditional bicycle equipped with an integrated electric motor and a rechargeable battery.
- Offers assistance with pedaling and primarily designed to augment human power rather than replace it entirely.



Classes of E-Bikes



CLASS 1



CLASS 2



CLASS 3

Max Speed

20 mph

20 mph

28 mph

Pedal Assist



E-Motorcycle (E-Moto)

- Fully motorized, pedal-less, higher-powered, and faster than E-Bikes.
- Requires license/registration/insurance and uses roads like gas motorcycles.
- The core difference is legal classification: e-bikes are consumer products akin to bicycles, while e-motos are true motor vehicles.



What is Micromobility?

- Small, low-speed vehicles intended for personal use and includes station-based bikeshare systems, dockless bikeshare systems, electric-assist bikeshare, and electric scooters.

Micromobility devices



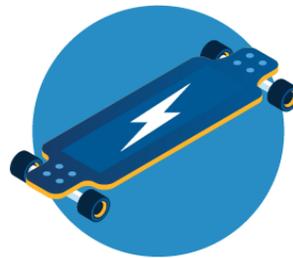
Bikes



E-bikes



E-scooters



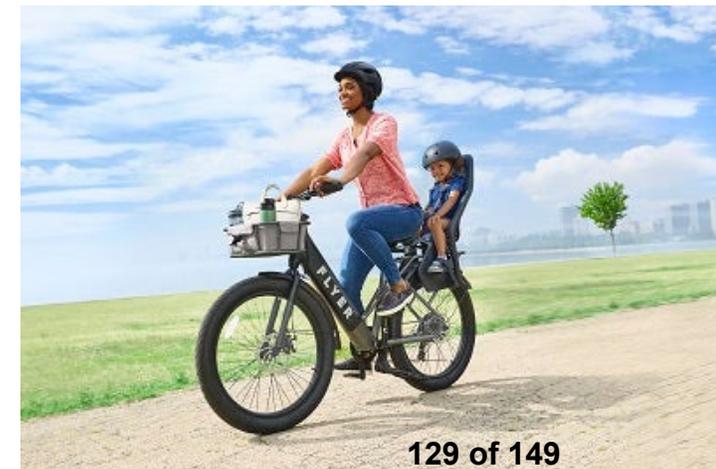
E-skateboards &
other emerging
new devices



Current Florida Legislative Session

Proposed House Bill 243

- Class 3 E-Bikes: Prohibits anyone from operating a Class 3 electric bicycle (which provides pedal assistance up to 28 mph) without a valid driver's license.
- Electric Motorcycles: Formally defines "electric motorcycle" as any motorcycle powered by an electric motor of 750 watts or more capable of speeds exceeding 28 mph.
- Age Restrictions: Prohibits individuals under the age of 16 from operating these high-powered electric motorcycles



Current Florida Legislative Session

Proposed House Bill 243

- Pathways and Trails: Riders on shared pathways must yield to pedestrians and provide an audible signal (such as a bell or verbal warning) before passing. No passing at over 10 mph.
- Illegal Modifications: Establishes penalties for knowingly modifying an e-bike to exceed manufacturer speed limits.
- Driver Education: Requires the State to add at least five questions specifically about safe e-bike and motorized scooter operation to the Class E driver's license test.



Current Florida Legislative Session

Proposed House Bill 243

- **Mandatory Reporting:** Requires law enforcement to specify in crash reports whether a motorized scooter, e-bike, or electric motorcycle was involved.
- **Statewide Statistics:** Mandates that the Florida Department of Highway Safety and Motor Vehicles maintain separate, searchable statistics for crashes involving these specific vehicle types to better guide future safety policies

The image shows a detailed screenshot of a Florida Traffic Crash Report form. The form is titled "FLORIDA TRAFFIC CRASH REPORT" and includes various sections for reporting details such as date, time, location, and vehicle information. It contains numerous checkboxes and fields for recording specific details of the crash, including whether a motorized scooter, e-bike, or electric motorcycle was involved. The form is organized into several distinct sections with clear headings and sub-sections.



What are other areas are doing?

West Palm Beach Ordinance

- (1) Micromobility system devices, bicycles and scooters shall not operate on city streets between the hours of 9:00 p.m. and 6:00 a.m.
- (2) Motorized bicycles, motorized scooters and bicycles shall not be operated on public sidewalks.
- (3) Scooters shall not be operated on public streets and may be operated on public sidewalks.
- (4) Micromobility devices, bicycles and scooters operated by a micromobility system operator shall only be operated within the permitted deployment areas.
- (5) Micromobility devices, bicycles and scooters shall not be operated within any public or private parking garage.
- (6) Micromobility devices, bicycles and scooters shall not be operated within any area designated for pedestrians only.



