

Technical Memorandum #9:
Cost Feasible Plan
August 2020

FINAL



MARTIN MPO
Metropolitan Planning Organization

Martin Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP)

This technical memorandum was developed based on data and analyses during the time period from December 2019 through May 2020. Subsequently the Martin MPO Policy Board approved the Draft 2045 Cost Feasible Plan – *Martin in Motion* in June 2020. *The Final* 2045 Cost Feasible Plan was adopted by the Martin MPO Policy Board in October 2020.

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1. Introduction

The purpose of Technical Memorandum #9 (TM 9) is to discuss project prioritization methodology and results, identify projects included in the Martin MPO's 2045 Long Range Transportation Plan (LRTP) – *Martin in Motion's* Cost Feasible Plan as well as document equity analysis.

This technical memorandum is organized as described below:

Chapter 1: Introduction – summarizes the purpose of the technical memorandum and report organization.

Chapter 2: 2045 Cost Feasible Plan – discusses project prioritization, identifies projects by different modes or categories that are fully funded through local, state, and federal revenues reasonably expected to be available over the next 20 to 25 years as well as unfunded needs.

Chapter 3: Equity Analysis – provides an analysis of transportation benefits to transportation disadvantaged and environmental justice population groups resulting from multimodal projects included in the 2045 Cost Feasible Plan.

Chapter 4: Next Steps – summarizes how information included in this memorandum will be used to develop the 2045 LRTP draft and final reports and executive summary.

2. 2045 Cost Feasible Plan

This chapter discusses project prioritization, identifies projects by different modes or categories that are fully funded through local, state, and federal revenues reasonably expected to be available over the next 20 to 25 years as well as unfunded needs.

2.1 Project Prioritization

As documented in Technical Memorandum #8 – Financial Resources, the 2045 revenue forecast indicates that a total of approximately \$950 million (Year of Expenditure, (YOE)) can be reasonably expected from various local, state, and federal sources to implement transportation improvement projects in Martin County over the next 20 to 25 years. However, the total cost of all the projects included in the 2045 Needs Plan is approximately \$1.797 billion (YOE). There is a clear miss match between the funds available versus funds required to implement all the Needs Plan projects. There is approximately 47% funding deficit (\$950 million vs. \$1.797 billion) between revenues and projects cost.

In addition to the funding gap, there are specific requirements relative to various funding sources that govern how monies can be allocated to different types of projects. For instance, revenues from certain types of local fuel tax can be used to support transit capital and operating expenses while others can only be used to build roadway/highway, bicycle, and sidewalk projects. Similarly, local match is required to leverage transit operating funds from the FDOT's Transit Program.

To allocate funds objectively amongst various projects, given the funding deficit and constraints associated with revenue sources, the Martin MPO prioritized projects using the methodology described in Section 2.2.1.

2.1.1 Roadway/Highway Projects (Non-SIS Projects)

Non-Strategic Intermodal System (SIS) highway projects were prioritized using a set of 15 different performance measures and evaluation criteria relative to the 2045 LRTP – *Martin in Motion's* goals and objectives. These evaluation criteria included rating a projects' performance corresponding to travel time reliability, level of service, delay, funding, quality of life, safety (number of fatalities and injury crashes), environment, environmental justice, accessibility to jobs, strategic projects, and community support. Projects were assigned points on a scale of 1 to 4, where 1 indicated lowest performance while 4 suggested highest performance. In addition, projects received a one (1) point bump if they affected a Community Redevelopment Area (CRA) or were in an area vulnerable to inundation or overlapped with a hurricane evacuation route. A composite score for each project was developed based on its performance relative to the evaluation criteria. Using quartile distribution, the composite scores were used to rank projects in four priority tiers, Tier 1 through Tier 4. Two safety projects were also included as Tier 1 priority. **Table 2-1** shows highway/roadway project priorities. **Appendix-1** provides a detailed project evaluation, performance, and scores relative to each criterion as well as composite score and ranking.

Table 2-1: Highway/Roadway Projects Prioritization

Map ID	Facility	From	To	Project Description	Existing Lanes	Future Lanes	Length (miles)	Total Score	Ranking	Priority
R-1	SR-714/Martin Highway	CR-76A/Citrus Boulevard	Martin Downs Boulevard	Highway Capacity	2	4	0.88	Under Construction	TIP	Currently Funded
4196693	Willoughby Boulevard	SR-714/ Monterey Road	SR-5/US-1/Federal Highway	PD&E Study	-	-	0.84	Funded	TIP	
4417001	Cove Road	SR-76/Kanner Highway	SR-5/US-1/Federal Highway	PD&E Study	2	4	4.32	Funded	TIP	
4416991	CR-713/High Meadow Avenue	I-95	CR-714/Martin Highway	PD&E Study	-	-	2.64	Funded	TIP	
R-3	Village Parkway Extension	SR-714/Martin Highway	St. Lucie County Line	New 4 Lane Road	0	4	3.00	Privately Funded	2	Not Applicable
R-5	Cove Road	Willoughby Boulevard	SR-5/US-1/Federal Highway	Widen from 2L to 4L	2	4	1.07	39	1	Tier 1
R-6	Cove Road	SR-5/US-1/Federal Highway	CR-A1A	Widen from 2L to 4L	2	4	1.12	39	1	
R-4	Cove Road ¹	SR-76/Kanner Highway	Willoughby Boulevard	Widen from 2L to 4L	2	4	2.13	35	2	
R-15	SR-5/US-1 ²	at SW Joan Jefferson Way		Intersection Modification	-	-	-	-	-	
R-16	CR-714/Martin Highway ³	Approximately 1200 feet east of SR-710	SE126th Blvd. (Okeechobee County)	Roadway Realignment	-	-	-	-	-	
R-2	Willoughby Boulevard	SR-714/ Monterey Road	SR-5/US-1/Federal Highway	New 2 Lane Road	0	2	0.84	36	2	Tier 2
R-7	CR-713/High Meadow Avenue	I-95	CR-714/Martin Highway	Widen from 2L to 4L	2	4	2.64	36	2	
R-8	Federal Highway/US 1	SE Seabranh Blvd	SE Osprey St	Widen from 4L to 6L	4	6	1.15	36	2	
R-10	SE Bridge Rd	Powerline Ave	US-1/Federal Highway	Widen from 2L to 4L	2	4	2.00	33	3	Tier 3
R-11	SE Green River Pkwy	NW Wright Blvd	NW Dixie Hwy	Widen from 2L to 4L	2	4	0.37	33	3	
R-13	SW Martin Downs Blvd	SW Matheson Ave	SW Palm City Rd	Widen from 4L to 6L	4	6	1.33	33	3	
R-14	SW Murphy Rd	Whisper Bay Terrace	North County Line	Widen from 2L to 4L	2	4	0.35	32	4	Tier 4
R-9	S Ocean Dr	North County Line	NE Causeway Blvd	Widen from 2L to 4L	2	4	1.40	30	4	
R-12	Martin Highway	SW Mapp Rd	Kanner Hwy	Widen from 4L to 6L	4	6	1.42	29	4	

Notes:

¹ Moved from Tier 2 to Tier 1 since the project, R-4 is contiguous with R-5. Further, construction projects on Cove Road and would be implemented in synchronization.

² SR-5/US-1 at SW Joan Jefferson Way (FM # 4383452) included in Martin MPO's TIP, FY 2020/21 - FY2024/25 is one of top priority projects (Tier 1).

³ CR-714/Martin Highway realignment project to enhance safety is one of top priority projects (Tier 1) for Martin MPO. Florida Department of Transportation (FDOT), District One completed SR-710 PD&E Study from US 441 to SW Martin Highway in Okeechobee and Martin Counties in 2010 and amended in Nov. 2018.

Prioritization Methodology

1. Project prioritized using a total 15 criteria relative to the goals and objectives of the 2045 LRTP.
2. Each project was assigned points on a scale of 1 to 4, with 1 being the lowest and 4 indicating the highest. In all cases a higher score indicated better performance compared to a lower score.
3. Projects overlapping with hurricane evacuation route(s), those in vulnerable areas as it relates to extreme weather events, King tides and sea level rise (SLR), and affecting Community Redevelopment Areas (CRAs) were assigned extra points.

2.1.2 Strategic Intermodal System (SIS) and Freight Projects

The Strategies Intermodal System (SIS) projects were included as line items to maintain consistency with the FDOT's SIS Cost Feasible Plan and Multimodal Unfunded Needs Plan. These projects were programmed by FDOT based on revenue forecast and funding allocation at statewide level. Since majority of the freight projects overlap with SIS projects, freight assumed similar prioritization as SIS projects.

2.1.3 Transit Projects

Transit projects were prioritized consistent with the Martin County's Transit Development Plan (TDP), 2020-2029 adopted in August 2019. Continuing to provide and maintain existing fixed route and paratransit services as well as State of Good Repair was the top priority. Service expansion and related capital and infrastructure improvements was lower priority based on funding availability. In addition, projects funded through private sector, such as Virgin Trains USA/Brightline Station was not assigned a specific priority.

2.1.4 TSM&O and Other Projects

The TSM&O corridors were not prioritized as part of the 2045 LRTP Cost Feasible Plan but rather funding was 'set aside.' These corridors were prioritized for the CMP Update in three separate tiers. The other projects were funded based on the cost and funds available from various sources. In addition, project funded partially through private sector, such as non-motorized grade separation in Stuart was not assigned a specific priority.

2.1.5 Complete Streets and Non-Motorized Projects

The complete streets as well as non-motorized projects that include bicycle corridors, sidewalks and greenways and trails were also not prioritized since these improvements can be integrated with certain types of non-capacity programs, such as, Resurfacing, Rehabilitation and Reconstruction (RRR) projects, safety projects or other maintenance projects. Further, greenways and trails could be potentially funded through some of the statewide discretionary programs, such as Shared Use Non-motorized (SUN) Trail Program.

2.1.6 Resiliency Projects

Of the two resiliency projects, one of the projects overlaps with non-motorized projects while the other is included in the Cost Feasible Plan so that it is eligible for receiving funds through the Federal Emergency Relief (ER) Program.

2.2 2045 Cost Feasible Plan

As shown in **Table 2-2**, the total cost of projects included in the 2045 Cost Feasible Plan is approximately \$878 million (YOE). These projects would be implemented over the a 20-year period between 2026-2045. Further, projects included in the Martin MPO's FY 2020/21 – FY 2024/25 Transportation Improvement Program (TIP) at approximately \$130.6 million (YOE) span the first-year time band of the 2045 LRTP. The Martin MPO is not able to fully utilize the estimated funds available based on the 2045 Revenue Forecast due to lack of local funds that could be used to leverage funds from the FDOT's Transit Program.

Table 2-2: 2045 Cost Feasible Plan Summary

Category	Year of Expenditure (YOE)				25-Year Total	20-Year Total
	2021-2025 ¹	2026-2030	2031-2035	2036-2045	2021-2045	2026-2045
Transit						
<i>Transit Operating Cost*</i>		\$15,321,131	\$18,017,650	\$47,556,791	\$80,895,573	\$80,895,573
<i>Transit Capital Cost</i>		\$5,269,796	\$4,057,466	\$10,115,598	\$19,442,861	\$19,442,861
Highway/Roadway (non Strategic Intermodal System (SIS))	\$47,082,871	\$72,209,426	\$76,010,115	\$225,488,290	\$420,790,702	\$373,707,831
Strategic Intermodal System (SIS)	\$9,110,000	\$41,422,087	\$174,494,000	\$13,337,000	\$238,363,087	\$229,253,087
Freight²	\$4,917,683	\$41,422,087	\$174,494,000	\$13,337,000	\$234,170,770	\$229,253,087
Transportation System Management & Operations (TSM&O)³		\$30,090,585	\$20,432,716	\$18,643,258	\$69,166,559	\$69,166,559
Other (Park-and-Ride, Non-Motorized Grade Separation)		\$6,028,750	\$0	\$0	\$6,028,750	\$6,028,750
Water Based Transportation						
<i>Operating Cost*</i>		\$0	\$0	\$0	\$0	\$0
<i>Capital Cost</i>		\$0	\$0	\$0	\$0	\$0
Complete Streets⁴	\$0	\$14,105,829	\$14,180,205	\$66,814,511	\$95,100,545	\$95,100,545
Non-Motorized Projects⁴						
Aviation⁵		\$3,962,500	\$0	\$0	\$3,962,500	\$3,962,500
Other Transportation Improvement Plan (TIP) Projects	\$74,358,507	\$0	\$0	\$0	\$0	\$0
<i>Capacity Projects (non SIS)</i>	\$12,312	\$0	\$0	\$0	\$0	\$0
<i>Non-Capacity Projects</i>	\$72,142,600	\$0	\$0	\$0	\$0	\$0
<i>Planning (PL Funds)</i>	\$2,203,595	\$0	\$0	\$0	\$0	\$0
Total Cost	\$130,551,378	\$188,410,105	\$307,192,152	\$381,955,449	\$933,750,577	\$877,557,706
Strategic Intermodal System (SIS)	\$9,110,000	\$41,422,087	\$174,494,000	\$13,337,000	\$238,363,087	\$229,253,087
Transit Operating Cost*	\$0	\$15,321,131	\$18,017,650	\$47,556,791	\$80,895,573	\$80,895,573
Water Based Transportation (Operating Cost)*	\$0	\$0	\$0	\$0	\$0	\$0
Capital Project Cost (all modes)	\$121,441,378	\$131,666,886	\$114,680,502	\$321,061,658	\$614,491,917	\$567,409,046

Notes

* Operating cost includes total cost for the entire 5-year or 10-year period in Year of Expenditure (YOE) dollars. The 25-year total does not include transit operating funds included in the FY 2021-2025 Transportation Improvement Program (TIP).

¹ Time band includes funds "as programmed" in the FY 2021-2025 Transportation Improvement Program (TIP). Includes funds for transit, aviation, and Districtwide maintenance projects.

² All freight projects are included in the Strategic Intermodal System (SIS) category except \$157,683 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant in the 5-year increment, 2021-2025.

³ Funds "set-aside" for Transportation System Management & Operations (TSM&O) improvements.

⁴ Funds "set-aside" for Complete streets and non-motorized projects. Additional funds may be available through maintenance projects and discretionary grants.

⁵ Florida Department of Transportation (FDOT) share is limited to 80% of the project cost.

Approximately 68% or 2/3rd of the funds are allocated for roadway improvements while 32% or 1/3rd of the funds are for TSM&O, Park and Ride, Complete Streets and Non-motorized projects, Aviation and Transit projects (**Figure 2-1**).

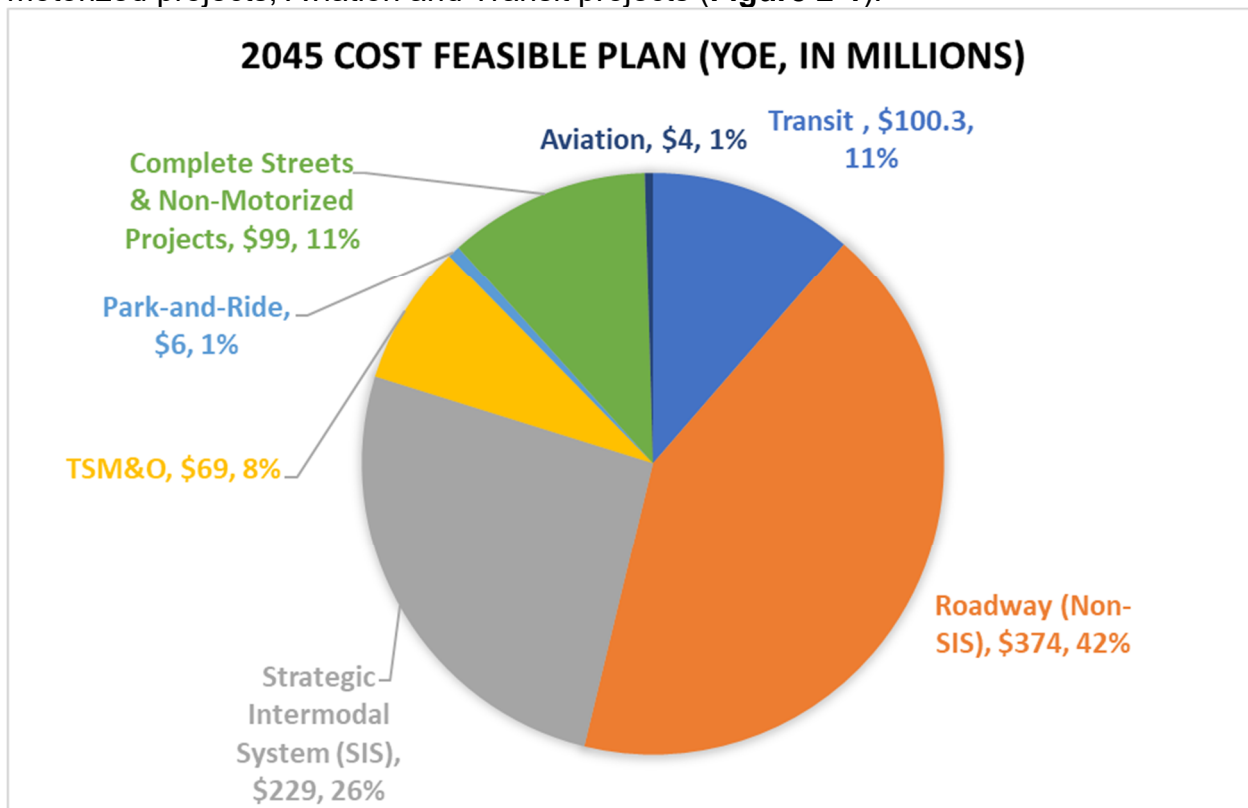


Figure 2-1: 2045 Cost Feasible Plan Funding Allocation (YOE, in millions)

A summary description of the 2045 Cost Feasible Plan by mode or project categories along with corresponding figures follows. **Appendix-2** provides an itemized project list by mode and cross references the map identifiers shown on various figures.

2.2.1 Transit Projects

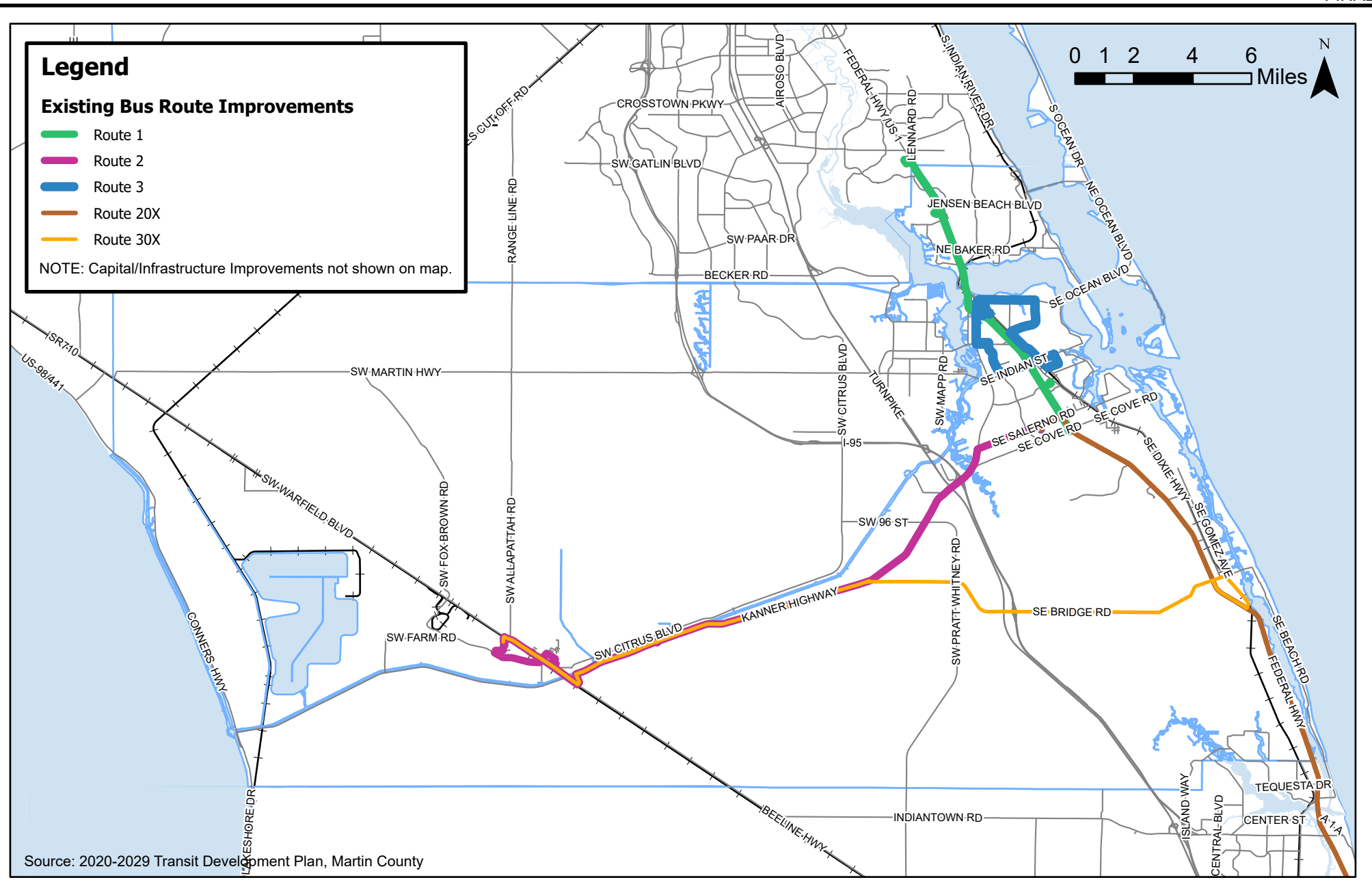
The following transit service (Marty) and capital improvements are included in the 2045 Cost Feasible Plan for a total operating expense of \$80.9 million (YOE) over 20 years and approximately \$19.4 million (YOE) in capital cost. **Figure 2-2** shows Marty's existing fixed routes.