What are other areas are doing?

West Palm Beach Cont.

- (7) Micromobility devices, except scooters, are permitted for use on all bike lanes, buffered bike lanes and protected bicycle lanes, unless otherwise posted.
- (8) Micromobility devices shall not be operated by users under the age of 16.
- (9) Helmets shall be worn for users in compliance with Florida law.
- (10) Micromobility devices, bicycles and scooters shall have only one rider.
- (11) All users of micromobility devices, bicycles and scooters, shall always yield the right-of-way to pedestrians and mobility impaired individuals using a mobility assisted device.



What are other areas are doing?

City of Palm Coast, Flagler County

- It is unlawful to operate an E-Bike in a bicycle lane, bicycles path, right-of-way, roadways, and sidewalks in an unsafe and reckless manner to include but not limited to failure to yield, failure to slow when passing pedestrians, failure to give an audible signal when passing, failure to operate with due care, and excessive speed. The operation of an E-Bike that produces more than 750 watts of power is prohibited on the roadways, sidewalks, right-of-ways, bicycles paths, and bicycles lanes within the jurisdiction of the City of Palm Coast.



What are other areas are doing?

City of Palm Coast, Flagler County Cont.

- No person under 11 years of age may operate an E-Bike on any road, right-of-way, bicycle lane, bicycle path, sidewalk, or other City-owned property. Nothing herein prohibits a minor under the minimum age from riding as a passenger on an Electric Bicycle designed and equipped for a passenger in compliance with §316.2065, Fla. Stat.
- Any person operating an E-Bike shall carry a government-issued photographic identification and shall present such identification upon lawful request of a law enforcement officer.



What are other areas are doing?

City of Palm Coast, Flagler County Cont.

- It shall be unlawful for any person to operate an **Off-Road Electric Motor-Driven Cycle** on:
 - On any Bike Lane within the City;
 - On any Bike Path within the City;
 - On any City owned or controlled property including parks;
 - On any City owned or maintained right of way;
 - In any public space or pathway within the City;
 - On any roads or crosswalk within the City;
 - On any sidewalk or public pathway within the City.

Such devices may operate only on private property with owner consent.

What are other areas are doing?

Town of Jupiter Island

- **Minimum Age Requirement:** It shall be unlawful for any person under the age of sixteen (16) years to operate an electronic bicycle on any public street, sidewalk, park, path, or other right-of way within the Town.
- **Identification Requirement:** All operators of electronic bicycles must carry a valid government-issued identification card while operating such devices and must present the same upon request by any law enforcement officer.
- **Equipment Modification:** Every electronic bicycle in use between sunset and sunrise shall be equipped with a functioning lamp on the front of the bicycle which can exhibit a white light visible from a distance of no less than 500 feet from the front and a lamp and reflector on the rear of each exhibiting a red light visible from a distance of 600 feet to the rear. The person operating the electric bicycle shall deploy the lamp with the white light at all times between sunset and sunrise.



What are other areas are doing?

Town of Jupiter Island

- **Prohibited Devices:** The operation of all other electronic personal assistive mobility devices or micro-mobility devices is prohibited within the Town's limits, with the sole exception of ADA-compliant mobility devices used by individuals with disabilities. No person shall modify or cause to be modified the factory settings or specifications of an electronic bike for the purposes of increasing its maximum speed or power output beyond manufacturer or statutory limits



What are other areas are doing?

City of Vero Beach Ordinances

- Any person 16 years of age and older must operate an electric bicycle in the bicycle lane when available with the flow of traffic.
- If an adult is operating an electric bicycle while accompanying children under the age of 16 who are riding on a sidewalk, the adult shall lawfully be allowed to operate the electric bicycle on the sidewalk with those children, so as not to separate the children from the adult's supervision.
- Any person under the age of 16 years old is prohibited from riding a Class 3 electric bicycle on public roads, bicycle paths, and shared roadways/pathways.



What are other areas are doing?

City of Vero Beach Ordinances Cont.

- Any person using, operating, or driving an electric bicycle on either a sidewalk or in a bicycle lane must, upon approaching any school bus which displays a stop signal, bring such electric bicycle to a full stop while the bus is stopped, and shall not pass the school bus until the signal has been withdrawn. Any person using, operating, or driving an electric bicycle that passes a school bus on the side that children enter and exit when the school bus displays a stop signal is a violation of this Ordinance. The driver of an electric bicycle upon a divided Roadway with an unpaved space of at least 5 feet, a raised median, or a physical barrier is not required to stop when travelling in the opposite direction of a school bus which is stopped in accordance with the provisions of this section.



What are other areas are doing?

City of Vero Beach Ordinances Cont.

- At a signalized intersection, a bicyclist approaching on a sidewalk must obey the instructions of any applicable pedestrian control signal. That is, the bicyclist may start to cross a roadway in a crosswalk only during a steady "Walk" phase, if one is displayed. If no pedestrian signal is provided, the bicyclist may proceed in accordance with the signal indications for the parallel roadway traffic flow.
- With respect to shared pathways that are not located adjacent to roadways, including those that are located in parks and recreational areas, all bicycles and electric bicycles must yield the right of way to pedestrians on these types of pathways, and when passing a pedestrian, must deliver a warning by some type of sound device consisting of a bell, horn, or other electronic or mechanical audible device capable of being heard within a range of fifty (50) feet, before the act of passing them.



What are other areas are doing?

City of Vero Beach Ordinances Cont.

- The operation of an electric bicycle that produces more than 750 watts of power is prohibited on the sidewalks, bicycle paths, and shared roadways/pathways in the City of Vero Beach, Florida.
- The provisions of this section shall be in effect upon all rights-of-way, sidewalks, bicycle paths, and shared roadways/pathways owned and maintained by the city within the municipal city limits of the City of Vero Beach over which the city has traffic control jurisdiction. This Ordinance does not apply to motorized wheelchairs having three or more wheels. Individuals utilizing mobility devices pursuant to the Americans with Disabilities Act (ADA) may operate those devices on any city street, sidewalk, or walkway.



BPAC Recommendations

- The following recommendations are being proposed by the Martin MPO BPAC:
- Classification (3-Class system)
 - Class 1: 11 and older
 - Class 2 and 3: 16 and over
 - Any e-bikes that don't fall under the current classification system is deemed "illegal"
- Age Restrictions
 - Nothing prohibits a minor from riding as a passenger on an e-bike
- Helmets
 - Under 18 required to wear a helmet on all bicycles/e-bikes/scooters
- Speed Limits
 - 12 mph sidewalk
 - 15 mph shared-use path "minimum 10-foot path"
 - Riders on shared pathways must yield to pedestrians and provide an audible signal (such as a bell or verbal warning) before passing. No passing at over 10 mph.
- Misc.
 - All wheels on e-bikes must have contact with ground at all times
 - Lights required for daytime and nighttime use
 - Additional signage and education to be provided

ORDINANCE NO. 414

AN ORDINANCE OF THE TOWN OF JUPITER ISLAND, MARTIN COUNTY, FLORIDA AMENDING CHAPTER 14, SECTION 14.3 “BICYCLES”; CREATING SECTION 14-7 “REGULATION OF MICROMOBILITY DEVICES” OF THE TOWN CODE; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ORDINANCES IN CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Jupiter Island, Martin County Florida (“Town”) is a duly constituted municipality having such power and authority conferred upon it by the Florida Constitution and Chapter 166, Florida Statutes; and

WHEREAS, the Town has the authority, pursuant to Article VIII, Section 2(b) of the Florida Constitution, and Chapter 166, Florida Statutes, to adopt such regulations as it deems appropriate to further the health, safety, and welfare of its residents; and

WHEREAS, the Town, pursuant to Florida Senate Bill 462 (2025), has the authority to adopt ordinances governing the operation of micromobility devices, regulate rider age and ID requirements, and implement other regulations for the safe and lawful operation of micromobility devices within the Town; and

WHEREAS, pursuant to §316.2128, Florida Statutes, municipalities are authorized to regulate the safe operation of micromobility devices and motorized scooters within their jurisdictions; and

WHEREAS, to protect the health, safety, and welfare of the public, the Town deems it necessary to regulate the use of micromobility devices.

NOW, THEREFORE BE IT ORDAINED BY THE TOWN COMMISSION OF THE TOWN OF JUPITER ISLAND, MATIN COUNTY, AS FOLLOWS:

Section 1. The Whereas clauses are incorporated herein as the finding of fact and conclusion of law of the Town Commission.

Section 2. The Code of Ordinances of the Town is hereby amended at Chapter 14, “Traffic and Motor Vehicles” as follows:

Sec. 14-3. - Bicycles.

(a) Every bicycle while in use on any street in the town shall be provided with a suitable bell or horn.

(b) No person shall ride a bicycle upon any sidewalk or parkway or park lawn in the town.