Marty Transit Service/Operations (\$80.9M)

- Maintain existing service levels – fixed route and paratransit

Capital Improvements (\$19.4M)

- Rolling stock (fleet replacement)
- Transit/bus stop infrastructure
- New Park-and-Ride facility (connection to Palm Beach Tri-Rail Intermodal Center)
- Virgin Trains USA/Brightline Station (private sector funded)



2.2.2 Roadway/Highway Projects

Non- Strategic Intermodal System (SIS) Facilities

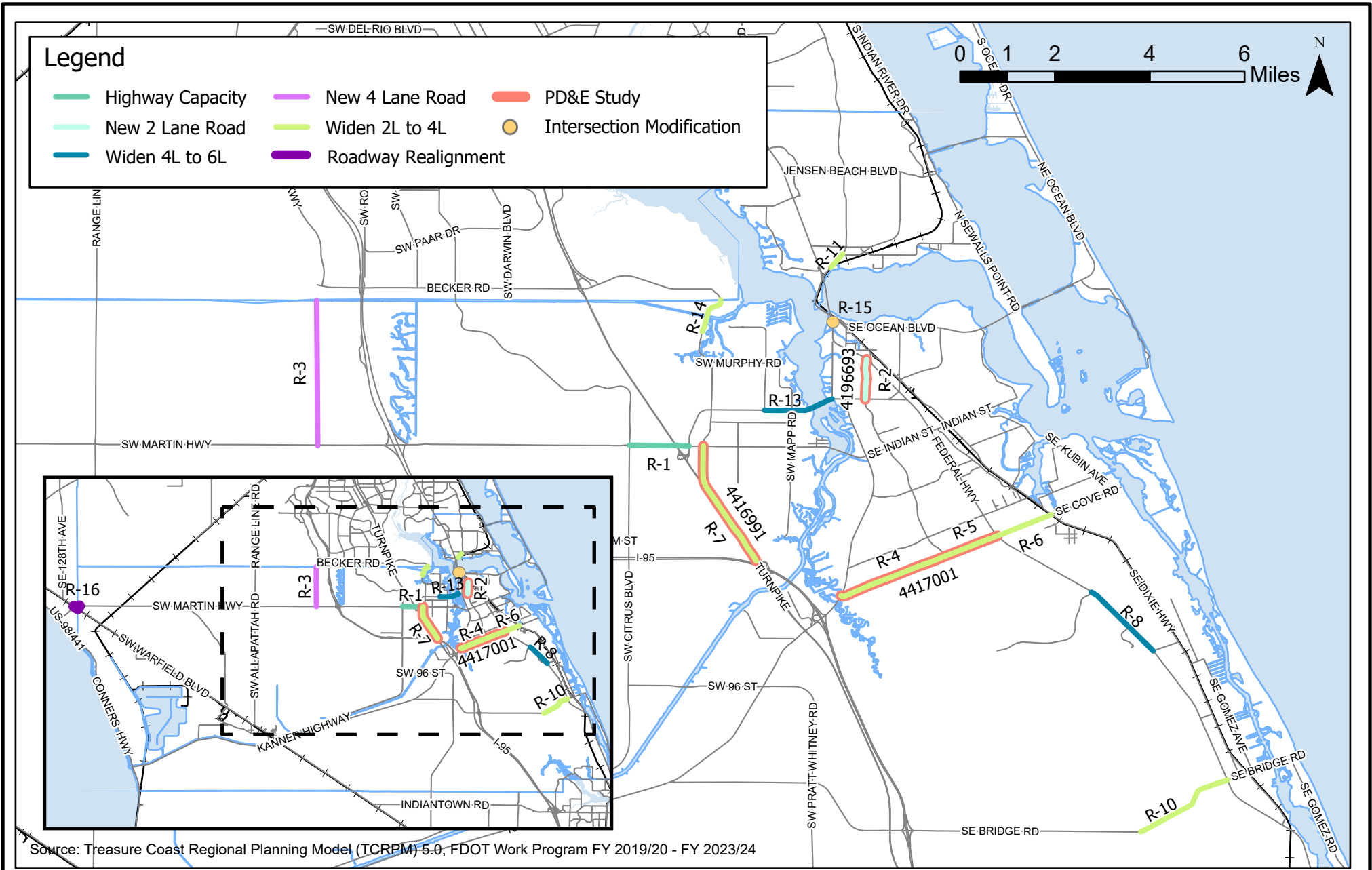
Figure 2-3 shows cost feasible roadway projects. These projects cost approximately \$373.4 million (YOE). Projects include three PD&E Studies and SR-714/Martin Highway construction project, two safety projects and as well as roadway widening projects. Of the two new road projects, Village Pkwy Extension is privately funded.

- ***Currently Funded***
 - SR-714/Martin Hwy from Citrus Blvd. to Martin Downs Blvd.
 - Willoughby Blvd. PD&E Study
 - Cove Road PD&E Study
 - CR-713/High Meadow Ave PD&E Study

- ***Two Safety Projects***
 - SR-5/US-1 at Joan Jefferson Way
 - CR-714/Martin Hwy Realignment

- ***Seven Roadway Widening Projects***
 - Cove Road
 - CR-713/High Meadow Ave
 - SE Bridge Rd
 - SE Green River Pkwy
 - SW Murphy Rd
 - Federal Hwy/US-1
 - SW Martin Downs Rd.

- ***Two New Road Projects***
 - Willoughby Blvd.
 - Village Parkway Extension

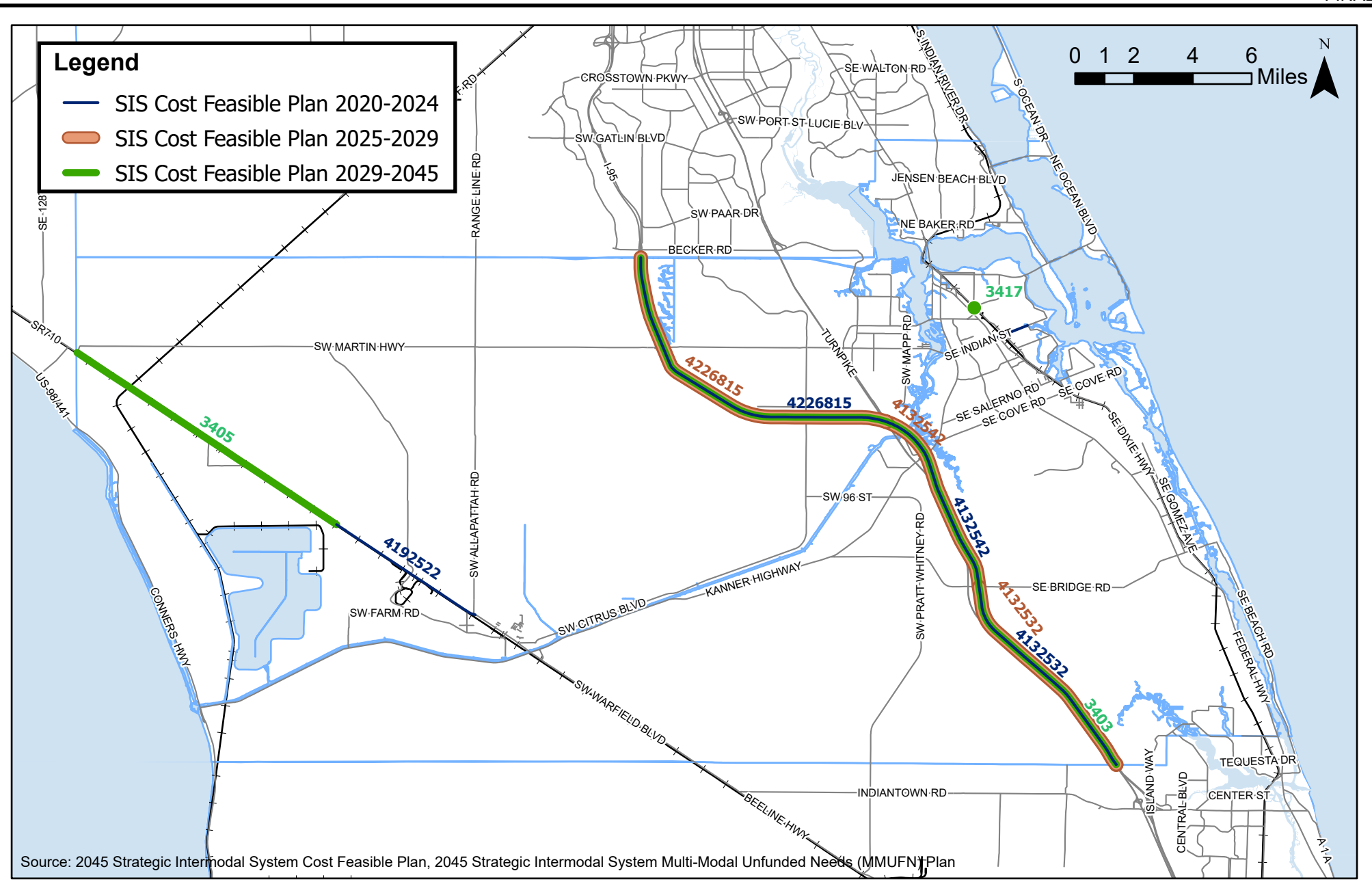


Source: Treasure Coast Regional Planning Model (TCRPM) 5.0, FDOT Work Program FY 2019/20 - FY 2023/24

Strategic Intermodal System (SIS) Facilities

The following SIS projects are programmed by FDOT and included in the cost feasible plan for a total of approximately \$229.3 million (YOE). These projects include Project Development & Environment Study (PD&E) studies for different segments of I-95, highway capacity improvements on SR-710 and I-95 as well as a safety project at Monterey Road and Florida East Coast (FEC) mainline (**Figure 2-4**).

- Three PD&E Studies on I-95
- Highway capacity improvements on SR-710/Warfield Blvd. and I-95
- One safety/freight project at SR-714/Monterey Road and FEC mainline



2045 Cost Feasible Plan Strategic Intermodal System Projects



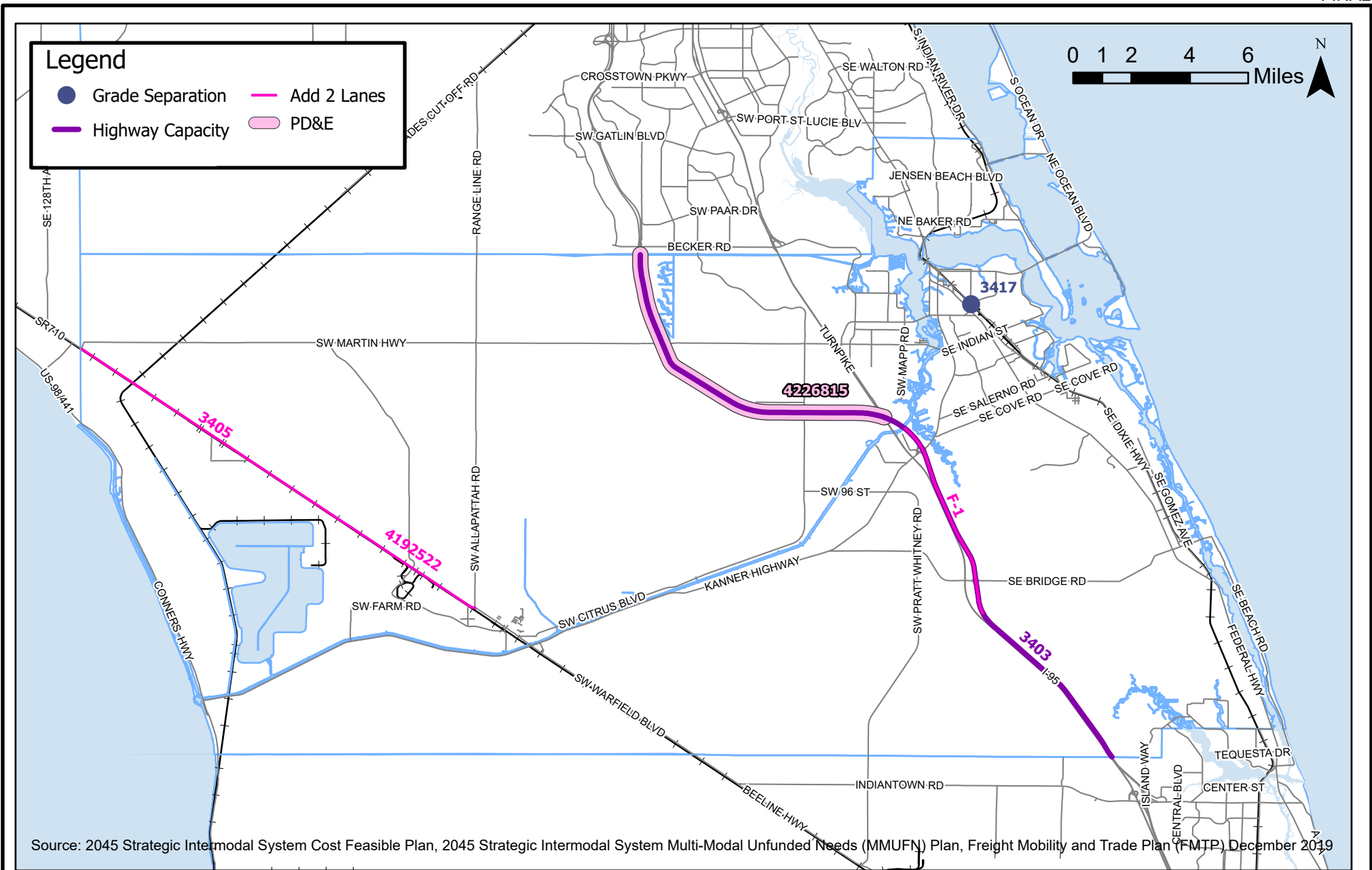
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Martin County

Figure 2-4

2.2.3 Freight Projects

The freight projects overlap with the SIS projects (**Figure 2-5**). Additionally, the Strategies for Reducing Railroad Trespassing (SRRT) Pilot Project, which includes safety improvements along railroad corridors is part of the 2045 Cost Feasible Plan.



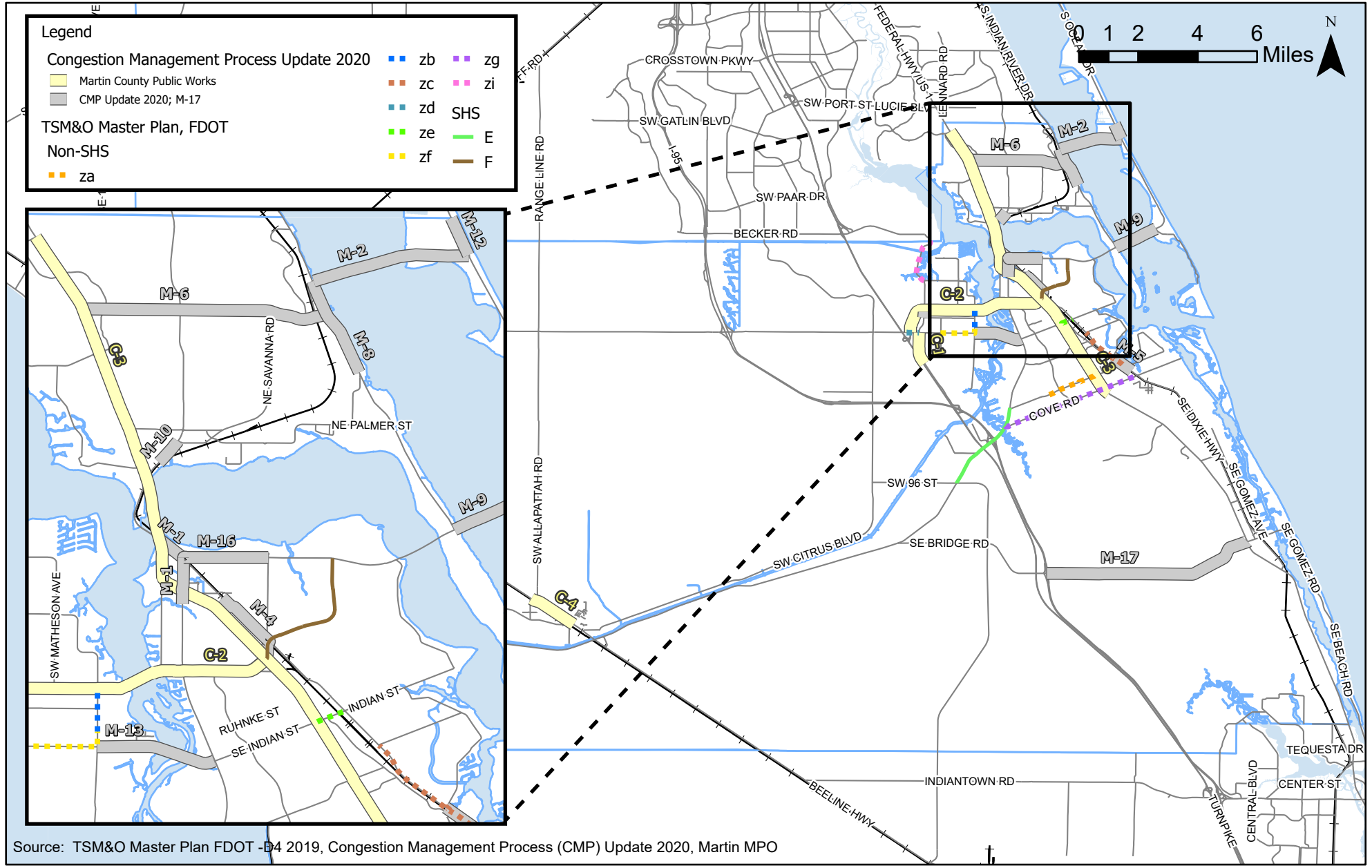
2.2.4 Transportation System Management & Operations (TSM&O)

Approximately \$69.2 million have been 'set aside' over a 20-year timeframe to address traffic congestion along various roadway segments in Martin County (**Figure 2-6**). There is a total of 29 roadway segments along 20 travel corridors as listed below. It should be noted that corridor-specific improvements have not been identified at this time. In addition, ITS infrastructure projects, which includes installing equipment at signalized intersections as well as six projects included in the I-95 Treasure Coast Multimodal Master Plan are also part of the 2045 Cost Feasible Plan.

- **Twenty-nine (29) roadway segments along 20 corridors**
 - Federal Highway/US-1
 - Martin Downs Rd/SR-714/Monterey Rd
 - Kanner Highway and Colorado Ave
 - SE Salerno Road
 - SW Mapp Road
 - SE Dixie Highway
 - SE Indian Street
 - SW Martin Highway
 - SE Cove Road
 - SW Murphy Road
 - CR-732/Jensen Beach Cswy.
 - Jensen Beach Blvd
 - NE Indian River Drive
 - NE Ocean Blvd
 - SE Green River Pkwy
 - SE Monterey Road (Ext.)
 - SR-A1A
 - SW High Meadow Ave
 - SW Joan Jefferson Way
 - SW Ocean Blvd.
 - SE Bridge Road

- **Intelligent Transportation System (ITS) Infrastructure, Martin County**

- **I-95 Treasure Coast Multimodal Master Plan**



Source: TSM&O Master Plan FDOT -D4 2019, Congestion Management Process (CMP) Update 2020, Martin MPO

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2045 Cost Feasible Plan

TSM&O/ITS

Martin County

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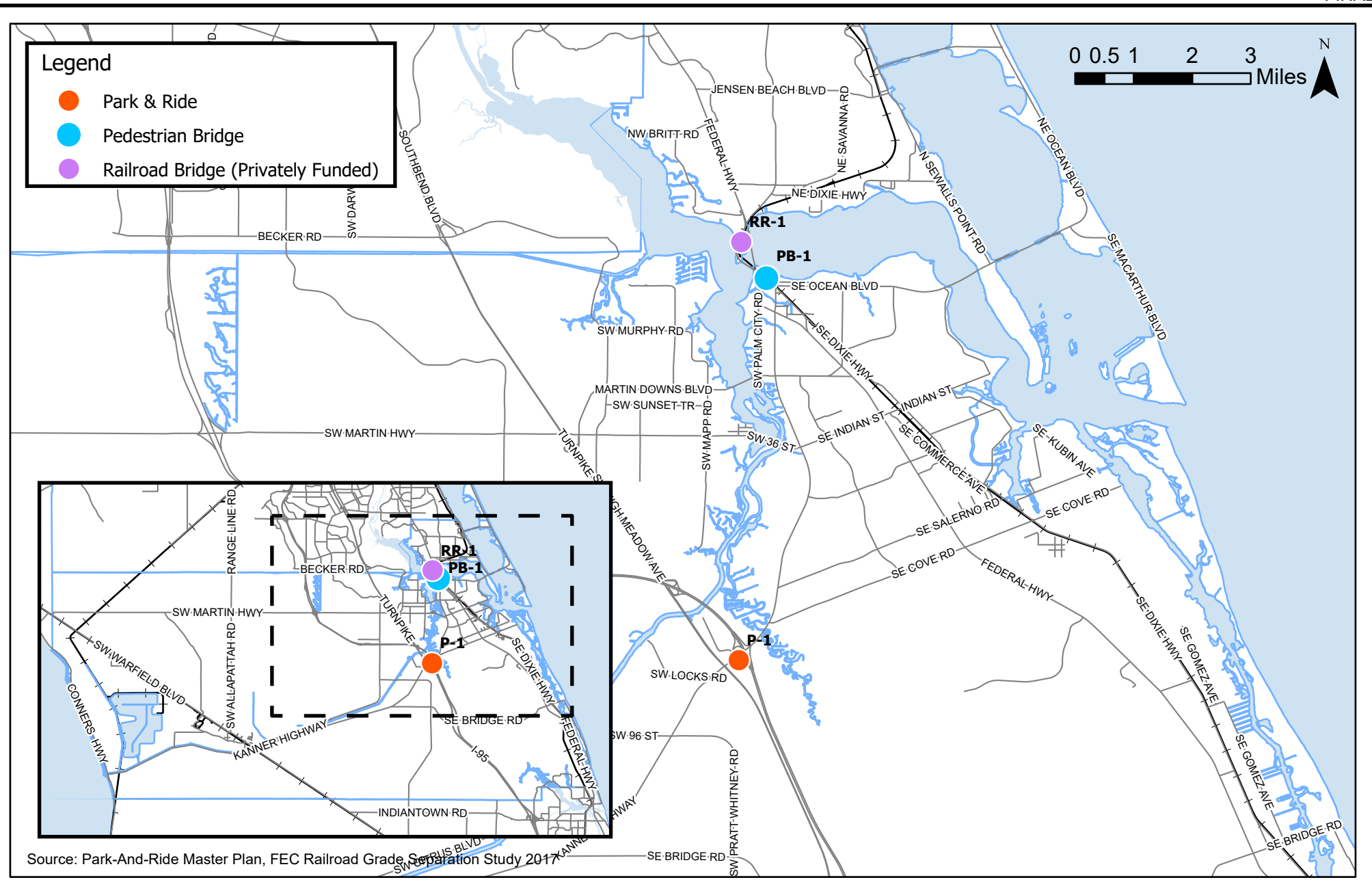
Figure 2-6

2.2.5 Other Projects

In the other projects categories, which includes Travel Demand Management (TDM), safety and strategic initiatives, three Park-and-Ride facilities are funded at a cost of \$6.0 million (YOE). It should be noted that the location of these Park-and-Ride facilities will be determined outside of the LRTP process through detailed studies conducted by the FDOT and/or MPO. Typically, Park-and-Ride feasibility studies consider several factors, such as, travel patterns, trip purpose and potential travel markets, land use, community support and integration of the proposed Park-and-Ride facility or facilities with the overall transportation network in the County as well as the region.