(c) Bicycle riders shall observe all directional vehicular traffic regulations.

~~(d) No person shall operate or use a bicycle upon any street, road or bicycle path in the town unless such bicycle is equipped with one rear reflector and one fluorescent flag and mast.~~

(d) Every bicycle in use between sunset and sunrise shall be equipped with a functioning lamp on the front of the bicycle where it can exhibit a white light visible from a distance of no less than 500 feet from the front and a lamp and reflector on the rear of each exhibiting a red light visible from a distance of 600 feet to the rear. The person operating the bicycle shall deploy the lamp with the white light at all times between sunset and sunrise.

Sec. 14-7. – Regulation of Micromobility Devices.

The Town finds that the operation of micromobility devices, to include but not limited to, motorized scooters and e-bikes, on public streets and sidewalks presents potential safety risks to operators, pedestrians, bicyclists, and motorists. It is the intent of this section to regulate the operation of such devices within the Town in a manner consistent with state law, while ensuring the health, safety, and welfare of the public. This section is not intended to conflict with state law but to supplement it with reasonable local regulations permitted by §316.2128, Florida Statutes

(a) **Definitions.** Electronic bicycle or E-Bike shall have the same definition as provided under §316.003(23), Fla. Stat.

Electronic personal assistive mobility devices or micromobility device means any small, motorized transportation device designed for personal use, including but not limited to scooters, hoverboards, or similar devices, excluding E-Bikes and ADA-compliant mobility devices or as otherwise provided under §316.003, Fla. Stat.

(b) **Minimum Age Requirement.** It shall be unlawful for any person under the age of sixteen (16) years to operate an electronic bicycle on any public street, sidewalk, park, path, or other right-of way within the Town.

(c) **Identification Requirement.** All operators of electronic bicycles must carry a valid government-issued identification card while operating such

devices and must present the same upon request by any law enforcement officer.

- (d) **Equipment Modification.** Every electronic bicycle in use between sunset and sunrise shall be equipped with a functioning lamp on the front of the bicycle which can exhibit a white light visible from a distance of no less than 500 feet from the front and a lamp and reflector on the rear of each exhibiting a red light visible from a distance of 600 feet to the rear. The person operating the electric bicycle shall deploy the lamp with the white light at all times between sunset and sunrise.
- (e) **Prohibited Devices.** The operation of all other electronic personal assistive mobility devices or micro-mobility devices is prohibited within the Town's limits, with the sole exception of ADA-compliant mobility devices used by individuals with disabilities. No person shall modify or cause to be modified the factory settings or specifications of an electronic bike for the purposes of increasing its maximum speed or power output beyond manufacturer or statutory limits.

Section 3. Severability. If any provision of this Ordinance or the application thereof is held invalid, such invalidity shall not affect the other provisions or applications of this Ordinance which can be given effect without the invalid provisions or applications, and to this end, the provisions of this Ordinance are hereby declared severable.

Section 4. Repeal of Ordinances in Conflict. All other ordinances of the Town of Jupiter Island, Florida, or parts thereof which conflict with this or any part of this Ordinance are hereby repealed.

Section 5. Codification. This Ordinance shall be codified and made part of the official Code of Ordinances of the Town of Jupiter Island.

Section 6. Effective Date. This Ordinance shall take effect immediately upon its passage and approval, as provided by law.

(Continued on next page)

PASSED AND ADOPTED at a public meeting of the Town Commission of the Town of Jupiter Island on this__ day of _____, 2025.

TOWN OF JUPITER ISLAND

MAYOR

VICE MAYOR

COMMISSIONER

COMMISSIONER

COMMISSIONER

ATTEST:

TOWN CLERK

#7450280 v1 18270-00002



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: February 23, 2026	DUE DATE: February 16, 2026	UPWP#: 5
WORDING: SR-710 PROJECTS UPDATE		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The future widening of SR-710/Warfield Boulevard (the MPO’s #1 Priority) has been an ongoing discussion for the MPO. At the April 17, 2023, Policy Board Meeting, the Board requested that SR-710 become a standing agenda item for all future meetings until the widening is completed.

ISSUES

At the February 23, 2026, Policy Board meeting, FDOT staff will give an update on the widening of SR-710.

RECOMMENDED ACTION

Provide input.

APPROVAL

MPO

Notes

- Unified Planning Work Program (UPWP) Modification #2
(Revision #2) – LRTP Consultant Line Item +\$150
- Transportation Regional incentive Program (TRIP) Application –
Cove Road Widening
- [Development Review Map Update](#)
- [Bicycle and Pedestrian Facilities Map](#)