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

In addition, a partially private funded non-motorized grade separation (pedestrian bridge) project in Downtown Stuart as well as a private sector funded project - double tracking FEC Rail Bridge over St. Lucie river is included the 2045 Cost Feasible Plan. Including partially funded private sector project provides Martin MPO to leverage “matching” public sector funds. **Figure 2-7** shows the general location of projects in this category.



2.2.6 Complete Streets and Non-Motorized Projects

An extensive network of complete streets and non-motorized (pedestrian facilities, bicycle corridors, and greenways and trails) projects shown in **Figure 2-8** and **Figure 2-9** has been funded at approximately \$95.1 million (YOE). Below is a summary of the types of improvements included in the 2045 Cost Feasible Plan.

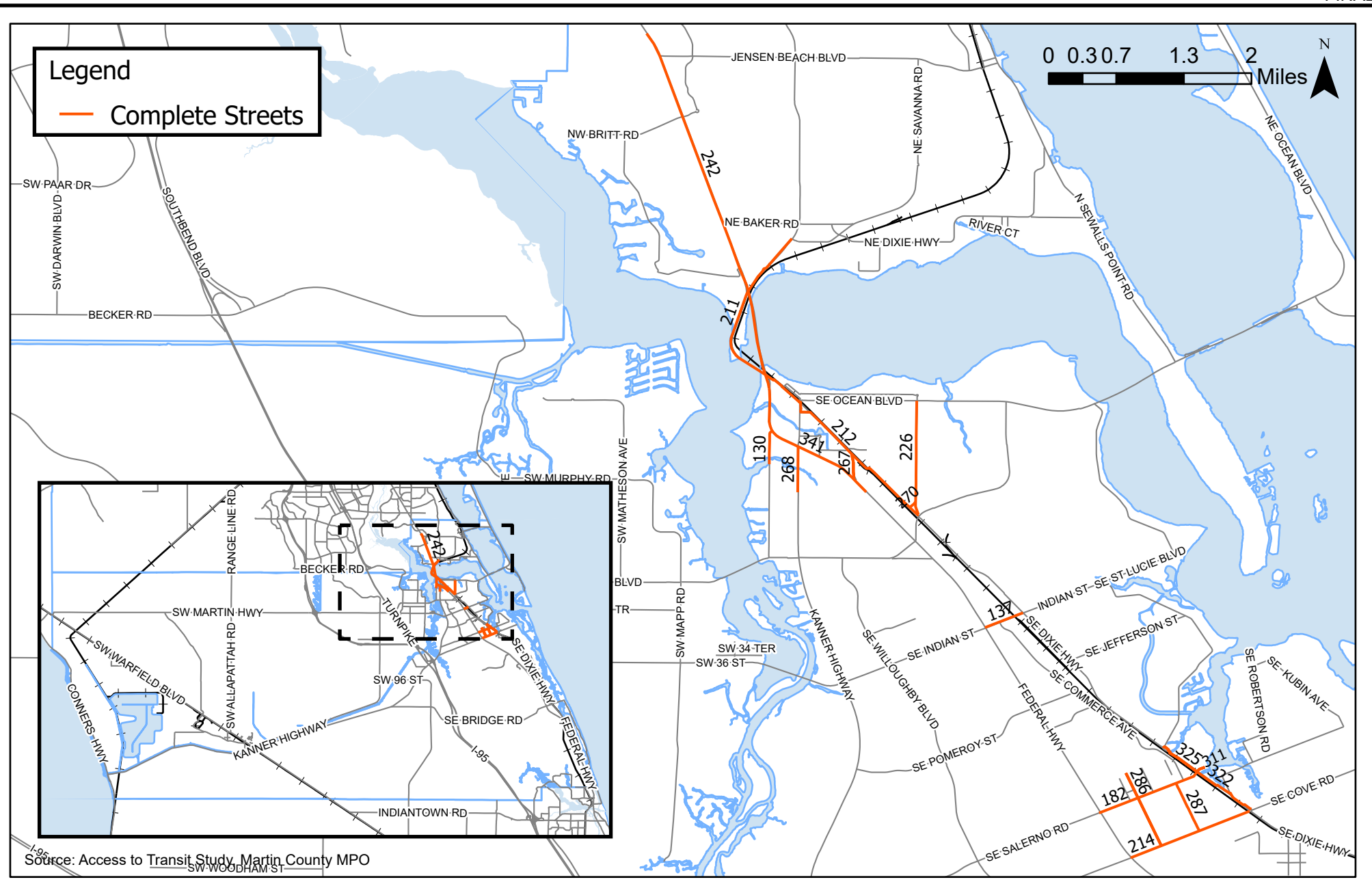
- **Complete Streets**
 - 15 miles of complete streets

- **Pedestrian Facilities**
 - 33 miles of sidewalk
 - Five new crosswalks
 - Three pedestrian bridges












- **Bicycle Corridors**
 - 100 miles of bicycle lanes
 - 82 miles of buffered bicycle lanes
 - 35 miles of shared lanes
 - Two miles of separated bicycle lanes
 - Two bike boxes

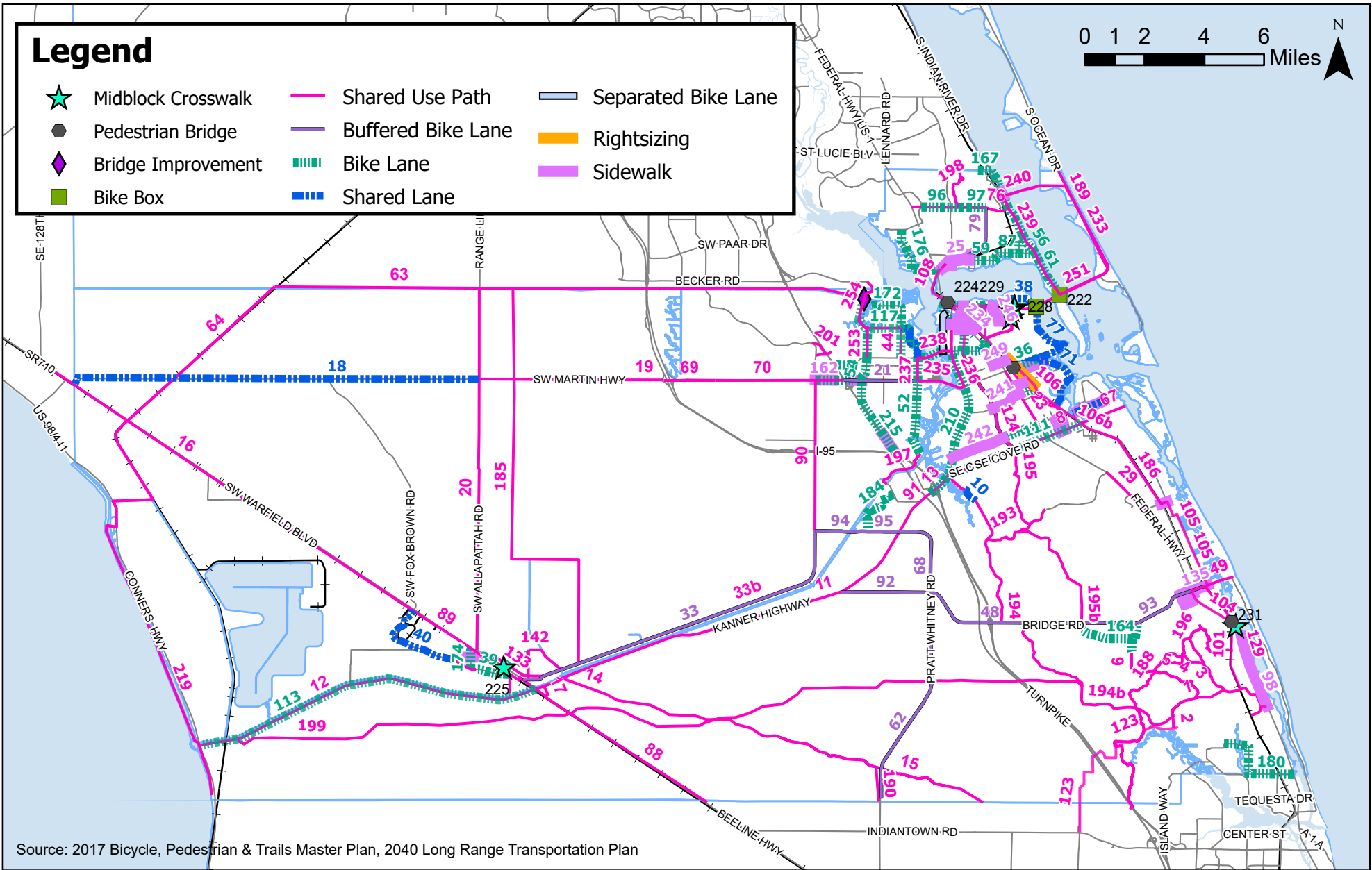
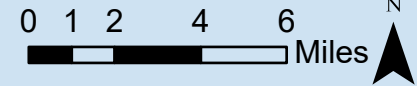
- **Multi-Purpose Trails & Greenways**
 - 685 miles of shared-use path

Out of a total of 17 complete streets projects, several are currently included in the FDOT's Five-Year Work Program. Several of the above listed improvements can be potentially implemented through non-capacity program funds. Some of the trails and greenways could be funded through discretionary funding programs, such as, SUN Trail Program.



Legend

-  Midblock Crosswalk
-  Pedestrian Bridge
-  Bridge Improvement
-  Bike Box
-  Shared Use Path
-  Buffered Bike Lane
-  Bike Lane
-  Shared Lane
-  Separated Bike Lane
-  Rightsizing
-  Sidewalk



Source: 2017 Bicycle, Pedestrian & Trails Master Plan, 2040 Long Range Transportation Plan



2045 Cost Feasible Plan

Nonmotorized

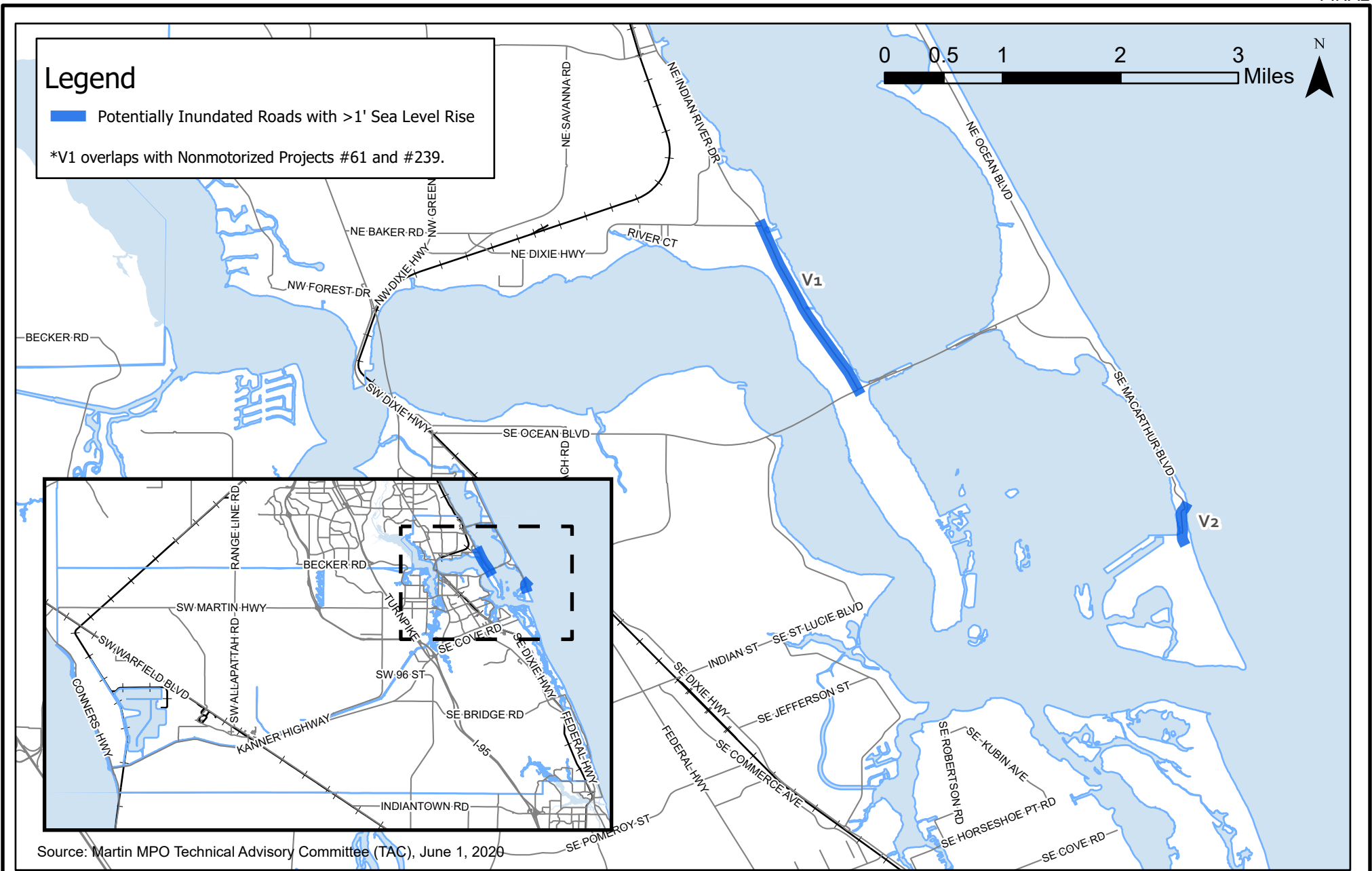
Martin County



Figure 2-9

2.2.7 Resiliency Projects

Two resiliency projects along Sewalls Point Road and SE MacArthur Blvd. are included in the 2045 Cost Feasible Plan (**Figure 2-10**). The Sewalls Point Road project overlaps with two non-motorized projects. These projects can be funded through Federal Emergency Relief (ER) Program.



2.2.8 Aviation Projects

The 2045 Cost Feasible Plan includes the following aviation projects at approximately \$3.9 million (YOE). These projects are included in the Martin County Airport and Witham Field's Capital Improvement Plan (CIP).

- Air Traffic Control Tower Equipment Upgrade (Recorder and Radios)
- Construct Airport Interconnect Rd. - Flying Fortress Extension
- Rehabilitation of MC Non-Movement Areas Phase V (Design & Const)
- Tree Mitigation Project - RPZ and Part 77 (SE St. Lucie Canal)

It should be noted that the FDOT provides 80% funding of the total cost to support these projects while the remaining 20% is local and/or federal match. Further, the 2045 Revenue Forecast does not reflect these monies since Aviation Program funds are forecast at statewide level.

2.2.9 Waterborne Transportation

Except for a feasibility study for waterborne transportation at approximately \$440,000 (YOE), none of the other waterways' projects are included in the 2045 Cost Feasible Plan.

2.3 2045 Unfunded Needs

2.3.1 Unfunded Transit and Highway/Roadway (Non-SIS) Needs

Unfunded Transit Needs

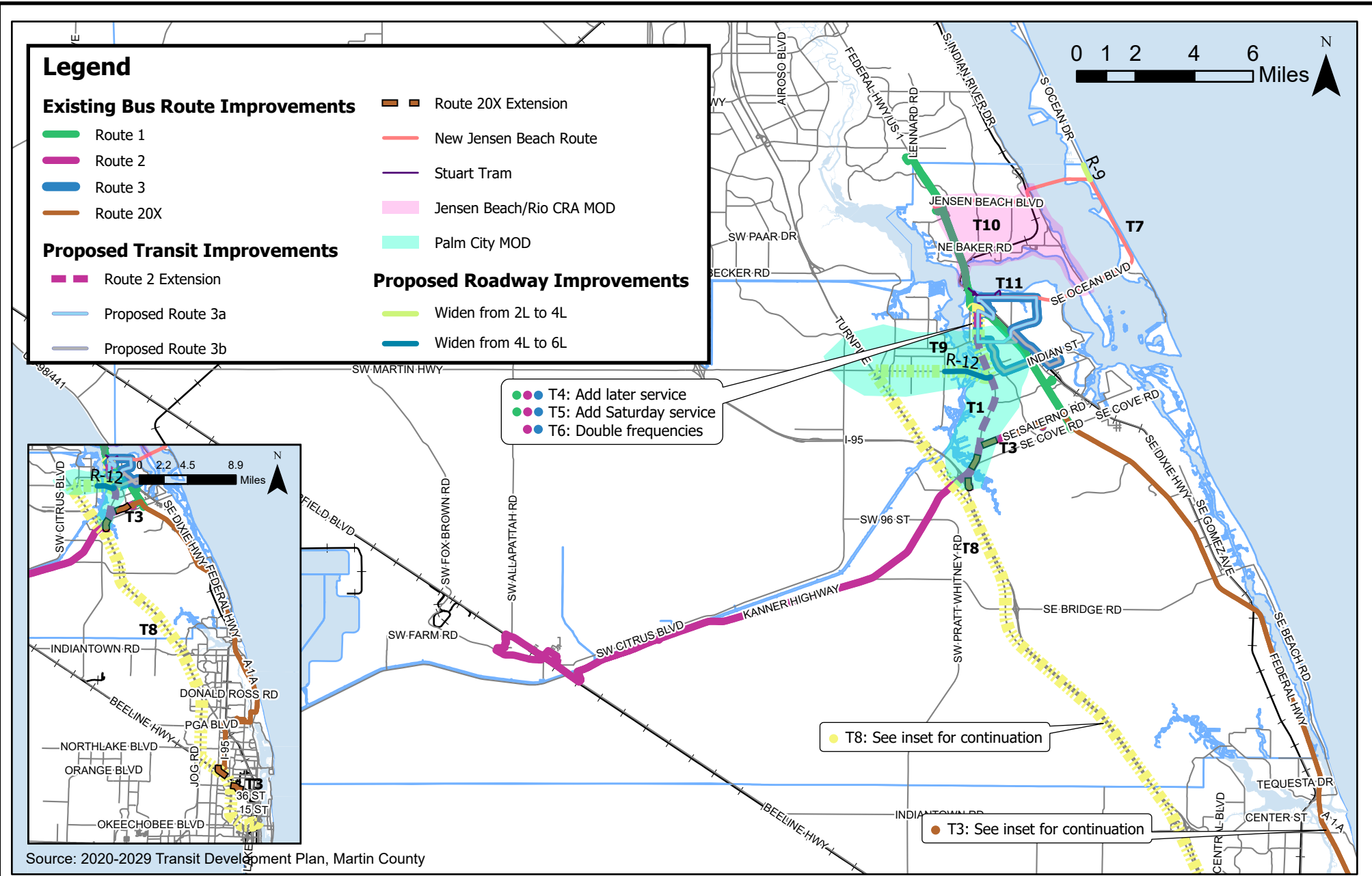
The unfunded transit needs include Marty service expansion, new routes, Saturday service, Mobility on Demand service. These service expansion projects remain unfunded due to lack of local funding available as "matching dollars" to support transit operations. Similarly, the unfunded transit capital improvements include new buses required to support expanded service as well as a new operations and maintenance facility and an intermodal hub.

In addition to Marty service, the Downtown Stuart Tram is also part of the unfunded transit needs. In the past this service has been supported through local funds and FDOT's Service Development Program that provides funding for demonstration projects for up to three years. It is likely that this funding may be available in the future, but there are no committed funds at this time.

Unfunded Highway/Roadway (Non-SIS) Needs

These include roadway widening projects on S. Ocean Drive from North County Line to NE Causeway Blvd. and Martin Highway from SW Mapp Rd. to Kanner Highway/SR-76.

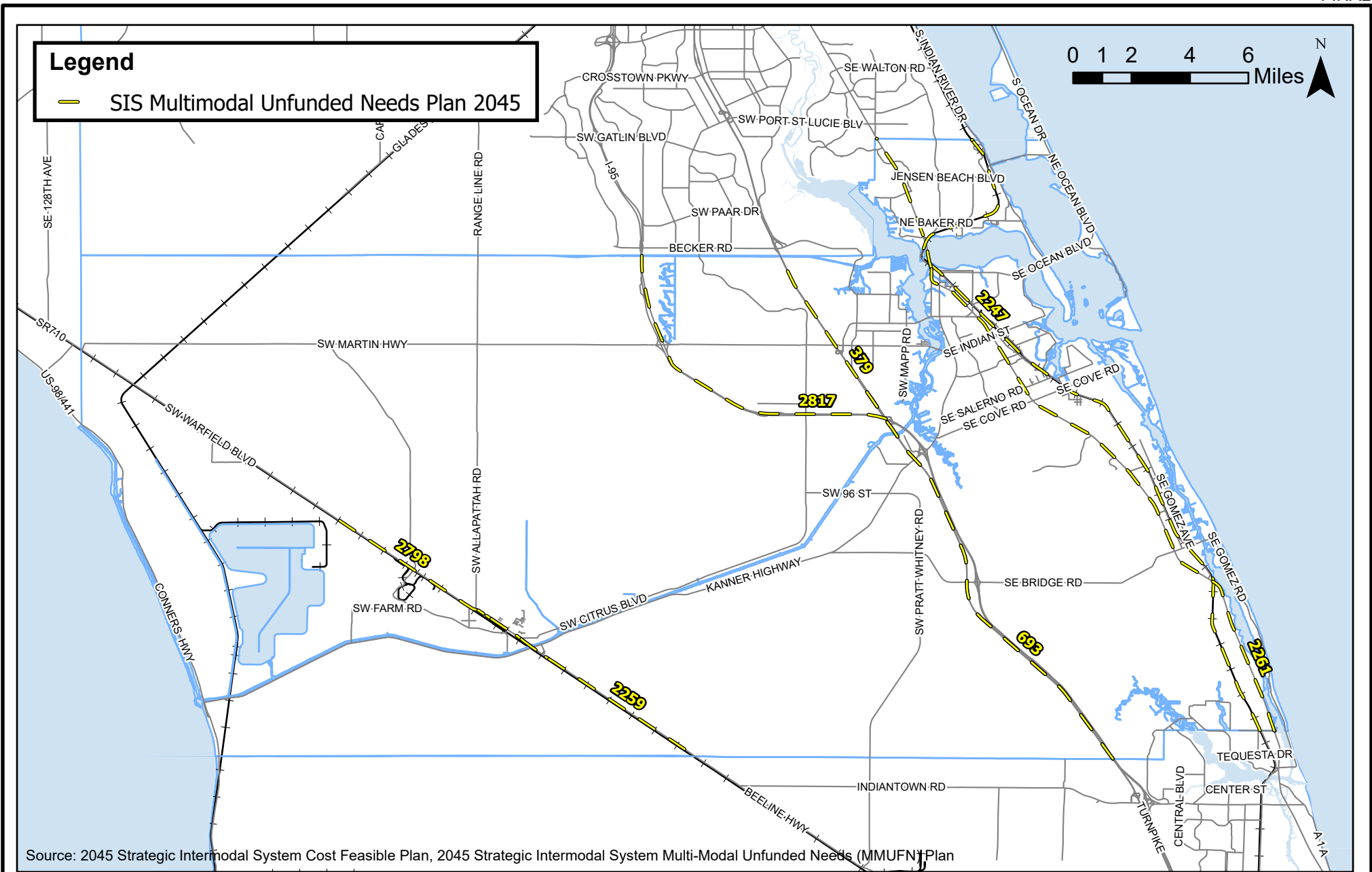
Figure 2-11 shows unfunded transit and highway/roadway (Non-SIS) needs.



2.3.2 Unfunded SIS Needs

The following projects are included in the FDOT's SIS 2045 Multimodal Unfunded Needs Plan (**Figure 2-12**).

- Two fixed guideway transit projects (US-1/Federal Highway and SR-710)
- Transit hub (at Indiantown)
- Highway capacity projects on Turnpike, I-95 and SR-710



Source: 2045 Strategic Intermodal System Cost Feasible Plan, 2045 Strategic Intermodal System Multi-Modal Unfunded Needs (MMUFN) Plan



2045 SIS Multimodal Unfunded Needs Strategic Intermodal System Projects



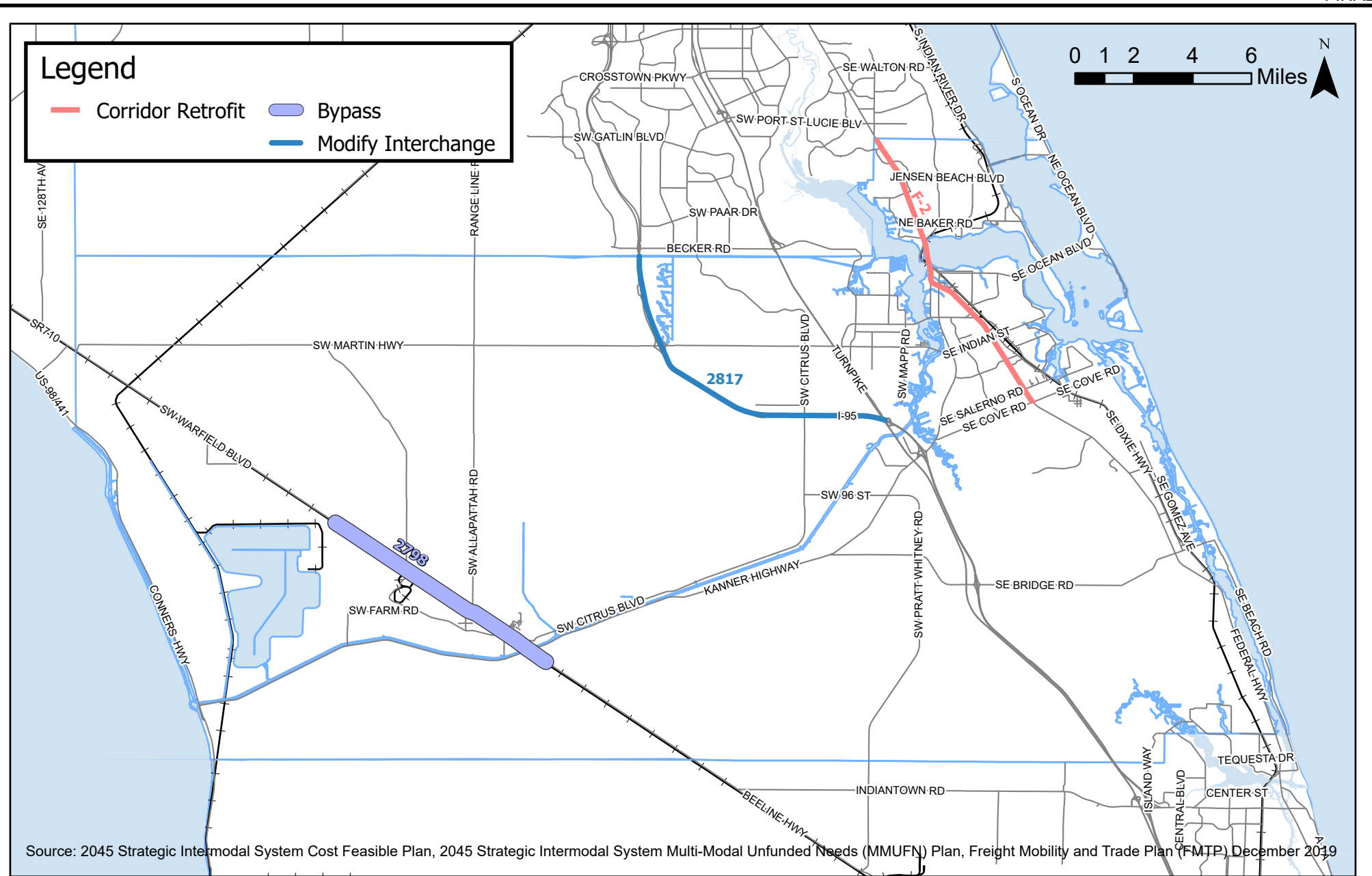
TYLIN INTERNATIONAL

Martin County

Figure 2-12

2.3.3 Unfunded Freight Needs

Unfunded freight needs include, SR-710 Bypass, a new facility, US-1 Corridor Retrofit Project as well as Connected Freight Priority System Deployment, which is an automated/connected vehicle technology project (**Figure 2-13**).



Source: 2045 Strategic Intermodal System Cost Feasible Plan, 2045 Strategic Intermodal System Multi-Modal Unfunded Needs (MMUFN) Plan, Freight Mobility and Trade Plan (FMTP) December 2019



2045 Unfunded Freight Needs

Freight

Martin County

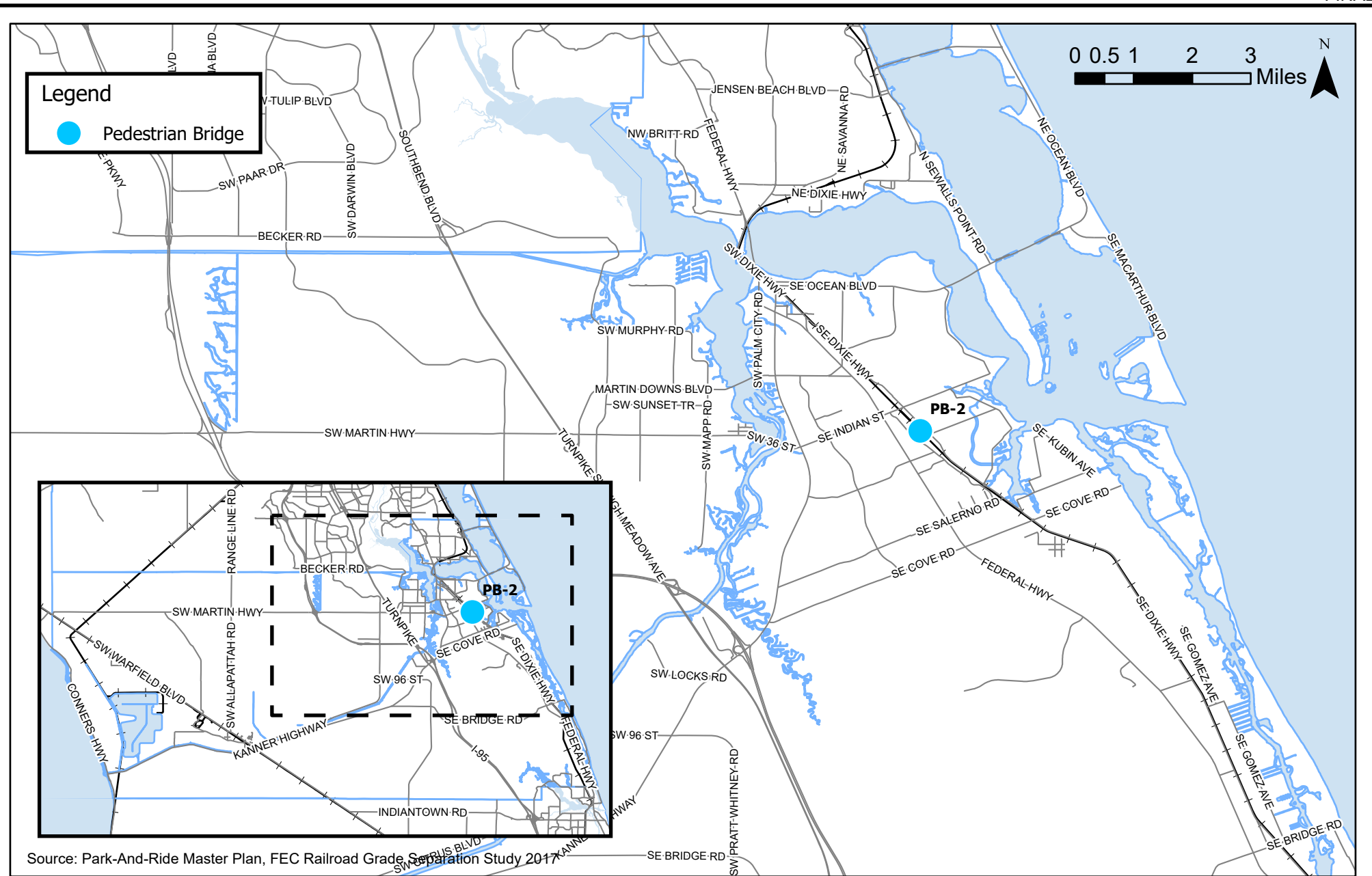
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Figure 2-13

2.3.4 Unfunded Other Projects

This category includes the non-motorized grade crossing improvement in Golden Gate along Florida East Coast (FEC) mainline (**Figure 2-14**).



2.3.5 Unfunded Waterborne Transportation Needs

The following water taxi service/routes are included in the unfunded waterborne transportation (**Figure 2-15**). These improvements could not be funded due to lack of local funds to support operations and capital improvements.

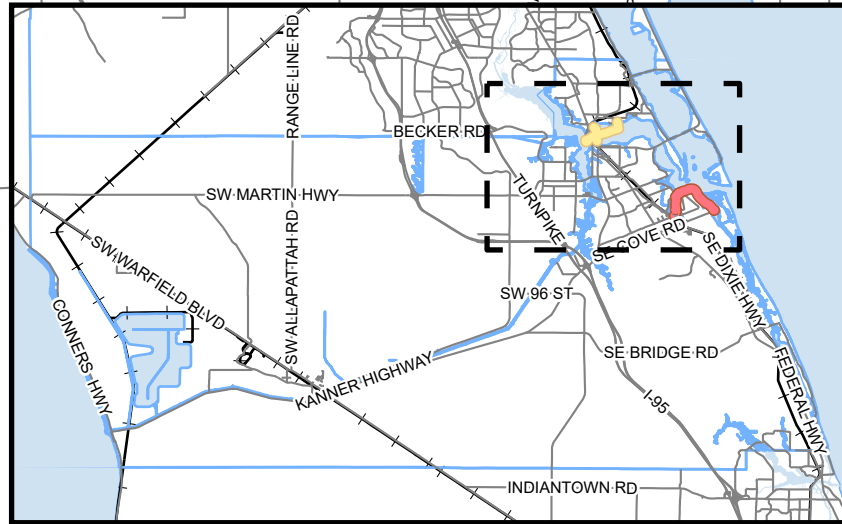
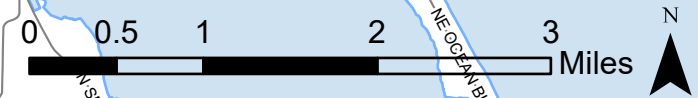
- ***Water Taxi Service***
 - Sandsprit Park to St. Lucie Preserve State Park
 - Seasonal and/or Special Events/Festivals around key nodes
 - Stuart/Palm City
 - Port Salerno/Manatee Pocket
 - Stuart/Jensen/Rio

Legend

Water Taxi Service Routes

- Seasonal Service to Stuart/Palm City, Port Salerno
- Service to St. Lucie Inlet Park
- Seasonal Service to Stuart/Jensen/Rio*

*Included based on MPO Advisory Committee Input (April 29, 2020)



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

2045 Unfunded Water-based Transportation Needs

Waterways Martin County



Figure 2-15

3. Equity Analysis

This chapter provides an analysis of transportation benefits to transportation disadvantaged and environmental justice population groups resulting from multimodal projects included in the 2045 Cost Feasible Plan.

3.1 Background

This equity analysis seeks to ensure that the benefits and impacts of proposed multimodal projects are understood and that federally protected populations are not disproportionately burdened during the planning process. Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination in any program receiving federal assistance and provides guidance for fair and equitable transportation planning. Executive Order (EO) 12898 “Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations” seeks to minimize disproportionate impacts of federal programs on minority populations and low-income populations. In this analysis, minority and low-income populations were identified to guide the 2045 LRTP decision-making process. In addition to consideration of minority and low-income persons required by environmental justice guidelines, elderly and transit dependent persons were also considered.

3.2 Public Involvement and Traditionally Underserved Population

Early and ongoing outreach is an important component of a successful transportation planning process. Because many people find it hard to focus on a horizon far into the future, special efforts need to be the cornerstone of a successful public involvement plan to ensure participation. To that end, a public involvement plan (PIP), which is consistent with the Martin MPO’s overall PIP was prepared for the 2045 LRTP in June 2019. The PIP described a variety of efforts to solicit input on plan goals and transportation needs at the project outset as well as throughout the LRTP development process. Public open house/meetings were conducted throughout Martin County to gain input and provide plan information. In addition, project information was presented to the MPO Advisory Committees and Policy Board at regularly scheduled meetings throughout the planning process. These meetings were open to the public.

To ensure full and fair participation, public involvement for the 2045 LRTP process was *proactive* to heighten the public’s awareness through project video, *inclusive* by focusing on disenfranchised stakeholders who may be reliant on public transportation (including minority, low-income, disabled, elderly, and youth), and *interactive* by providing a website that included a general comments section, online survey, and a mapping interface to provide location-specific comments.

3.2.1 Outreach to Minorities and Traditionally Underrepresented Groups

The outreach for this project included increased efforts to identify and provide the opportunity for involvement among traditionally underserved and underrepresented population groups. To that end, low-income, transportation disadvantaged, the elderly population, minorities, and disabled residents who may be impacted by the multimodal components of the LRTP were included in the public outreach and involvement plan. An

initial step was to by prepare maps to identify concentration areas for environmental justice population groups and those protected by Title VI residing in Martin County. Further, the following mechanisms were employed to ensure that minority and traditionally underrepresented communities were included in the planning process.

Public Open House

Meetings were held in locations convenient to and easily accessible by these groups throughout the county at public facilities and places with high potential for drop-in attendance (libraries, malls, and community centers) to engage people who may not have seen the publications, notices, or website information announcing these public meetings. The Martin MPO made translators and interpreters available at public open houses to assist participants whose primary language is Spanish. Telephone calls were made to community leaders in minority areas to ensure that these communities were aware of scheduled meetings and open house sessions. Hard copy surveys in English and Spanish were made available at the open house sessions.

Media Notification

The news release and the project flyers were sent to the local ABC, CBS and NBC television stations, radio stations WPSL and WSTU, and to the TCPalm and Palm Beach Post newspapers in mid-September 2019 for the visioning session.

Flyers and Press Release

Flyers were prepared in English and Spanish languages for distribution through various channels. Project flyers and a news release were sent to elected officials by the Martin MPO. The Martin MPO coordinated with city/town/village clerks to distribute flyers through their respective communication channels. The news release distributed by Martin County Office of Communications to all county email addresses on file. The Martin County Chamber of Commerce and Stuart Martin County Board of Realtors sent the flyer to all members. On two occasions, flyers were emailed to all charities, food banks and to multiple religious organizations. Martin County Public Transportation, MARTY Bus service, posted flyers on the buses. The flyer and news release were posted on the project website, www.MartininMotion.com.

Project Website and Social Media

A project specific ADA accessible website was developed to distribute information regarding the LRTP and to help receive public feedback. The website was used to spotlight the plan including project schedule, public meetings, project video and latest project information and announcements. The number of visits and time spent on the website was monitored using Google Analytics. The website was designed using WordPress as the content management software to help make the website easy to update. Further, through Google translator, the entire website could be viewed in Spanish.

Survey

A Spanish version of the survey could be provided on the project website on an as-needed basis. In addition to providing the survey at public meetings and through the website, surveys were distributed to the Treasure Coast Mall. Copies of the survey were also made

available at the public open houses some of which were conducted in minority and underserved areas. Hard copy surveys in English and Spanish were made available.

Virtual Public Open House

Two virtual Public Information Open Houses were held Tuesday, June 9, 2020 for the Martin MPO 2045 LRTP Draft Cost Feasible Plan. The open houses were held on the GoToWebinar platform where an individual could participate online or participate in-person in the John F. and Rita Armstrong Wing of the Blake Library, 2351 SE Monterey Road, Stuart, FL 34996. The Library was open to walk-in visitors from 3 p.m. to 5 p.m. The virtual meetings were hosted from 3 p.m. to 4 p.m. and 4 p.m. to 5 p.m. The open houses were held to present the draft Cost Feasible Plan and to answer questions from participants. Participants were also invited to submit written comments by Friday, June 19, 2020.

Project Notification - Because of the COVID-19¹ pandemic, notification was limited to email addresses and printed flyers. Invitation flyers were sent to elected officials, appointed officials, interested stakeholders, area non-profit organizations, charities and everyone who contacted the Martin MPO requesting information. The online and printed project flyers included links to register for one or both webinars. The Martin MPO embedded the online flyer invitation to the Martin County Constant Contact email notification system. The Martin MPO also sent flyers to each of the incorporated municipalities, Indiantown, Jupiter Island, Ocean Breeze, Sewall's Point and Stuart, and requested the flyer be sent via email to community members on the respective municipalities' contact list. Printed flyers were available at Stuart City Hall. Martin County Administrative Offices and other municipal offices were closed due to the COVID-19 pandemic. Also, the meeting notice was available on the project website, www.MartininMotion.com under the Get Involved/Meetings drop down menu.

3.3 Socioeconomic Characteristics, Martin County

A review of the 2013-2017 U.S. Census data for Martin County was conducted to evaluate representation of minority populations, low-income households, transit dependent households and the elderly (**Figure 3-1**). The representation for each of these groups as a percentage of the total population was used to compare with the extent of benefits received from improvements prioritized in the plan. Minority populations and low-income households represent 21.0% and 9.6% of Martin County, respectively. Approximately 29.7% of Martin County's residents are 65 or older and 5.6% of households within Martin County have no car. Approximately 5.2% of residents between the ages of 20 and 65 with income in the past 12 months have a disability. Approximately 2.9% of households have Limited English Proficiency.

¹ Coronavirus disease 2019 (COVID-19) is defined as illness caused by a novel coronavirus now called severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2; formerly called 2019-nCoV), which was first identified amid an outbreak of respiratory illness cases in Wuhan City, Hubei Province, China. It was initially reported to the WHO on December 31, 2019. On January 30, 2020, the WHO declared the COVID-19 outbreak a global health emergency. On March 11, 2020, the WHO declared COVID-19 a global pandemic, its first such designation since declaring H1N1 influenza a pandemic in 2009. (Source: www.cdc.gov)

Table 3-1: Martin County, 2013-2017 American Community Survey (ACS)

Socioeconomic Characteristic	Martin County	Percent of Total
Total Population	155,719	100%
Total Households	63,497	100%
Low Income Households	6,071	9.6%
Minority Population	32,719	21.0%
Limited English Proficiency (LEP) Households	1,812	2.9%
Disabled Population	8,099	5.2%
Zero-auto Households	2,827	5.6%
Elderly Population (Age 65+)	46,191	29.7%

Minority populations include Hispanics or persons of Latino descent, African American, American Indian, Asian, and Pacific Islanders. The 2013-2017 Census identifies the poverty threshold for a household as \$17,463 per year. Transit dependent households were identified as households with no car. Elderly are persons age 65 or older. Disabled population included ages 20 to 64 with income in the last 12 months with a disability.

Appendix-3 shows graphic representations of these populations and households while **Figures 2-1 to 2-9** show multimodal projects included in the Cost Feasible Plan. For purposes of distinguishing the distribution of the data, the populations are normalized to four or five equally distributed groups.

Some neighborhoods that are characterized by higher populations of low-income households include the urban core of Stuart and Port Salerno and in the western area of Indiantown. The westernmost portion of the County shows higher percentages of low-income populations.

Highest concentrations of minority populations are located within the westernmost portion of the County, west of I-95 where land use is majorly agricultural. Higher concentrations of minority populations are also located in the urban core of Stuart and Port Salerno, and along Federal Highway.

Higher concentrations of elderly populations exist within the eastern half of the County. Highest concentrations of elderly populations occur along the barrier island north of St. Lucie Inlet, as well as in the vicinity of several country clubs in Stuart and Port Salerno including Monarch County Club, The Yacht and Country Club, and Heritage Ridge Golf Club. These concentrations are attributed to the allure of coastal views and walkable urban communities for retired residents.

Transit dependent households (determined as those with zero automobiles) were also considered an important factor in planning for transportation improvements, particularly the addition or expansion of transit. Some correlation appears to occur between low-income and transit dependent households. Highest percentages of households without a vehicle are within the westernmost portion of the County and along Federal Highway in

the City of Stuart. It should be noted that few zero-auto households are located within the barrier island north of St. Lucie Inlet, and in areas adjacent to I-95 and Florida's Turnpike.

3.4 Transportation Benefits

The degree to which a segment of the population benefits from each of the 2045 LRTP project type is measured and compared to total population benefited by that project type. To make this comparison, an analysis using Geographic Information System (GIS) to determine the inclusion of minority, low-income, transit dependent and elderly residents within a half-mile perimeter of the project type that is included in the Cost Feasible Plan. A second tally of the total population within that same half-mile perimeter was made. The number of persons or households in a socioeconomic group was then compared to the total persons benefited by those projects. Project types for which this comparison was made include transit, roadways/highways, freight, TSM&O, complete streets, non-motorized, resiliency, and "other" projects.

The comparative distribution of benefits² is shown in **Table 3-2**. The types of projects included in the 2045 LRTP benefit a large portion of the socioeconomic groups evaluated.

² Percent of population or households benefited was calculated by dividing the population/households for a distribution within a ½ mile buffer by the total population/households within Martin County times the percent distribution of total population/households.

Table 3-2: Transportation Benefits by Socioeconomic Group Relative to Total Population

Distribution of Benefited Population/Households (with ½ mile of Project)	Transit	Roadways/Highways	Freight	TSM&O	Other Projects	Complete Streets	Non-Motorized Projects	Resiliency Projects
Population (w/in ½ mile buffer)	110,042	97,564	37,698	132,982	23,358	59,649	155,719	6,002
% of Martin County	70.7%	62.7%	24.2%	85.4%	15.0%	38.3%	100.0%	3.9%
Households (w/in ½ mile buffer)	44,443	39,149	12,852	54,264	10,149	24,165	63,497	2,783
% of Martin County	70.0%	61.7%	20.2%	85.5%	16.0%	38.1%	100.0%	4.4%
Low Income Households (HHs)	4,551	3,626	1,398	5,531	945	2,692	6,071	328
Low Income HHs % of Total HHs	9.6%							
% of Total Benefits	10.2%	9.3%	10.9%	10.2%	9.3%	11.1%	9.6%	11.8%
% of Low-Income HHs Benefitted	75.0%	59.7%	23.0%	91.1%	15.6%	44.3%	100.0%	5.4%
Minority Population	27,445	20,373	13,509	29,174	3,351	14,588	32,719	304
Minority % of Total Population	21.0%							
% of Total Benefits	24.9%	20.9%	35.8%	21.9%	14.3%	24.5%	21.0%	5.1%
% of Minority Population Benefitted	83.9%	62.3%	41.3%	89.2%	10.2%	44.6%	100.0%	0.9%
Limited English Proficiency (LEP) HHs	1,669	958	815	1,630	203	716	1,812	6
LEP % of Total HHs	2.9%							
% of Total Benefits	3.8%	2.4%	6.3%	3.0%	2.0%	3.0%	2.9%	0.2%
% of LEP HHs Benefitted	92.1%	52.9%	45.0%	90.0%	11.2%	39.5%	100.0%	0.3%
Disabled Population	6,090	5,153	2,181	7,185	1,307	3,736	8,099	439
Disabled Population % of Total Population	5.2%							
% of Total Benefits	5.5%	5.3%	5.8%	5.4%	5.6%	6.3%	5.2%	7.3%
% of Disabled Population Benefitted	75.2%	63.6%	26.9%	88.7%	16.1%	46.1%	100.0%	5.4%
Zero-auto Households (HHs)	2,195	1,850	808	2,513	432	1,356	2,827	133
Zero-auto HHs % of Total Population	4.5%							
% of Total Benefits	4.9%	4.7%	6.3%	4.6%	4.3%	5.6%	4.5%	4.8%
% of Zero-auto HHs Benefitted	77.6%	65.4%	28.6%	88.9%	15.3%	48.0%	100.0%	4.7%
Elderly Population (Age 65+)	30,764	27,897	8,127	38,312	7,392	15,403	46,191	2,264
Elderly Population % of Total Population	29.7%							
% of Total Benefits	28.0%	28.6%	21.6%	28.8%	31.6%	25.8%	29.7%	37.7%
% of Elderly Population Benefitted	66.6%	60.4%	17.6%	82.9%	16.0%	33.3%	100.0%	4.9%

The locations of transit projects included in the Cost Feasible Plan would be located within a half-mile of 71% of the total population of Martin County. 75% and 84% of the minority and low-income populations, respectively, will benefit. Minority and low-income populations would benefit in a much greater proportion than their representation in Martin County of 21.0% and 9.6%, respectively. Except for resiliency and other project types, the percent of minorities and low-income households located within a half-mile of all project types is also greater than or comparable to the percent of all those benefited countywide. The same comparison is consistent in LEP and zero-auto households, and disabled populations. Percent of elderly populations benefited from transit, roadways/highways, TSM&O, complete streets and non-motorized projects was greater than or comparable to the percent of all those benefited countywide.

The proportionality of benefits is largely due to the nature and extent of the transit and related connectivity improvements prioritized in the 2045 LRTP Cost Feasible Plan. All projects identified for the identified projects are funded based on need and will benefit traditionally underserved populations, as well as elderly and transit dependent. Because of the extensive coverage of non-motorized projects, 100% of all populations will benefit from these connectivity and improvements projects.

In addition to distribution of benefits, another major concern in typical LRTPs is blocking access of low-income and minority areas to the transportation system with the implementation of roadway projects such as limited access roadways and interchanges. The 2045 LRTP has very minimal provisions for additional roadway capacity and seeks to minimize these types of effects. The two new roadway facilities, Village Parkway Extension and Willoughby Road Extension will go through the FDOT's PD&E process to evaluate environmental impacts before they are advanced further into design and construction phases.

As it relates to human health, the 2045 LRTP includes an extensive network of complete streets and non-motorized projects, pedestrian bridges, park-and-ride facilities. These modes of transportation not only lessen localized air pollution, but also provide indirect health benefits. Implementing transportation strategies and policies that reduce reliance on private motor vehicles will result in reduced air pollution leading to reductions in the incidence of asthma and other respiratory disease. It has been proven that lower income and minority areas in the United States suffer from more severe health afflictions. An increase in the use of human-powered transportation, such as walking and bicycling, through the provision of improved facilities and the design of walkable neighborhoods, helps combat a range of modern health problems such as obesity, adult-onset diabetes, heart disease, osteoporosis, cancer, and stroke. Having access to safe pedestrian and bicycle routes means people are more likely to choose walking or biking as modes of transportation, thus increasing their physical activity. People are also better able to interact with their community and engage in outdoor activities with their families, building valuable social capital.

4. Next Steps

The project team will use information included in this technical memorandum to compile the Draft and Final 2045 LRTP reports. After the Martin MPO Policy Board adopts the 2045 LRTP, the final report will serve as a living document that would be amended as appropriate. Further, the Martin MPO will use the adopted 2045 LRTP to update its Multimodal Priority List (MMPL) for programming projects in the TIP.

APPENDIX - 1: Highway/Roadway Projects Prioritization

Highway Projects Prioritization (non Strategic Intermodal System projects)

Martin in Motion, 2045 LRTP

Map ID	Facility	From	To	Project Description	Existing Lanes	Future Lanes	Length (miles)	Total Score	Ranking	Priority
R-1	SR-714/Martin Highway	CR-76A/Citrus Boulevard	Martin Downs Boulevard	Highway Capacity	2	4	0.88	Under Construction	TIP	Currently Funded
4196693	Willoughby Boulevard	SR-714/ Monterey Road	SR-5/US-1/Federal Highway	PD&E Study	-	-	0.84	Funded	TIP	
4417001	Cove Road	SR-76/Kanner Highway	SR-5/US-1/Federal Highway	PD&E Study	2	4	4.32	Funded	TIP	
4416991	CR-713/High Meadow Avenue	I-95	CR-714/Martin Highway	PD&E Study	-	-	2.64	Funded	TIP	
R-3	Village Parkway Extension	SR-714/Martin Highway	St. Lucie County Line	New 4 Lane Road	0	4	3.00	Privately Funded	2	Not Applicable
R-5	Cove Road	Willoughby Boulevard	SR-5/US-1/Federal Highway	Widen from 2L to 4L	2	4	1.07	39	1	Tier 1
R-6	Cove Road	SR-5/US-1/Federal Highway	CR-A1A	Widen from 2L to 4L	2	4	1.12	39	1	
R-4	Cove Road ¹	SR-76/Kanner Highway	Willoughby Boulevard	Widen from 2L to 4L	2	4	2.13	35	2	
R-15	SR-5/US-1 ²	at SW Joan Jefferson Way		Intersection Modification	-	-	-	-	-	
R-16	CR-714/Martin Highway ³	Approximately 1200 feet east of SR-710	SE126th Blvd. (Okeechobee County)	Roadway Realignment	-	-	-	-	-	
R-2	Willoughby Boulevard	SR-714/ Monterey Road	SR-5/US-1/Federal Highway	New 2 Lane Road	0	2	0.84	36	2	Tier 2
R-7	CR-713/High Meadow Avenue	I-95	CR-714/Martin Highway	Widen from 2L to 4L	2	4	2.64	36	2	
R-8	Federal Highway/US-1	SE Seabranh Blvd	SE Osprey St	Widen from 4L to 6L	4	6	1.15	36	2	
R-10	SE Bridge Rd	Powerline Ave	US-1/Federal Highway	Widen from 2L to 4L	2	4	2.00	33	3	Tier 3
R-11	SE Green River Pkwy	NW Wright Blvd	NW Dixie Hwy	Widen from 2L to 4L	2	4	0.37	33	3	
R-13	SW Martin Downs Blvd	SW Matheson Ave	SW Palm City Rd	Widen from 4L to 6L	4	6	1.33	33	3	
R-14	SW Murphy Rd	Whisper Bay Terrace	North County Line	Widen from 2L to 4L	2	4	0.35	32	4	Tier 4
R-9	S Ocean Dr	North County Line	NE Causeway Blvd	Widen from 2L to 4L	2	4	1.40	30	4	
R-12	Martin Highway	SW Mapp Rd	Kanner Hwy	Widen from 4L to 6L	4	6	1.42	29	4	

Notes:

¹ Moved from Tier 2 to Tier 1 since the project, R-4 is contiguous with R-5. Further, construction projects on Cove Road and would be implemented in synchronization.

² SR-5/US-1 at SW Joan Jefferson Way (FM # 4383452) included in Martin MPO's TIP, FY 2020/21 - FY2024/25 is one of top priority projects (Tier 1).

³ CR-714/Martin Highway realignment project to enhance safety is one of top priority projects (Tier 1) for Martin MPO. Florida Department of Transportation (FDOT), District One completed SR-710 PD&E Study from US 441 to SW Martin Highway in Okeechobee and Martin Counties in 2010 and amended in Nov. 2018.

Prioritization Methodology

1. Project prioritized using a total 15 criteria relative to the goals and objectives of the 2045 LRTP.
2. Each project was assigned points on a scale of 1 to 4, with 1 being the lowest and 4 indicating the highest. In all cases a higher score indicated better performance compared to a lower score.
3. Projects overlapping with hurricane evacuation route(s), those in vulnerable areas as it relates to extreme weather events, King tides and sea level rise (SLR), and affecting Community Redevelopment Areas (CRAs) were assigned extra points.

Project Ranking

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Map ID
Overall Performance	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	
Total Score	36.0	36.0	35.0	39.0	39.0	36.0	30.0	33.0	33.0	32.0	36.0	29.0	33.0	
Ranking	2	2	2	1	1	2	4	3	3	4	2	4	3	

Descriptive Statistic

Average	34.6
SD	3.2
Maximum Value	39.0
Minimum Value	30.0
Sum	277.0
Median	34.0
< 25th Percentile	32.7
25th Percentile	32.8
50th Percentile	34.0
75th Percentile	36.8
Range	9.0

Priority Scoring System

4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Highway Projects Prioritization Criteria
Martin in Motion, 2045 LRTP

Item Number	Evaluation Criteria	Performance Measure	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Under Construction/On-going	PD&E Study			Project Description				
			Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	SR-714/Martin Highway	Willoughby Boulevard	Cove Road	CR-713/High Meadow Avenue					
			R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	R-1				Map ID				
1	Level of service	Vehicle miles of travel operating at or better than adopted level of service standard.	9,550	34,106	45,663	18,380	7,760	51,883	11,786	37,536	8,954	15,161	75,511	57,284	75,996	Funded	Funded	Funded	Funded					
2	Job access	Percent of jobs within 30-minute auto travel time for average household.	QTR	FULL	FULL	FULL	FULL	FULL	QTR	FULL	THRQTR	QTR	FULL	FULL	FULL									
3	Delay	Vehicle hours of delay per capita compared to base year conditions. (Annualized)	0.0	0.0	(1.1)	(0.7)	(0.1)	(0.5)	(4.7)	(3.9)	(1.7)	(0.8)	(1.0)	0.1	(1.3)									
4	Travel time reliability	% of person-miles traveled on the non-Interstate NHS that are reliable.	1.67	1.32	1.51	1.67	1.69	1.17	1.40	2.29	2.11	1.74	1.28	2.03	2.40									
5	Funding	Percent of major roadways with appropriate bicycle, pedestrian and transit facilities.	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL									
6	Quality of life	Transportation projects that are located in Community Redevelopment Areas (CRAs)	Outside	Outside	Outside	Outside	Partially Inside	Outside	Outside	Partially Inside	Adjacent	Outside	Outside	Partially Inside	Partially Inside									
7	Hurricane Evacuation	Centerline miles of roadway on evacuation routes operating at or better than the adopted level of service.	0.0	0.0	0.0	0.0	0.0	0.0	0.6	2.3	0.4	0.0	1.9	0.0	1.5									
8	Fatal and serious injury crashes	Number of fatalities (Annual)	0	0	1	0	0	0	1	1	0	0	1	0	3									
9	Fatal and serious injury crashes	Number of serious injuries. (Annual)	7	10	37	16	8	27	23	49	6	11	68	41	120									
10	Environmentally sensitive lands	Acres of impacted environmentally sensitive lands, such as, wetlands or significant wildlife habitat or conservation lands.	10.9	132.1	179.6	89.8	51.3	75.2	253.4	316.3	117.5	65.0	83.3	305.3	46.9									
11	Environmental justice	Investment in transportation improvement projects in environmental justice areas compared to the rest of the county.	136	3	25	50	24	0	6	23	87	18	15	20	24									
12	Extreme weather resiliency	Transportation improvement projects located in areas prone to inundation due to storm surge, king tides and other extreme weather events including SLR.	Partially Within	Outside	Partially Within	Adjacent to	Partially Within	Partially Within	Within	Outside	Within	Within	Outside	Within	Within									
13	Community support	Level of support for improvements in the community.	Medium Support	Low Support	High Support	High Support	High Support	Medium Support	Low Support	High Support	Medium Support	Medium Support	Medium Support	Medium Support	Medium Support									
14	Community support	Right of way availability and/or cost.	No Cost	No Cost	Low Cost	Low Cost	Low Cost	Low Cost	No Cost	No Cost	High Cost	Medium Cost	No Cost	High Cost	High Cost									
15	High impact transportation projects	Funding allocation for strategic transportation improvement projects.	High Commitment	High Commitment	High Commitment	High Commitment	High Commitment	High Commitment	Medium Commitment	Medium Commitment	Low Commitment	Medium Commitment	Medium Commitment	Medium Commitment	Medium Commitment									

Level of service

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Vehicle miles of travel operating at or better than adopted level of service standard.	9,550	34,106	45,663	18,380	7,760	51,883	11,786	37,536	8,954	15,161	75,511	57,284	75,996	
Points/Score	1	2	3	2	1	3	2	3	1	2	4	4	4	

Descriptive Statistic

Average	34,582
SD	24,998
Maximum Value	75,996
Minimum Value	7,760
Sum	449,571
Median	34,106
< 25th Percentile	11,785
25th Percentile	11,786
50th Percentile	34,106
75th Percentile	51,883
Range	68,236

Points Scoring System

1	< 25th Percentile
2	25th - 50th Percentile
3	51st - 75th Percentile
4	> 75th Percentile

Note:

Job access

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Map ID
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	
Percent of jobs within 30-minute auto travel time for average household.	QTR	QTR	FULL	FULL	FULL	FULL	QTR	FULL	THRQTR	QTR	FULL	FULL	FULL	
Points/Score	1	1	4	4	4	4	1	4	3	1	4	4	4	

Descriptive Statistic

Average	#DIV/0!
SD	#DIV/0!
Maximum Value	0
Minimum Value	0
Sum	0
Median	#NUM!
< 25th Percentile	QTR
26th Percentile	HALF
50th Percentile	THRQTR
75th Percentile	FULL
Range	0

Points Scoring System

1	QTR	Less than 25% of the project within 15-minute contour
2	HALF	Approximately 25% to 49% of the project within 15-minute contour
3	THRQTR	Approximately 50% to 74% of the project within 15-minute contour
4	FULL	More than 75% to project within 15-minute time contour

Note:
Based on length of a given project within the 15-minute travel time contour based on three major activity centers, Indiantown, downtown Stuart, and Hope Sound

Delay

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Vehicle hours of delay per capita compared to base year conditions. (Annualized)	0.0	0.0	-1.1	-0.7	-0.1	-0.5	-4.7	-3.9	-1.7	-0.8	-1.0	0.1	-1.3	
Points/Score	1	1	3	2	2	2	4	4	4	3	3	1	3	

Descriptive Statistic

Average	-1.2
SD	1.5
Maximum Value	0.1
Minimum Value	-4.7
Sum	-15.6
Median	-0.8
< 25th Percentile	-1.3
25th Percentile	-1.3
50th Percentile	-0.8
75th Percentile	-0.1
Range	4.8

Points Scoring System

4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Note:
 Less delay translates into a higher score. Delays per person in the vehicles passing through the segment. The average vehicle occupancy (VOC) used in 1.3 per/Veh based on TCRPM model.

Travel time reliability

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Map ID
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	
% of person-miles traveled on the non-Interstate NHS that are reliable.	1.67	1.32	1.51	1.67	1.69	1.17	1.40	2.29	2.11	1.74	1.28	2.03	2.40	
Points/Score	3	4	3	3	2	4	4	1	1	2	4	1	1	

Descriptive Statistic

Average	1.7
SD	0.4
Maximum Value	2.29
Minimum Value	1.17
Sum	13.58
Median	1.68
< 25th Percentile	1.47
25th Percentile	1.48
50th Percentile	1.68
75th Percentile	1.83
Range	1.12

Points Scoring System

4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Note:
Accumulated congested travel time along the project, normalized by the distance.

Funding	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Percent of major roadways with appropriate bicycle, pedestrian and transit facilities.	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	SD/BL	
Points/Score	2	2	2	2	2	2	2	2	2	2	2	2	2	

Descriptive Statistic

Average	#DIV/0!
SD	#DIV/0!
Maximum Value	0
Minimum Value	0
Sum	0
Median	#NUM!
< 25th Percentile	SD
25th Percentile	SD/BL
50th Percentile	TRST
75th Percentile	MM
Range	0

Points Scoring System

1	SD	Project includes sidewalk improvements
2	SD/BL	Project includes sidewalk and bicycle facilities improvements
3	TRST	Project includes express bus, commuter bus or BRT improvements
4	MM	Project includes multimodal improvements, such as, sidewalk, bicycle and transit and/or freight improvements

Note:

Quality of life

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Project Description
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Transportation projects that are located in Community Redevelopment Areas (CRAs).	Outside	Outside	Outside	Outside	Partially Inside	Outside	Outside	Partially Inside	Adjacent	Outside	Outside	Partially Inside	Partially Inside	
Points/Score	0	0	0	0	1	0	0	1	1	0	0	1	1	

Descriptive Statistic

Average #DIV/0!

SD #DIV/0!

Maximum Value 0

Minimum Value 0

Sum 0

Median #NUM!

< 25th Percentile Outside

25th Percentile Adjacent

50th Percentile Partially Inside

75th Percentile Inside

Range 0

Points Scoring System

0 Outside Project is outside the Community Redevelopment Area (CRA) boundary.

1 Adjacent Project is adjacent or touches Community Redevelopment Area (CRA) boundary.

1 Partially Inside Project is partially inside the Community Redevelopment Area (CRA) boundary (0 to 50%).

1 Inside Project is inside the Community Redevelopment Area (CRA) boundary (more than 50%).

Note:

Based on GIS analysis. Project gets a 1 point bump if it is within or in vicinity of a Community Redevelopment Area (CRA).

Hurricane Evacuation

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Map ID
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	
Centerline miles of roadway on evacuation routes operating at or better than the adopted level of service.	0.0	0.0	0.0	0.0	0.0	0.0	0.6	2.3	0.4	0.0	1.9	0.0	1.5	
Points/Score	0	0	0	0	0	0	1	1	0	0	1	0	1	

Descriptive Statistic

Average	0.41
SD	0.79
Maximum Value	2.27
Minimum Value	0.00
Sum	3.31
Median	0.00
< 25th Percentile	0.00
25th Percentile	0.00
50th Percentile	0.00
75th Percentile	0.47
Range	2.27

Points Scoring System

0	< 25th Percentile
0	25th - 50th Percentile
0	51st - 75th Percentile
1	> 75th Percentile

Note:
Based on GIS analysis. Project get a 1 point bump is it overlaps with hurrican evacuation route.

Fatal and serious injury crashes

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Map ID
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	
Number of fatalities (Annual)	0	0	1	0	0	0	1	1	0	0	1	0	3	
Points/Score	4	4	2	4	4	4	2	2	4	4	2	4	1	

Descriptive Statistic

Average	0.4
SD	0.5
Maximum Value	1
Minimum Value	0
Sum	3
Median	0
< 25th Percentile	0.00
25th Percentile	0.00
50th Percentile	0.00
75th Percentile	1.00
Range	1

Points Scoring System

4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Note:
Based on crash rates developed using crash analysis by FDOT D4 in 2013.

Fatal and serious injury crashes

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Map ID
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	
Number of serious injuries. (Annual)	7	7	37	16	8	27	23	49	6	11	68	41	120	
Points/Score	4	4	1	3	4	2	2	1	4	3	1	1	1	

Descriptive Statistic

Average	22.1
SD	15.1
Maximum Value	49
Minimum Value	6
Sum	177
Median	19.5
< 25th Percentile	10.2
25th Percentile	10.3
50th Percentile	19.5
75th Percentile	29.5
Range	43

Points Scoring System

4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Note:
Based on crash rates developed using crash analysis by FDOT D4 in 2013.

Environmentally sensitive lands

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Acres of impacted environmentally sensitive lands, such as, wetlands or significant wildlife habitat or conservation lands.	10.9	10.9	179.6	89.8	51.3	75.2	253.4	316.3	117.5	65.0	83.3	305.3	46.9	
Points/Score	4	4	2	3	4	3	1	1	2	4	3	1	4	

Descriptive Statistic

Average	143.5
SD	97.2
Maximum Value	316.3
Minimum Value	51.3
Sum	1148.2
Median	103.6
< 25th Percentile	72.6
25th Percentile	72.7
50th Percentile	103.6
75th Percentile	198.1
Range	265.0

Points Scoring System

4	< 25th Percentile
3	25th - 50th Percentile
2	51st - 75th Percentile
1	> 75th Percentile

Note:
Based on GIS analysis.

Environmental justice

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Investment in transportation improvement projects in environmental justice areas compared to the rest of the county.	136	136	25	50	24	0	6	23	87	18	15	20	24	
Points/Score	4	4	3	4	3	1	1	2	4	2	2	2	3	

Descriptive Statistic

Average	29
SD	28
Maximum Value	87
Minimum Value	0
Sum	233
Median	24
< 25th Percentile	14
25th Percentile	15
50th Percentile	24
75th Percentile	31
Range	87

Points Scoring System

1	< 25th Percentile
2	25th - 50th Percentile
3	51st - 75th Percentile
4	> 75th Percentile

Note:
Score based on density of zero auto households with 2 mile buffer of the project. New roadway projects that divide or bifurcate communities in EJ areas will be penalized by taking one point (-1) from the score for this criterion

Extreme weather resiliency

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Map ID
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Transportation improvement projects located in areas prone to inundation due to storm surge, king tides and other extreme weather events including SLR.	Partially Within	Outside	Partially Within	Adjacent to	Partially Within	Partially Within	Within	Outside	Within	Within	Outside	Within	Within	
Points/Score	1	0	1	1	1	1	1	0	1	1	0	1	1	

Descriptive Statistic

Average	#DIV/0!
SD	#DIV/0!
Maximum Value	0
Minimum Value	0
Sum	0
Median	#NUM!
< 25th Percentile	Outside
25th Percentile	Adjacent to
50th Percentile	Partially Within
75th Percentile	Within
Range	0

Points Scoring System

0	Outside	Project located outside SLR vulnerability area, storm surge/king tides
1	Adjacent to	
1	Partially Within	
1	Within	Project located within SLR vulnerability area, storm surge/king tides

Note:
Based on GIS analysis. Project gets a 1 point bump if it is within or in vicinity of flood prone location due to extreme weather events

Community support

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Project Description
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Level of support for improvements in the community.	Medium Support	Low Support	High Support	High Support	High Support	Medium Support	Low Support	High Support	Medium Support	Medium Support	Medium Support	Medium Support	Medium Support	
Points/Score	3	2	4	4	4	3	2	4	3	3	3	3	3	

Descriptive Statistic

Average	#DIV/0!
SD	#DIV/0!
Maximum Value	0
Minimum Value	0
Sum	0
Median	#NUM!
< 25th Percentile	No Support
25th Percentile	Low Support
50th Percentile	Medium Support
75th Percentile	High Support
Range	0

Points Scoring System

1	No Support
2	Low Support
3	Medium Support
4	High Support

Note:

Community support

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	Project Description
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Right of way availability and/or cost.	No Cost	No Cost	Low Cost	Low Cost	Low Cost	Low Cost	No Cost	No Cost	High Cost	Medium Cost	No Cost	High Cost	High Cost	
Points/Score	4	4	3	3	3	3	4	4	1	2	4	1	1	

Descriptive Statistic

Average	#DIV/0!
SD	#DIV/0!
Maximum Value	0
Minimum Value	0
Sum	0
Median	#NUM!
< 25th Percentile	No Cost
25th Percentile	Low Cost
50th Percentile	Medium Cost
75th Percentile	High Cost
Range	0

Points Scoring System

4	No Cost	Right of way is not required
3	Low Cost	Minor right of way may be required
2	Medium Cost	Some right of way may be required
1	High Cost	Project cannot be implemented without right of way acquisition or capital cost exceed \$25 million

Note:

High impact transportation projects

	New 2 Lane Road	New 4 Lane Road	Widen from 2 to 4 Lane								Widen from 4 to 6 Lane			Project Description
	Willoughby Boulevard	Village Parkway Extension	Cove Road	Cove Road	Cove Road	CR-713/High Meadow Avenue	S Ocean Dr	SE Bridge Rd	SE Green River Pkwy	SW Murphy Rd	Federal Highway/US 1	Martin Highway	SW Martin Downs Blvd	
Performance Measure	R-2	R-3	R-4	R-5	R-6	R-7	R-9	R-10	R-11	R-14	R-8	R-12	R-13	Map ID
Funding allocation for strategic transportation improvement projects.	High Commitment	High Commitment	High Commitment	High Commitment	High Commitment	High Commitment	Medium Commitment	Medium Commitment	Low Commitment	Medium Commitment	Medium Commitment	Medium Commitment	Medium Commitment	
Points/Score	4	4	4	4	4	4	3	3	2	3	3	3	3	

Descriptive Statistic

Average	#DIV/0!
SD	#DIV/0!
Maximum Value	0
Minimum Value	0
Sum	0
Median	#NUM!
< 25th Percentile	No Commitment
25th Percentile	Low Commitment
50th Percentile	Medium Commitment
75th Percentile	High Commitment
Range	0

Points

Points	Scoring System
1	No Commitment Newly identified project
2	Low Commitment Project included in one study/plan
3	Medium Commitment Project included in two studies/plans
4	High Commitment Project included in multiple plans

Note:

APPENDIX - 2: 2045 Cost Feasible Plan, Projects List by Mode

2045 Cost Feasible Plan - Summary

Martin in Motion, 2045 LRTP

Category	Year of Expenditure (YOE)				25-Year Total	20-Year Total
	2021-2025 ¹	2026-2030	2031-2035	2036-2045	2021-2045	2026-2045
Transit						
<i>Transit Operating Cost*</i>		\$15,321,131	\$18,017,650	\$47,556,791	\$80,895,573	\$80,895,573
<i>Transit Capital Cost</i>		\$5,269,796	\$4,057,466	\$10,115,598	\$19,442,861	\$19,442,861
Highway/Roadway (non Strategic Intermodal System (SIS))	\$47,082,871	\$72,209,426	\$76,010,115	\$225,488,290	\$420,790,702	\$373,707,831
Strategic Intermodal System (SIS)	\$9,110,000	\$41,422,087	\$174,494,000	\$13,337,000	\$238,363,087	\$229,253,087
Freight²	\$4,917,683	\$41,422,087	\$174,494,000	\$13,337,000	\$234,170,770	\$229,253,087
Transportation System Management & Operations (TSM&O)³		\$30,090,585	\$20,432,716	\$18,643,258	\$69,166,559	\$69,166,559
Other (Park-and-Ride, Non-Motorized Grade Separation)		\$6,028,750	\$0	\$0	\$6,028,750	\$6,028,750
Water Based Transportation						
<i>Operating Cost*</i>		\$0	\$0	\$0	\$0	\$0
<i>Capital Cost</i>		\$0	\$0	\$0	\$0	\$0
Complete Streets⁴	\$0	\$14,105,829	\$14,180,205	\$66,814,511	\$95,100,545	\$95,100,545
Non-Motorized Projects⁴						
Aviation⁵		\$3,962,500	\$0	\$0	\$3,962,500	\$3,962,500
Other Transportation Improvement Plan (TIP) Projects	\$74,358,507	\$0	\$0	\$0	\$0	\$0
<i>Capacity Projects (non SIS)</i>	\$12,312	\$0	\$0	\$0	\$0	\$0
<i>Non-Capacity Projects</i>	\$72,142,600	\$0	\$0	\$0	\$0	\$0
<i>Planning (PL Funds)</i>	\$2,203,595	\$0	\$0	\$0	\$0	\$0
Total Cost	\$130,551,378	\$188,410,105	\$307,192,152	\$381,955,449	\$933,750,577	\$877,557,706
Strategic Intermodal System (SIS)	\$9,110,000	\$41,422,087	\$174,494,000	\$13,337,000	\$238,363,087	\$229,253,087
Transit Operating Cost*	\$0	\$15,321,131	\$18,017,650	\$47,556,791	\$80,895,573	\$80,895,573
Water Based Transportation (Operating Cost)*	\$0	\$0	\$0	\$0	\$0	\$0
Capital Project Cost (all modes)	\$121,441,378	\$131,666,886	\$114,680,502	\$321,061,658	\$614,491,917	\$567,409,046

Notes

* Operating cost includes total cost for the entire 5-year or 10-year period in Year of Expenditure (YOE) dollars.

¹ Time band includes funds "as programmed" in the FY 2021-2025 Transportation Improvement Program (TIP). Includes funds for transit, aviation, and Districtwide maintenance projects.

² All freight projects are included in the Strategic Intermodal System (SIS) category except \$157,683 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant in the 5-year increment, 2021-2025.

³ Funds "set-aside" for Transportation System Management & Operations (TSM&O) improvements.

⁴ Funds "set-aside" for Complete streets and non-motorized projects. Additional funds may be available through maintenance projects and discretionary grants.

Transit Projects
Martin in Motion, 2045 LRTP

Map ID	Project Description	Location/Geography	Source	Category or Type	Comments	Total Project Cost (YOE*)	Year of Expenditure (YOE)				
							2021-2025	2026-2030	2031-2035	2036-2045	
Service Improvements											
n/a	Continue to maintain and operate existing fixed route bus service ¹	Systemwide	TDP 2020-2029	Annual Operating Cost	Cost affordable plan.	\$67,086,459	TIP	\$12,705,769	\$14,941,984	\$39,438,706	
n/a	Continue to maintain existing paratransit service	Systemwide	TDP 2020-2029	Annual Operating Cost	Cost affordable plan.	\$13,809,114	TIP	\$2,615,363	\$3,075,666	\$8,118,085	
Capital/Infrastructure Improvements											
n/a	Fleet Replacement	Revenue vehicles to maintain existing service based on Marty's fleet replacement schedule	TDP 2020-2029	Revenue Vehicles	Cost affordable plan. Capital needs over a 10-year period.	\$15,856,896	TIP	\$3,003,200	\$3,531,763	\$9,321,933	
n/a	Transit Security Equipment	n/a	TDP 2020-2029	Equipment	Cost affordable plan. Capital needs over a 10-year period.	\$339,801	TIP	\$64,356	\$75,683	\$199,762	
n/a	Transit Technology	n/a	TDP 2020-2029	Equipment	Cost affordable plan.	\$105,445	TIP	\$105,445			
n/a	Other Transit/Bus Stop Infrastructure	New bus stops, safety/ADA improvements, benches, shelters, lighting, bicycle storage	TDP 2020-2029	Facility Improvements	Cost affordable plan. Unfunded needs for this line item includes \$167,970 over a 10-year period.	\$1,426,594	TIP	\$382,670	\$450,020	\$593,904	
n/a	Connection to Palm Beach Tri-Rail Intermodal Center	New park-and-ride facility to provide connection to Palm Beach Tri-Rail Intermodal Center	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10	New Facility	Assumes 50 spaces @ \$17,000/space as base construction cost. Total construction cost includes mobilization, MOT and design costs.	\$1,464,125		\$1,464,125			
n/a	Virgin Trains USA/Brightline Station	Intercity passenger rail station. Potential locations include East Coast Lumber, Kiwanis Park and Stypmann Boulevard.	City of Stuart Brightline Station Analysis, 2018	New Facility	Privately funded.		Private Sector Funded Project				
Other											
n/a	Transit Plans and Studies	Transit Development Plan and other transit related studies	TDP 2020-2029	Study	For future TDPs and other transit planning studies	\$250,000		\$250,000			
						Transit Operating Cost (20-year total)		\$80,895,573	\$15,321,131	\$18,017,650	\$47,556,791
						Transit Capital Cost		\$19,192,861	\$5,269,796	\$4,057,466	\$10,115,598

Notes

n/a - Not Applicable

* YOE - Year of Expenditure

¹ Fixed bus route bus service includes commuter bus routes for a total of five existing Marty routes (1, 2, 3, 20X and 30X).

Transit operating cost funded through local (General Fund, Fare Box, and 9th Cent Fuel Tax), federal funds directly received by Marty, and state funds (Transit Program, up to 50% of eligible expenses)

Transit capital/infrastructure cost funded through local funds (9th Cent Fuel Tax), FDOT Transit Program (550% of non-federal share), and federal funds directly received by Marty except the new park-and-ride facility.

Transit Plans and Studies is funded through Product Support under FDOT's a Non-Capacity Program.

New park-and-ride facility is funded through FDOT's Transit Program.

2045 Unfunded Transit Needs

Map ID	Project Description	Location/Geography	Source	Category or Type	Comments	Total Cost ¹ (PDC)
Service Improvements						
T-1	Extend Route 2	Add a stop at Halpatiokee Park during peak commute hours, transfer opportunities to Routes 1 and 3. Closed door service during non-peak hours.	TDP 2020-2029	Service Modification - Restructure Route.	Unfunded transit needs. Complementary ADA service is not required since the proposed modification is a commuter service.	\$1,600,918
T-2	Split Route 3 into Routes 3a and 3b	Same service coverage area but provides new service along Monterey Road between Willoughby Boulevard and US-1/Federal Highway. Maintain existing headways and transfer opportunities to Route 1 and to each other.	TDP 2020-2029	Service Modification - Restructure Route.	Unfunded transit needs.	
T-3	Extend Route 20X	Extend service to Halpatiokee Park to the north and to Mangonia Tri-Rail Station in Palm Beach County to the south during peak commute hours only.	TDP 2020-2029	Service Modification - Restructure Route.	Unfunded transit needs. Complementary ADA service is not required since the proposed modification is a commuter service.	
T-4	Add later service for Routes 1, 2 and 3	Increase span of service by approximately 2 hours from 8:00 pm to 10:00pm. Current span of service is approximately 6:00 am to 8:00 pm, weekday service only.	TDP 2020-2029	Service Modification - Increase Span of Service	Unfunded transit needs. Identified as a high priority improvement through TDP's public outreach process. Complementary ADA service needs to be provided.	
T-5	Add Saturday service for Routes 1, 2 and 3	Provide Saturday service from 6:00 am to 8:00 pm on Routes 1, 2 and 3.	TDP 2020-2029	Service Modification - Add Saturday Service.	Unfunded transit needs. Identified as a high priority improvement through TDP's public outreach process. Complementary ADA service needs to be provided.	
T-6	Double frequencies for Routes 2 and 3	Reduce headway on Route 2 from 40 minutes (Indiantown loop) and 95 minutes (Closed door eastbound service to Stuart) to 20 minutes and 48 minutes respectively. Reduce headway on Route 3 from 40 to 20 minutes.	TDP 2020-2029	Service Modification - Reduce Headway.	Unfunded transit needs. Identified as a high priority improvement through TDP's public outreach process.	
T-7	New Jensen Beach Route	From Treasure Coast Square to Jensen Beach Park (serving Hoke Library, Jensen Beach Park, Hutchinson Island and Kiwanis Park-and-Ride).	TDP 2020-2029	New Service Expansion	Unfunded transit needs. Complementary ADA service needs to be provided.	\$544,167
T-8	New regional Turnpike commuter route to West Palm Beach Downtown Intermodal Transit Center	From US-1/Federal Highway and Kanner Highway to Intermodal Transit Center (serving FDOT Park-and-Ride at SW Martin Highway, West Palm Beach Virgin Trains USA/Brightline station, City Place and Palm Tran's Intermodal Transit Center). Peak hour service only with two morning and two evening trips.	TDP 2020-2029	New Service Expansion	Unfunded transit needs.	
T-9	Palm City Mobility on Demand (MOD) Service	On demand service in Palm City.	TDP 2020-2029	New Service Expansion	Unfunded transit needs. Limitations exist to implement a dynamic real time MOD service using TripSpark, the County's existing route scheduling software.	
T-10	Jensen Beach/Rio CRA MOD	On demand service within Jensen Beach and Rio CRA as well as connecting to Marty routes.	TDP 2020-2029	New Service Expansion	If fixed route service is not implemented. Unfunded transit needs. Limitations exist to implement a dynamic real time MOD service using TripSpark, the County's existing route scheduling software.	
n/a	New Service - Deviated Fixed Route	Complementary service to New Jensen Beach Route	TDP 2020-2029	New Service Expansion - ADA	Unfunded transit needs.	\$224,069

Map ID	Project Description	Location/Geography	Source	Category or Type	Comments	Total Cost ¹ (PDC)
n/a	New Service - ADA	Within 3/4 mile of proposed new transit routes to meet ADA requirements.	TDP 2020-2029	New Service Expansion - ADA	Unfunded transit needs.	\$858,184
T-11	Downtown Stuart Tram: Maintain Existing Service Level	Micro transit service (two routes) within downtown Stuart with 10- to 15-minute headway	City of Stuart Tram Business Plan, 2019	Annual Operating Cost		\$185,456
T-12	Downtown Stuart Tram: Expand Service Level (Two Routes)	Micro transit service (two routes) within downtown Stuart with less than 10- to 15- minute headway	City of Stuart Tram Business Plan, 2019	Service Modification - Reduce Headway.	Expanded service to begin in 2023	\$235,456
T-13	Downtown Stuart Tram: Expand Service Level (Three Routes)	Micro transit service (three routes) within downtown Stuart with 10- to 15-minute headway	City of Stuart Tram Business Plan, 2019	New Service Expansion or Reduced Headway	Expanded service to begin in 2023	\$235,456
Capital/Infrastructure Improvements						
n/a	Buses for New or Expanded Transit Service	12 fixed route vehicles and 2 ADA vehicles	TDP 2020-2029	Revenue Vehicles - New Service	Unfunded transit needs.	\$3,363,584
n/a	Transit Operations & Maintenance Facility	A centralized full-service transit operations facility/customer service center.	TDP 2020-2029; Martin County Transit Operations Center Feasibility Study, 2018	New Facility	Unfunded transit needs.	\$6,850,000
n/a	Intermodal Hub ²	Adjacent to future planned Virgin Trains USA/Brightline station	TDP 2020-2029	New Facility	Unfunded transit needs.	-not available-
n/a	Downtown Stuart Tram New Shelters	Two new shelters at \$21,000 per shelter	City of Stuart Tram Business Plan, 2019	New Facility	New shelters to be built in Year 2021, Year 2023 and 2025 and cost to be escalated based on 2% annual inflation	\$42,000
Annual Operating Cost (Unfunded)						\$3,412,794
Unfunded Transit Capital/Infrastructure Needs						\$10,255,584

Notes

¹ Present Day Cost (PDC).

² Project cost not available at this stage. Project cost could vary significantly based on development program for the facility.

Roadway Projects

Martin in Motion, 2045 LRTP

Map ID	Facility	From	To	Project Description	Existing Lanes	Future Lanes	Length (miles)	Priority	Total Cost (Year of Expenditure)			Total Project Cost (YOE*)	Project Phase				
									PDE/PE ¹	ROW ²	CON ³		2021-2025	2026-2030	2031-2035	2036-2045	
R-1	SR-714/Martin Highway	CR-76A/Citrus Boulevard	Martin Downs Boulevard	Highway Capacity	2	4	0.88	TIP			\$36,417,871	\$36,417,871	CON				
4196693	Willoughby Boulevard	SR-714/ Monterey Road	SR-5/US-1/Federal Highway	PD&E Study	-	-	0.84	TIP	\$5,085,000			\$5,085,000	PDE				
4417001	Cove Road	SR-76/Kanner Highway	SR-5/US-1/Federal Highway	PD&E Study	2	4	4.32	TIP	\$3,075,000			\$3,075,000	PDE				
4416991	CR-713/High Meadow Avenue	I-95	CR-714/Martin Highway	PD&E Study	-	-	2.64	TIP	\$2,505,000			\$2,505,000	PDE				
R-5	Cove Road	Willoughby Boulevard	SR-5/US-1/Federal Highway	Widen from 2L to 4L	2	4	1.07	Tier 1	\$1,803,049	\$1,202,033	\$12,020,326	\$15,025,408		PE, ROW, CON			
R-6	Cove Road	SR-5/US-1/Federal Highway	CR-A1A	Widen from 2L to 4L	2	4	1.12	Tier 1	\$1,887,495	\$1,258,330	\$12,583,302	\$15,729,128		PE, ROW, CON			
R-4	Cove Road	SR-76/Kanner Highway	Willoughby Boulevard	Widen from 2L to 4L	2	4	2.13	Tier 1	\$3,589,247	\$2,392,831	\$27,278,277	\$33,260,355		PE, ROW	CON		
R-15	SR-5/US-1	at SW Joan Jefferson Way		Intersection Modification	-	-	-	Tier 1	\$423,805	\$1,059,514	\$3,814,249	\$5,297,568		PE, ROW, CON			
R-16	CR-714/Martin Highway	Approximately 1200 feet east of SR-710	SE126th Blvd. (Okeechobee County)	Roadway Realignment	-	-	-	Tier 1	\$414,499	\$598,720	\$3,592,323	\$4,605,542		PE, ROW, CON			
R-2	Willoughby Boulevard	SR-714/ Monterey Road	SR-5/US-1/Federal Highway	New 2 Lane Road	0	2	0.84	Tier 2	\$1,363,942	\$0	\$11,402,553	\$12,766,495		PE	CON		
R-7	CR-713/High Meadow Avenue ¹	I-95	CR-714/Martin Highway	Widen from 2L to 4L	2	4	2.64	Tier 2	\$4,851,109	\$2,829,814	\$37,329,284	\$45,010,207		PE, ROW	CON		
R-8	Federal Highway/US 1	SE Seabranh Blvd	SE Osprey St	Widen from 4L to 6L	4	6	1.15	Tier 2	\$2,148,229	\$0	\$14,376,609	\$16,524,838		PE, ROW, CON			
R-10	SE Bridge Rd	Powerline Ave	US-1/Federal Highway	Widen from 2L to 4L	2	4	2.00	Tier 3	\$3,780,343	\$0	\$27,722,515	\$31,502,858				PE, ROW, CON	
R-13	SW Martin Downs Blvd	SW Matheson Ave	SW Palm City Rd	Widen from 4L to 6L	4	6	1.33	Tier 3	\$14,380,576	\$0	\$96,239,236	\$110,619,812				PE, ROW, CON	
R-11	SE Green River Pkwy	NW Wright Blvd	NW Dixie Hwy	Widen from 2L to 4L	2	4	0.37	Tier 3	\$979,109	\$1,876,625	\$5,303,506	\$8,159,239				PE, ROW, CON	
R-14	SW Murphy Rd	Whisper Bay Terrace	North County Line	Widen from 2L to 4L	2	4	0.35	Tier 4	\$926,184	\$1,775,186	\$5,016,830	\$7,718,201				PE, ROW, CON	
R-3	Village Parkway Extension	SR-714/Martin Highway	St. Lucie County Line	New 4 Lane Road	0	4	3.00	Privately Funded	\$8,098,582		\$59,389,599	\$67,488,180				PE, ROW, CON	

¹ Project Development & Environment Study (PDE), Preliminary Engineering (PE).

² Right of Way (ROW).

³ Construction (CON).

2045 Unfunded Roadway Needs

Map ID	Facility	From	To	Project Description	Existing Lanes	Future Lanes	Length (miles)	Priority	Total Project Cost (PDC**)
R-9	S Ocean Dr	North County Line	NE Causeway Blvd	Widen from 2L to 4L	2	4	1.40	Tier 4	\$11,367,011
R-12	Martin Highway	SW Mapp Rd	Kanner Hwy	Widen from 4L to 6L	4	6	1.42	Tier 4	\$99,290,485
Unfunded Roadway Needs									\$110,657,496

Notes

* YOE - Year of Expenditure

** PDC - Present Day Cost

All "off-system," federal-aid eligible facilities funded through local fuel taxes, transportation impact fee, TMA and Other Roads (10%) revenues.

All "on-system" facilities funded through Other Roads revenue stream.

¹ Funded through Other Roads program.

Strategic Intermodal System (SIS) Projects

Martin in Motion, 2045 LRTP

Map ID	Facility	From	To	Project Description	Source	Category or Type	Design			Right of Way / Construction			Total Project Cost (YOE**)	Total Cost (YOE**)					
							PDE	PE	Total	ROW	CON	Total		2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	
4132532	I-95*	Martin/Palm Beach County Line	CR-708/Bridge Road	Project Dev. & Env.	SIS CFP 2020-2024	PDE	\$2,200,000		\$2,200,000			\$0	\$2,200,000	\$2,200,000					
4132542	I-95*	CR-708/Bridge Road	High Meadow Avenue	Project Dev. & Env.	SIS CFP 2020-2024	PDE	\$2,150,000		\$2,150,000			\$0	\$2,150,000	\$2,150,000					
4226815	I-95*	High Meadow Avenue	Martin/St. Lucie County Line	Project Dev. & Env.	SIS CFP 2020-2024	PDE	\$2,750,000		\$2,750,000			\$0	\$2,750,000	\$2,750,000					
4192522	SR-710/Warfield Blvd.*	Martin FPL Power Plant	CR-609/SW Allapattah Road	Add 2 to Build 4 Lane Divided Roadway	SIS CFP 2020-2024	PE, ROW & CON			\$409,000		\$41,422,087	\$41,422,087	\$41,831,087		\$41,422,087				
3403	I-95*	Martin/Palm Beach County Line	Becker Road	Highway Capacity	SIS CFP 2029-2045	PE, ROW & CON		\$10,000,000	\$10,000,000	\$154,494,000	\$164,494,000	\$174,494,000		\$174,494,000					
3405	SR-710*	Martin/Okeechobee County Line	Martin Powerplant Road	Add 2 to Build 4 Lanes	SIS CFP 2029-2045	PE, ROW & CON		\$6,000,000	\$6,000,000	\$5,125,000	\$120,719,000	\$125,844,000	\$131,844,000				\$11,125,000	\$120,719,000	
3417	SR-714/Monterey Road*	at Florida East Coast Railway		Grade Separation	SIS CFP 2029-2045	PDE, PE, ROW & CON; safety project	\$2,010,000	\$2,212,000	\$4,222,000	\$14,969,000	\$46,597,000	\$61,566,000	\$65,788,000	\$2,010,000			\$2,212,000	\$61,566,000	
Total SIS Project Cost													\$421,057,087	\$9,110,000	\$41,422,087	\$174,494,000	\$13,337,000	\$182,285,000	

Notes

* Projects included in the Florida Mobility and Trade Plan (FMTP), April 2020

** YOE - Year of Expenditure

Project included in Transportation Improvement Program (TIP), Project cost based on Adopted Work Program FY 2019/2020 through FY 2023/2024 (as of July 1, 2019)

SIS 2029-2045 CFP adopted in July 2018

SIS 2045 MULTI MODAL UNFUNDED NEEDS

Map ID	Facility	From	To	Project Description	Source	Category or Type	Project Cost
379	Turnpike Mainline/SR 91	SR-710 (MP 107)	Kissimmee-St. Could South (MP 242)	Add 2 Lanes to Build 6 Lanes	SIS 2045 Multimodal Unfunded Needs Plan, Turnpike	Highway Improvements (Long Term)	\$290,295,000
693	Turnpike Mainline/SR 91	Jupiter/Indiantown Road	SR-714/Stuart	Managed Lanes	SIS 2045 Multimodal Unfunded Needs Plan, Turnpike	Highway Improvements (Short Term)	\$455,700,000
2798	SR-710*	Martin Powerplant Road	SR 76 Connector Ramps	Bypass (New Facility)	SIS 2045 Multimodal Unfunded Needs Plan	Highway Improvements (Long Term)	\$33,263,000
2817	I-95*	High Meadow Avenue	Becker Road	Modify Interchange	SIS 2045 Multimodal Unfunded Needs Plan	Highway Improvements (Long Term)	\$113,547,000
2247	Amtrak Service	Miami	Jacksonville	Passenger Service	SIS 2045 Multimodal Unfunded Needs Plan, Statewide Rail Improvements	Transit Improvements (Short Term)	\$45,000,000
2259	SR-710 Exclusive Guideway	Indiantown	Mangonia Park Tri-Rail Station	Passenger Service	SIS 2045 Multimodal Unfunded Needs Plan	Transit Improvements (Mid Term)	\$386,460,000
2261	US 1 Exclusive Guideway	West Palm Beach Transit	Ft. Pierce	Passenger Service (Potential SIS Facility)	SIS 2045 Multimodal Unfunded Needs Plan	Transit Improvements (Mid Term)	\$720,480,000
2701	SR-710 Exclusive Guideway Transit Hub	at Indiantown		Passenger Terminal (Potential SIS Facility)	SIS 2045 Multimodal Unfunded Needs Plan	Transit Improvements (Mid Term)	\$11,400,000
Total SIS Project Cost							\$2,056,145,000

Notes

* Projects included in the Florida Mobility and Trade Plan (FMTP), April 2020, FDOT

SIS 2045 MMUNP adopted in June 2017, FDOT

Freight Projects
Martin in Motion, 2045 LRTP

Map ID	Facility	From	To	Project Description	Source	Category or Type	Comments	Total Project Cost (YOE**)	Total Cost (YOE**)					
									2021-2025	2026-2030	2031-2035	2036-2040	2041-2045	
4192522	SR-710/Warfield Blvd.*	Martin FPL Power Plant	CR-609/SW Allapattah Road	Add 2 to Build 4 Lane Divided Roadway	SIS CFP 2020-2024; Freight Mobility and Trade Plan (FMTP), April 2020; SIS CFP 2025-2029	PE, ROW & CON		\$41,831,087		\$41,422,087				
4226815	I-95*	High Meadows Avenue	Martin/St. Lucie County Line	Project Dev. & Env.	SIS CFP 2020-2024; Freight Mobility and Trade Plan (FMTP), April 2020; SIS CFP 2025-2029	PDE		\$2,750,000	\$2,750,000					
3403	I-95*	Martin/Palm Beach County Line	Becker Road	Highway Capacity	Freight Mobility and Trade Plan (FMTP), April 2020; SIS CFP 2029- 2045	PE, ROW & CON		\$174,494,000			\$174,494,000			
3405	SR-710*	Martin/Okeechobee County Line	Martin Powerplant Road	Add 2 to Build 4 Lanes	Freight Mobility and Trade Plan (FMTP), April 2020; SIS CFP 2029- 2045	PE, ROW & CON		\$131,844,000				\$11,125,000	\$120,719,000	
3417	SR-714/Monterey Road*	at Florida East Coast Railway		Grade Separation	Freight Mobility and Trade Plan (FMTP), April 2020; SIS CFP 2029- 2045	PDE, PE, ROW & CON		\$65,788,000	\$2,010,000			\$2,212,000	\$61,566,000	
F-1	I-95***	S of Bridge Road	S of High Meadow Avenue	Widen 6 to 8 Lanes	2040 Regional LRTP	Highway Improvements								
n/a	Strategies for Reducing Railroad Trespassing (SRRT) Pilot Project	Florida East Coast (FEC) Railway Corridor		Enhanced Safety Improvements per Brightline/ Virgin USA Trains and Martin County Agreement	Freight Mobility and Trade Plan (FMTP), April 2020	Safety		-						
				Dynamic Envelop project (Additional Striping) at all Railroad Crossings on State Roads in Martin County		Safety	CRISI Grant	\$157,683	\$157,683					
Notes								Total Freight Projects Cost	\$416,864,770	\$4,917,683	\$41,422,087	\$174,494,000	\$13,337,000	\$182,285,000

* Projects included in the Florida Mobility and Trade Plan (FMTP), April 2020

** YOE - Year of Expenditure

***Project segment is included in FM#s 4132542 and 3403, SIS Cost Feasible Plan, July 2019.

Project included in Transportation Improvement Program (TIP)

UNFUNDED FREIGHT NEEDS

Map ID	Facility	From	To	Project Description	Source	Category or Type	Comments	Project Cost	
2798	SR-710*	Martin Powerplant Road	SR 76 Connector Ramps	Bypass (New Facility)	Freight Mobility and Trade Plan (FMTP), April 2020; SIS 2045 Multimodal Unfunded Needs Plan	Highway Improvements (Long Term)		\$33,263,000	
2817	I-95*	High Meadow Avenue	Becker Road	Modify Interchange	Freight Mobility and Trade Plan (FMTP), April 2020; SIS 2045 Multimodal Unfunded Needs Plan	Highway		\$113,547,000	
F-2	US-1/Federal Highway ¹	Cove Road	St. Lucie County Line	Corridor Retrofit	2040 Regional LRTP		Discussions for study with St. Lucie TPO and Indian River County MPO in progress. Strategies improvements - TSM&O and emerging technologies being considered.	-Not Available-	
n/a	Connected Freight Priority System Deployment			To Be Determined (Automated/Connected Vehicle)	Freight Mobility and Trade Plan (FMTP), April 2020	ITS	At this time, this project is very preliminary and does not include any facilities in Martin County Project included in prioritized project list.	-	
Notes								Total Freight Projects Cost	\$146,810,000

* Projects included in the Florida Mobility and Trade Plan (FMTP), April 2020

Projects from Martin MPO's Good and Freight Movement Study to be added in Spring 2020.

¹ Project cost are not available at this time. This project is a subset of *US 1 Exclusive Guideway* (SIS 2045 Multimodal Unfunded Needs Plan) which focuses on passenger service.

Transportation Systems Management & Operations (TSM&O) Projects
Martin in Motion, 2045 LRTP

Map ID	Facility	From	To	Length (miles)	Project Description	Source	Comments	Year of Expenditure (YOE)		
								2026-2030	2031-2035	2036-2045
E	Kanner Highway	SW 96th Street	SE Salerno Road	3.08	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 40	Includes CMP Update (Segment ID 7, 8, 9 and 10)	\$30,090,585	\$20,432,716	\$18,643,258
F	SR-714/SE Monterey Road	Federal Highway	SE Ocean Boulevard	1.85	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 40	Includes CMP Update (Segment ID 15 and 16)			
za	SE Salerno Road	SE Ault Road	Federal Highway	1.50	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 41	TCRRPM 5.0, v/c ratio of 1.07			
zb	SW Mapp Road	SW 36th Street	SW Martin Downs Boulevard	0.57	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 41				
zc	SE Dixie Highway	SE Salerno Road	SE Jefferson Street	1.60	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 41				
zd	SW Martin Highway	SW High Meadow Avenue	SW Armellini Avenue	0.37	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 41				
ze	SE Indian Street	Federal Highway	SE Dixie Highway	0.36	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 41	County Rank 18 and 20			
zf	SW Martin Highway	SW Berry Avenue	SW Mapp Road	1.22	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 41				
zg	SE Cove Road	Kanner Highway	SE Dixie Highway	4.34	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 41	TCRRPM 5.0, v/c ratio of 1.05			
zi	SW Murphy Road	SW High Meadow Avenue	County Line	1.57	To Be Determined	TSM&O Master Plan, FDOT - D4, March 2019, pg. 41	Corresponds to CMP Update (Segment ID 33 and 34)			
n/a	SR-714/Martin Highway	at I-95	-	-	Advanced Digital Message Sign (ADMS) in Eastbound and Westbound Direction	I-95 Multimodal Treasure Coast Master Plan				
n/a	Martin County Rest Area (Southbound)	at I-95	-	-	Dynamic Truck Parking, Touch-Screen Informational Kiosk	I-95 Multimodal Treasure Coast Master Plan				
n/a	Martin County Rest Area (Northbound)	at I-95	-	-	Dynamic Truck Parking, Touch-Screen Informational Kiosk	I-95 Multimodal Treasure Coast Master Plan				
n/a	High Meadow Avenue	at I-95	-	-	Advanced Digital Message Sign (ADMS) in Southbound Direction	I-95 Multimodal Treasure Coast Master Plan				
n/a	SR-76/Kanner Highway	at I-95	-	-	Advanced Digital Message Sign (ADMS) in Eastbound and Westbound Direction, CCTV under Bridge, Signal Priority, ADMS at Proposed Park-and-Ride	I-95 Multimodal Treasure Coast Master Plan	Corresponds to CMP Update (Segment ID 7, 8, 9 and 10)			
n/a	Bridge Road	at I-95	-	-	Advanced Digital Message Sign (ADMS) in Eastbound and Westbound Direction	I-95 Multimodal Treasure Coast Master Plan				
C-1	High Meadow Avenue	SR-714/Martin Highway	Golden Bear Way	1.05	Install Fiber Optic	Martin County Public Works Dept.				
C-2	Martin Downs Boulevard/Monterey Road	Turnpike Entrance	US-1/Federal Highway	4.85	Adaptive Corridor	Martin County Public Works Dept.	\$3500 per signalized intersections			
C-3	US-1/Federal Highway	Summerfield Way	SE Westmoreland Blvd.	10.35	Adaptive Corridor	Martin County Public Works Dept.; CMP Update 2020 (Segment IDs 21 to 31); TSM&O Master Plan (Map IDs A, B and C), FDOT	\$3500 per signalized intersections, Overlaps with Project 'A'			
n/a	Signalized Intersections	Countywide (Approximately 120 intersections)			Install Bluetoad Devices	Martin County Public Works Dept.	\$6000 per intersection			
C-4	SR-710/Warfield Blvd.	Jackson Avenue	Dr. Martin Luther King Jr. Drive	1.55	Install Fiber Optic	Martin County Public Works Dept.				
M-1	Colorado Avenue (SW Kanner Highway)	SE Lonita St	Ocean Boulevard	0.62	To Be Determined	CMP Update, 2020; Martin MPO & FDOT Congestion Analysis	CMP Update (Segment ID 35 and 36)			
M-2	CR-732 (Jensen Beach Cswy.)	Indian River Drive	SR-A1A	1.90	To Be Determined	CMP Update, 2020; Martin MPO	CMP Update (Segment ID 51 and 52)			
M-3	Dixie Highway	US-1/Federal Highway	SW Ocean Blvd	0.42	To Be Determined	CMP Update, 2020; Martin MPO & FDOT Congestion Analysis	CMP Update (Segment ID 45 and 46), TCRPM 5.0, v/c = 1.14			
M-4	Dixie Highway	Dixie Cutoff Rd	Monterey Rd	0.85	To Be Determined	FDOT Congestion Analysis	County Rank 12 (Southbound)			
M-5	Dixie Highway	SE Anchor Avenue	St. Lucie Blvd	0.74	To Be Determined	CMP Update, 2020; Martin MPO	CMP Update (Segment ID 37 and 38), TCRPM 5.0, v/c = 1.05			
M-6	Jensen Beach Blvd	US-1/Federal Highway	Indian River Drive	2.92	To Be Determined	CMP Update, 2020; Martin MPO	Corresponds to CMP Update (Segment ID 3, 4, 5 and 6)			
M-8	NE Indian River Drive	NE Dixie Hwy	CR-732 (Jensen Beach Cswy.)	1.35	To Be Determined	CMP Update, 2020; Martin MPO	Corresponds to CMP Update (Segment ID 47, 48, 49 and 50)			
M-9	NE Ocean Blvd	S Sewalls Point Rd	NE MacArthur Blvd	4.77	To Be Determined	TCRPM, v/c = 1.14				
M-10	SE Green River Pkwy	NW Wright Blvd	NW Dixie Hwy	0.40	To Be Determined	TCRPM, v/c = 1.16				
M-11	SE Monterey Road (Ext)	US-1/Federal Highway	SE Dixie Hwy	0.58	To Be Determined	CMP Update, 2020; Martin MPO & FDOT Congestion Analysis	CMP Update (Segment ID 17 and 18), County Rank 19			
M-12	SR-A1A	CR-732 (Jensen Beach Cswy.)	North County Line	0.80	To Be Determined	CMP Update, 2020; Martin MPO	CMP Update (Segment ID 53 and 54)			
M-13	SW 36th Street (Martin Highway)	SW Mapp Rd	Kanner Hwy	1.88	To Be Determined	CMP Update, 2020; Martin MPO	CMP Update (Segment ID 13 and 14)			
M-14	SW High Meadow Ave	SW Sunset Tr	SW Town Center Way	0.20	To Be Determined	TCRPM, v/c = 1.01				
M-15	SW Joan Jefferson Way	US-1/Federal Highway	Dixie Hwy	0.10	To Be Determined	CMP Update, 2020; Martin MPO	CMP Update (Segment ID 41 and 42)			
M-16	SW Ocean Blvd	US-1/Federal Highway	SR-A1A	1.28	To Be Determined	CMP Update, 2020; Martin MPO & FDOT Congestion Analysis	CMP Update (Segment ID 39 and 40)			
M-17	Bridge Road	I-95	US-1/Federal Highway	6.43	To Be Determined	CMP Update, 2020; Martin MPO	CMP Update (Segment ID 1 and 2), Project zh identified in the TSM&O Master Plan is a subset of this segment			

Notes

Project "E" includes SR-76/Kanner Highway at I-95 interchange

Other Projects

Martin in Motion, 2045 LRTP

Map ID	Facility	Project Description	Source	Category or Type	Comments	Total Project Cost (YOE*)	Year of Expenditure (YOE)		
							2026-2030	2031-2035	2036-2045
P-1	Kanner Highway/SR 76 at I-95	Facility located in southwest corner of Kanner Highway/SR 76, approximately 46,000 sq. ft. 106 parking spaces including four ADA spaces and six kiss-and-ride.	Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10, 38, 43 and 44	Travel Demand Management	Cost in 2018 dollars and includes MOT and contingency	\$3,100,500	\$3,100,500		
n/a	West of I-95 between Becker Road and Martin Highway		Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10	Travel Demand Management	Assumes 50 spaces @ \$17,000/space	\$1,464,125	\$1,464,125		
n/a	West of Turnpike in vicinity of Sand Avenue		Park-And-Ride Master Plan, FDOT - D4, Oct. 2018, pg. 10	Travel Demand Management	Assumes 50 spaces @ \$17,000/space	\$1,464,125	\$1,464,125		
PB-1	FEC Railroad and Dixie Highway near St. Lucie Avenue ¹	Non-motorized grade crossing (bridge) in Downtown Stuart	FEC Railroad Grade Separation Study, Martin MPO, August 2017	Safety	Cost does not include operation and maintenance of elevators; Partially (50%) funded by Brightline/ Virgin USA Trains	\$8,710,416	\$5,444,010		
RR-1	FEC - St. Lucie River Bridge	Double tracking FEC railroad bridge over St. Lucie river, City of Stuart	Strategic Initiative	Rail Capacity	Privately funded through Brightline/Virgin USA Trains	Private Sector Funding		Private Sector Funded Project	Private Sector Funded Project
Total (Park-and-Ride), Does not include PB-1							\$6,028,750	\$0	\$0

Notes

* YOE - Year of Expenditure

¹ Approximately 50% of the project cost would be available from the \$98 million "set-aside" funding available for implementing non-motorized and complete street projects.

Unfunded Needs, Other Projects

Map ID	Facility	Project Description	Source	Category or Type	Comments	Total Project Cost (PDC*)
PB-2	FEC Main-Line in the area of the Golden Gate Community	Non-motorized railroad grade crossing	FEC Railroad Grade Separation Study, Martin MPO, August 2017	Safety		\$5,714,280
Unfunded Project Needs						\$5,714,280

Notes

** PDC - Present Day Cost

Waterborne Transportation Projects

Martin in Motion, 2045 LRTP

Map ID	Project Description	From	To	Location/Geography	Source	Category or Type	Total Project Cost (YOE*)	Total Cost (YOE*)		
								2026-2030	2031-2035	2036-2045
n/a	Water based Transportation Feasibility Study	Martin County	-	Countywide	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-49	Study (to be funded through Non Capacity Program)	\$437,500	\$437,500		

Notes

* YOE - Year of Expenditure

Feasibility Study is funded through Product Support under FDOT's a Non-Capacity Program.

Unfunded Water borne Transportation Needs

Map ID	Project Description	From	To	Location/Geography	Source	Category or Type	Total Project Cost (PDC**)
W-1	Water taxi service to St. Lucie Inlet State Park	Sandsprit Park	St. Lucie Inlet Preserve	From Sandsprit Park or potentially Pirate's Cove Marina or Fish Market or Restaurant(s) stop at Manatee Pocket	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-23 to 3-34	Capital Cost	\$120,000
						Annual Operating Cost	\$275,000
W-2	Water taxi service (seasonal or for waterfront special events and festivals only)	around key nodes such as Stuart/Palm City, Port Salerno/Manatee Pocket, Stuart/Jensen/Rio	-	Potential routes include Stuart Floating Dock to Harborage Marina, Harborage Marina to Sunset Bay Marina, Stuart Floating Dock to Stuart Harbor/Rio Town Center, Sandsprit Park to Pirate's Cove Marina/Fish Market Restaurants	Martin and St. Lucie Regional Waterways Plan, 2015; Chapter 3, pg. 3-23 to 3-34	Capital Cost	\$240,000
						Annual Operating Cost	\$375,000
Annual Operating Cost (Unfunded)							\$650,000
Capital Cost							360,000

Notes

** PDC - Present Day Cost

Assumptions for water taxi service project cost.

Water tax service to St. Lucie Inlet State Park (one route)

1. Two vessels (20 passengers capacity/vessel) @ \$60,000 per vessel
2. Annual operating cost estimates at \$275,000 (includes fuel, 2-person crew, admin staff and maintenance). Route operates 7 days a week for 12 hours daily for nine (9) months.
3. Capital cost for landside improvements is not included.

Water taxi service (seasonal or special event) (three routes)

1. Four vessels (20 passengers capacity/vessel) @ \$60,000 per vessel
2. Annual operating cost estimates at \$125,000 per (includes fuel, 2-person crew, admin staff and maintenance). Route operates 7 days a week for 12 hours daily for nine (4) months.
3. Capital cost for landside improvements is not included.

Source: Derived from Water Taxi Feasibility Study Report, Ulteig, 2016 (www.reapmatters.org)

Complete Streets Projects

Martin in Motion, 2045 LRTP

Approximately \$95.10 million are allocated for non-motorized and complete streets projects over 20 years through a combination of local and state funds.

Map ID	Segment ID ¹	Facility/Segment Name	From	To	General Location	Length (miles)	ROW Width (feet)	Project Description	Total Project Cost (PDC*)	Total Cost (YOE**)			
										2021-2025	2026-2030	2031-2035	2036-2045
										1.08	1.25	1.47	1.94
CS-2	211	NW DIXIE HWY (SR 707)	NW GREEN RIVER PKWY	CONFUSION CORNER	Stuart	1.98	100	Addition of shade trees & streetlights. Provide contiguous bike lanes in the corridor to the extent possible.	3,549,268		\$4,436,585	\$5,217,424	\$6,885,580
CS-4	226	SE PALM BEACH RD	SE OCEAN BLVD (SR A1A)	SE MONTEREY RD	Stuart	1.09	80	Addition of bike box, raised bike lanes in both directions. Addition of shade trees and relocation of sidewalks.	6,487,012		\$8,108,765	\$9,535,908	\$12,584,804
CS-5	270	SE CHRISTIE WAY	SE DIXIE HWY	SE PALM BEACH RD	Stuart	0.08	50	. Conversion of 6' side walks on north side to 8' multi-use path. Addition of shade trees and street lights adjacent to existing sidewalk on south side.	59,409		\$74,261	\$87,331	\$115,253
CS-6	214	SE COVE ROAD	SR 5 (US 1)	SE DIXIE HWY	Salerno	1.11	75	Addition of bike lanes in both directions. Addition of a raised lighted crosswalk. Addition of shared used path on northern side. Plant Cypress Trees in existing swale. Two 12' traffic lanes shift to south and become 11'. (FM #441701.1)	10,582,960		\$13,228,701	\$15,556,952	\$20,530,943
CS-7	286	SE JACK AVENUE	PORT SALERNO ELEMENTARY	SE COVE RD	Salerno	0.76	70	New curb & gutters. Addition of shade trees & street lights adjacent to new 10' shared use path. Project assumes improvements same as SE Palm City Road (CS-19)	1,902,915		\$2,378,644	\$2,797,285	\$3,691,655
CS-8	242	SR 5 (US 1)	NW SUNSET BLVD	S END OF ROOSEVELT BRIDGE	Stuart	3.57	150	Addition of markings for existing bike lanes. Addition of sidewalks, shade trees & street lighting.	5,647,090		\$7,058,863	\$8,301,223	\$10,955,356
CS-9	341	SR 5 (US 1) ¹	SW JOAN JEFFERSON WAY	600 FEET SOUTH OF SE TRESSLER DR	Stuart	1.42	150	Resurfacing (FM # 446110.1)	\$6,000,000	\$6,000,000			
CS-10	137	SE INDIAN ST	SR 5 (US 1)	SE DIXIE HWY (SR A1A)	Stuart	0.36	100	Convert 5 lane urban roadway including center turn lane to 4 lane divided facility with protected bike lanes. Add raised lighted crosswalk, shade trees, street lights, shade trees. (FM # 438071.1)	1,693,795		\$2,117,244	\$2,489,879	\$3,285,962
CS-11	268	S KANNER HWY (SR 76) ¹	SR 5 (US 1)	SW MANOR DR	Stuart	0.44	110	Resurfacing (FM # 443995.1)	4,385,904	\$4,385,904			
CS-12	182	SE SALERNO RD	SR 5 (US 1)	SE DIXIE HWY (SR A1A)	Salerno	0.93	65	Addition of street lights & landscaping and curb and gutter on both sides. Conversion of 6' sidewalk with 2' landscape to 8' multi-use path on north side. Addition of shared use path on south side. (FM #440242.1)	1,362,514		\$1,703,142	\$2,002,895	\$2,643,277
CS-13	311	SE SALERNO RD	SE DIXIE HWY (SR A1A)	SE DE SOTO AVE	Salerno	0.08	60	Project assumes continuation of improvements/cross section between SR 5 (US 1) and SE Dixie Hwy. (CS-12)	117,205		\$146,507	\$172,292	\$227,379
CS-14	267	SE CUTOFF RD	SR 5 (US 1)	SE DIXIE HWY (SR A1A)	Stuart	0.23	110	Shared use path on one side. Shade trees and lighting.	235,235		\$294,044	\$345,796	\$456,356
CS-15	212	SE DIXIE HWY	CONFUSION CORNER	SE PALM BEACH RD	Stuart	1.07	90	Addition of buffered bike lanes in both directions. Addition of shade trees & bioswales. Addition of sidewalk & street lights. Addition of a raised lighted crosswalk.	1,748,687		\$2,185,859	\$2,570,570	\$3,392,452
CS-16	322	SE DIXIE HWY (SR A1A)	SE SALERNO RD	SE COVE RD	Salerno	0.61	90	New markings along travel lanes and on-street parking lanes. New shade trees. Parklet options available.	395,579		\$494,474	\$581,501	\$767,423
CS-17	325	SE DIXIE HWY (SR A1A)	PORT SALERNO CRA (NORTH BOUNDARY)	SE SALERNO RD	Salerno	0.39	90	Project assumes continuation of improvements/cross section between SE Salerno Road and SE Cove Road. (CS-16)	252,911		\$316,139	\$371,779	\$490,648
CS-18	287	SE EBBTIDE AVE	SE SALERNO RD	SE COVE RD	Salerno	0.5	65	Addition of buffered bike lanes in both directions. Addition of shade trees & bioswales. Addition of sidewalk & street lights.	899,023		\$1,123,779	\$1,321,564	\$1,744,105
CS-19	130	SW PALM CITY RD	SR 5 (US 1)	400 FEET NORTH OF SW INDIAN GROVE DR	Stuart	0.33	80	Two 12' travel lanes become two 11' travel lanes. New curb & gutters. Addition of shade trees & street lights adjacent to new 10' shared use path.	826,266		\$1,032,832	\$1,214,611	\$1,602,955
									46,145,774	\$10,385,904	\$44,699,837	\$52,567,009	\$69,374,148

* PDC - Present Day Cost

** YOE - Year of Expenditure

¹ Segment ID cross references projects identified in Martin MPO's on-going Access to Transit Study

Base construction cost are derived using FDOT's cost per mile models and based on existing and proposed typical section included in Martin MPO's Access to Transit Study (on-going).

¹ Project cost for CS-9 and CS-11 is "as programmed."

Facility	Map ID	From	To	Project Description	Length (miles)	Total Project Cost (PDC*)	Total Cost (YOE**)		
							2026-2030	2031-2035	2036-2045
East Coast Greenway - Main (Saifish Capital Trail)	109	SE DIXIE HWY FROM SR 714/MONTEREY RD	SE OCEAN BLVD	Shared Use Path	1.58	\$840,000	\$1,050,000	\$1,234,800	\$1,629,600
East Coast Greenway - Main (Saifish Capital Trail)	110	SE DIXIE HWY FROM SE OCEAN BLVD	SE SEMINOLE ST	Shared Use Path (Elevated walkway)	0.19	\$2,400,000	\$3,000,000	\$3,528,000	\$4,656,000
East Coast Greenway - Main (Saifish Capital Trail)	106b	SE DIXIE HWY from Grafton Ave	COVE ROAD	Shared Use Path	0.61	\$595,878	\$744,848	\$875,941	\$1,156,004
East Coast Greenway - Main (Saifish Capital Trail)	108b	SE DIXIE HWY From SE SEMINOLE ST	n/s of bridge	Shared Use Path (Bridge)	0.47	\$3,824,328	\$4,780,410	\$5,621,763	\$7,419,197
East Coast Greenway (thru Jonathan Dickson Park)	218	US 1	Old Dixie Hwy	Shared Use Path	0.64	\$627,789	\$784,736	\$922,849	\$1,217,910
Federal Hwy - US 1	23	SE SALERNO RD	SE POMEROY ST	Shared Use Path	1.15	\$1,120,216	\$1,400,270	\$1,646,717	\$2,173,219
Federal Hwy/US 1	81	SE POMEROY ST	SE INDIAN ST	Shared Use Path	0.87	\$851,912	\$1,064,889	\$1,252,310	\$1,652,708
Federal Hwy/US 1	129	Sand Road	Dixie Highway	Shared Use Path	3.20	\$1,563,069	\$1,953,836	\$2,297,711	\$3,032,353
Historic Jupiter Indiantown Trail (Ex. Fdep Trail)	14	KANNER HWY	COUNTY LINE	Shared Use Path	8.17	\$7,985,134	\$9,981,418	\$11,738,147	\$15,491,160
Hungryland Wildlife And Environmental Area Trail	15	SW WARFIELD BLVD	SW PRATT WHITNEY ROAD	Shared Use Path	5.44	\$5,311,598	\$6,639,497	\$7,808,049	\$10,304,499
Indian Mound Trail	142	Citrus Boulevard	Citrus Boulevard via Canal, American Street, Indian Mound Drive	Shared Use Path	1.28	\$1,248,238	\$1,560,297	\$1,834,910	\$2,421,581
Indian Mound Trail	143	Citrus Boulevard	Citrus Boulevard via Canal, American Street, Indian Mound Drive	Shared Use Path	0.99	\$969,881	\$1,212,351	\$1,425,725	\$1,881,569
Indian Mound Trail	202	Citrus Boulevard	Citrus Boulevard via Canal, American Street, Indian Mound Drive	Shared Use Path	1.28	\$1,250,368	\$1,562,960	\$1,838,041	\$2,425,714
Indian Street (Two bridge loop)	235	Mapp Road	Kanner Hwy	Shared Use Path	1.44	\$703,332	\$879,165	\$1,033,898	\$1,364,464
Jensen Beach Blvd	30	SE GREEN RIVER PKWY	NE SAVANNAH RD	Shared Use Path	1.05	\$1,026,123	\$1,282,654	\$1,508,401	\$1,990,679
Jensen Beach Blvd	75	FEDERAL HIGHWAY	SE GREEN RIVER PKWY	Shared Use Path	1.16	\$1,137,767	\$1,422,209	\$1,672,518	\$2,207,268
Jensen Beach Blvd	76	NE SAVANNAH RD	NE INDIAN RIVER DR	Shared Use Path	0.71	\$692,311	\$865,389	\$1,017,698	\$1,343,084
Jesup Trail	123	FROM INDIANTOWN RD	JONATHAN DICKINSON STATE PARK	Shared Use Path	6.48	\$6,329,988	\$7,912,485	\$9,305,082	\$12,280,177
Jonathan Dickinson State Park Trail	3	Park Road	future Ocean to Lake Trail	Shared Use Path	0.98	\$961,974	\$1,202,468	\$1,414,102	\$1,866,230
Jonathan Dickinson State Park Trail	4			Shared Use Path	0.51	\$493,843	\$617,303	\$725,949	\$958,055
Jonathan Dickinson State Park Trail	5			Shared Use Path	0.42	\$407,395	\$509,244	\$598,871	\$790,347
Jonathan Dickinson State Park Trail	6			Shared Use Path	1.27	\$1,241,730	\$1,552,162	\$1,825,343	\$2,408,956
Jonathan Dickson State Park Trail	196	Flamingo Terminus	Thru Jonathan Dickson State Park	Shared Use Path	2.75	\$2,688,446	\$3,360,558	\$3,952,016	\$5,215,586
Jonathan Dickson Trail - Park Rd	1			Shared Use Path	2.81	\$2,743,250	\$3,429,063	\$4,032,578	\$5,321,906
Jonathan Dickson Trail/ Se Jonathan Dickinson Way	2	Jesup Trail	SE Beach Road	Shared Use Path	1.13	\$1,104,117	\$1,380,146	\$1,623,052	\$2,141,987
Kanner Highway	232	Monterey	Federal Hwy	Shared Use Path	1.06	\$517,730	\$647,163	\$761,064	\$1,004,397
Kanner Highway (Two bridge loop)	236	Indian Street	Martin Downs Boulevard	Shared Use Path	1.27	\$620,300	\$775,375	\$911,841	\$1,203,382
Lake Okeechobee Scenic Trail	219	Palm Beach County Line	St. Lucie County Line	Shared Use Path	21.30	\$20,806,905	\$26,008,631	\$30,586,150	\$40,365,396
Mapp Road (Two bridge loop)	237	Indian Street	Martin Downs Boulevard	Shared Use Path	0.77	\$376,087	\$470,109	\$552,848	\$729,609
Martin - East/West Corridor	199	US 98	Jonathan Dickson State Park	Shared Use Path	26.31	\$25,696,677	\$32,120,846	\$37,774,114	\$49,851,552
Martin Downs Boulevard (Two bridge loop)	238	Mapp Road	Kanner Hwy	Shared Use Path	1.08	\$527,499	\$659,374	\$775,424	\$1,023,348
Monterey Road	107	SE MONTEREY RD AT SE DIXIE HWY	OCEAN BLVD AT SE DIXIE HWY	Shared Use Path	3.40	\$1,660,645	\$2,075,806	\$2,441,148	\$3,221,651
Monterey Road	118	MONTEREY RD FROM ALHAMBRA AVE	SE DIXIE HWY	Shared Use Path	0.93	\$908,470	\$1,135,588	\$1,335,452	\$1,762,433
Murphy Road	45	SE MAPP RD	SE BECKER RD	Shared Use Path	2.90	\$2,830,304	\$3,537,880	\$4,160,547	\$5,490,790
Murphy Road	117	MURPHY RD FROM SR 714/MARTIN DOWNS BLVD	COUNTY LINE CANAL	Shared Use Path or Bike Lanes	3.10	\$3,028,235	\$3,785,294	\$4,451,505	\$5,874,776
N. Sewalls Point Road (Two Bridge Loop)	239	SE Ocean Blvd.	NE Causeway Blvd	Shared Use Path	3.71	\$1,812,057	\$2,265,071	\$2,663,723	\$3,515,390
NE Causeway (Two Bridge Loop)	240	N. Sewalls Point Road	A1A	Shared Use Path	1.92	\$937,776	\$1,172,220	\$1,378,531	\$1,819,285
New Route	134	SW Indianwood Circle	SW Osceola Street	Shared Use Path	0.14	\$137,030	\$171,287	\$201,433	\$265,837
New Route	197	Locks Road	Over Canal to Mapp Road	Shared Use Path	1.79	\$1,746,339	\$2,182,924	\$2,567,118	\$3,387,897
New Route	205	Flora Avenue Terminus	Thru Jonathan Dickson State Park	Shared Use Path	1.39	\$1,355,539	\$1,694,423	\$1,992,642	\$2,629,745
Nw Dixie Hwy	26	NW WRIGHT BLVD	NE BAKER RD	Shared Use Path	0.52	\$507,109	\$633,886	\$745,450	\$983,791
Ocean To Lake Trail Corridor	188	Palm Beach County Line	FEC	Shared Use Path	11.44	\$11,175,164	\$13,968,955	\$16,427,491	\$21,679,818
Old Dixie Highway	214	US 1	Bridge Road	Shared Use Path	1.32	\$1,286,531	\$1,608,164	\$1,891,201	\$2,495,871
Palm Beach Road	125	SE MONTEREY RD	SE OCEAN BLVD	Shared Use Path	1.09	\$1,064,766	\$1,330,958	\$1,565,207	\$2,065,647
Pratt & Whitney Trail Corridor	190	Palm Beach County Line	Old Jupiter Road	Shared Use Path	1.15	\$1,127,319	\$1,409,149	\$1,657,160	\$2,187,000
Savannah State Park Trail	198	Jensen Beach Boulevard	Thru Savannah Beach Boulevard to St. Lucie County Line	Shared Use Path	1.74	\$1,701,013	\$2,126,267	\$2,500,490	\$3,299,966
SE Bridge Rd	49	SE DIXIE HWY	S BEACH RD	Shared Use Path	0.92	\$895,124	\$1,118,904	\$1,315,832	\$1,736,540
SE Cove Rd	8	SE WILLOUGHBY BLVD	SE DIXIE HWY	Shared Use Path	2.18	\$1,063,092	\$1,328,865	\$1,562,746	\$2,062,399
SE Cove Rd	66	KANNER HWY	SE WILLOUGHBY BLVD	Shared Use Path	2.16	\$1,053,681	\$1,317,101	\$1,548,911	\$2,044,141
SE Cove Rd	67	SE DIXIE HWY	COVE ROAD PARK	Shared Use Path	1.46	\$1,426,627	\$1,783,284	\$2,097,142	\$2,767,657
SE Federal Hwy	29	SE SEABRANCH BLVD	2000 FT N of DHARLYS ST	Shared Use Path	2.60	\$2,544,081	\$3,180,102	\$3,739,799	\$4,935,518
SE Ocean Blvd. (Two Bridge Loop)	251	N. Sewalls Point Road	A1A	Shared Use Path	1.65	\$805,901	\$1,007,377	\$1,184,675	\$1,563,448
SE Paulson Ave	9	CARDINAL TRL	SW GAINES AVE	Shared Use Path	0.59	\$574,935	\$718,669	\$845,155	\$1,115,374
SW Allapatah Rd	20	SW WARFIELD BLVD	SW MARTIN HWY	Shared Use Path	12.06	\$11,777,527	\$14,721,909	\$17,312,965	\$22,848,403
SW Famel Avenue	131	Marina (End)	SW Farm Road	Shared Use Path	0.65	\$634,158	\$792,697	\$932,212	\$1,230,266
SW Farm Rd	82	SW ANDALUCIA CT	SW 169TH AVE	Shared Use Path	0.77	\$753,655	\$942,069	\$1,107,873	\$1,462,091
SW High Meadow Avenue	253	SW Martin Downs Blvd	Murphy Road	Shared Use Path	0.97	\$473,772	\$592,215	\$696,445	\$919,118
SW Indiantown Ave	17	SW WARFIELD BLVD	SW KANNER HWY	Shared Use Path	0.42	\$410,435	\$513,044	\$603,339	\$796,244
SW Martin Hwy	19	SW ALLAPATAH RD	I-95	Shared Use Path	5.49	\$5,364,632	\$6,705,790	\$7,886,009	\$10,407,386
SW Martin Hwy	69	I-95	84TH AVE	Shared Use Path	1.52	\$1,487,231	\$1,859,039	\$2,186,230	\$2,885,229
SW Martin Hwy	70	84TH AVE	FLORIDA'S TURNPIKE	Shared Use Path	3.82	\$3,732,318	\$4,665,398	\$5,486,508	\$7,240,698
SW Matheson Ave	44	SW MARTIN DOWNS BLVD	SW MURPHY RD	Shared Use Path	0.98	\$959,285	\$1,199,107	\$1,410,149	\$1,861,013
SW Murphy Road	254	SW High Meadows Road	North County Line	Shared Use Path	1.61	\$786,364	\$982,955	\$1,155,955	\$1,525,547
SW Osceola Street	133	SW Warfield Boulevard	Citrus Boulevard	Shared Use Path	1.72	\$1,682,955	\$2,103,693	\$2,473,943	\$3,264,932
Treasure Coast Loop Trail Corridor (see others)	189	Ocean Boulevard/A1A	St. Lucie County Line	Shared Use Path	8.47	\$4,136,960	\$5,171,200	\$6,081,331	\$8,025,702
Willoughby Blvd	124	SE COVE RD	US 1/FEDERAL HWY	Shared Use Path	4.58	\$4,473,973	\$5,592,466	\$6,576,740	\$8,679,508
Notes						\$10,289,028	\$12,861,285	\$15,124,871	\$19,960,714
* PDC - Present Day Cost						\$51,732,763	\$64,665,954	\$76,047,162	\$100,361,560
** YOE - Year of Expenditure						\$328,369,846	\$410,462,308	\$482,703,674	\$637,037,502
						\$390,391,637	\$487,989,546	\$573,875,706	\$757,359,776

Base construction cost for sidewalk (concrete - 5' one side, 4 inch depth, Cost Per mile Model, FDOT, July 2019)

Pedestrian bridge cost assumes 12' wide facility (Concrete Deck/Pre-stressed Girder - Simple Span (Medium Span Bridge)) at \$115 per square foot, Cost Per mile Model, FDOT's Structures Design Guideline, Structures Manual Volume 1 (Chapter 9), January 2020.

Crosswalk cost based on Pedestrian and Bicycle Cost Estimation Tool, NCDOT, 2013

Bike lane base construction cost assumes 5' paved facility.

Shared lane base construction cost assumes signing and marking only.

Buffered bike lane base construction cost reflects 5' facility with 2' buffer. Cost is 25% higher than 5' paved bike lane.

Shared use path (two directional, 12 feet) based on cost per mile model, FDOT, July 2019

Shared use path (bridge) cost assumes 16' wide facility (Concrete Deck/Pre-stressed Girder - Simple Span (Medium Span Bridge)) at \$115 per square foot, Cost Per mile Model, FDOT's Structures Design Guideline, Structures Manual Volume 1 (Chapter 9), January 2020.

Aviation Projects

Martin in Motion, 2045 LRTP

Project Description	Total Cost (YOE**)			
	2021-2025	2026-2030	2031-2035	2036-2045
Capital Improvement Projects supported by Partial FDOT Funding	1.08	1.25	1.47	1.94
Airfield Guidance Sign Replacement (Design and Construct)	\$270,000			
Airport Business Plan	\$216,000			
Airport Operations Center and Airfield Electrical Vault (Phase 3 Construction)	\$3,240,000			
Corporate Hangar 1	\$1,080,000			
Corporate Hangar 2	\$1,080,000			
Hold Bay Extension (Design & Const.)	\$259,200			
Mill & Resurface, MITL Replacement Taxiway C (Design & Const)	\$1,846,800			
Mill & Resurface, MITL Replacement Taxiway D (Design & Construct)	\$1,755,000			
PDC and MIRL Replacement 7-25 (Phase 1 and Phase 2 - Design ¹)	\$1,323,000			
Property Acquisition	\$2,700,000			
Rehabilitation of MC Non-Movement Areas Phase IV - Taxilane B (Const)	\$1,080,000			
Replace PAPIs on 12-30 with LED Units (Design & Construct)	\$108,000			
Sun Shade Hangars	\$540,000			
Tractor Equipment	\$108,000			
Air Traffic Control Tower Equipment Upgrade (Recorder and Radios ²)		\$250,000		
Construct Airport Interconnect Rd. - Flying Fortress Extension		\$2,312,500		
Rehabilitation of MC Non-Movement Areas Phase V (Design & Const)		\$1,250,000		
Tree Mitigation Project - RPZ and Part 77 (SE St. Lucie Canal)		\$150,000		
Total Airport Projects Cost	\$15,606,000	\$3,962,500		

Source: Draft Airport Future Funding Analysis, Martin County Airport and Within Field CIP, Feb. 28, 2020

Notes

** YOE - Year of Expenditure

¹ Phase 1 and Phase 2 design cost \$100K and \$1.25M respectively.

² Recorder and radios cost \$100K each.

Florida Department of Transportation (FDOT) funding share is limited to 80% of the project cost. Revenues for Aviation Program, which is under Public Transportation is not provided by FDOT at MPO level.

Resiliency Projects

Martin in Motion, 2045 LRTP

Map ID	Facility	From	To	Project Description	Length (miles)	Total Project Cost (PDC*)	Year of Expenditure (YOE**)		
							2026-2030	2031-2035	2036-2045
V1	N Sewalls Point Road ¹	SR-A1A (NE Ocean Boulevard)	SE Palmer Street	To be determined	1.57	\$2,599,031	\$3,248,789	\$3,820,575	\$5,042,120
V2	SE MacArthur Boulevard ²	SE South Marina Way	Approximately 1500 feet North	To be determined	0.28	-	-	-	-

Notes

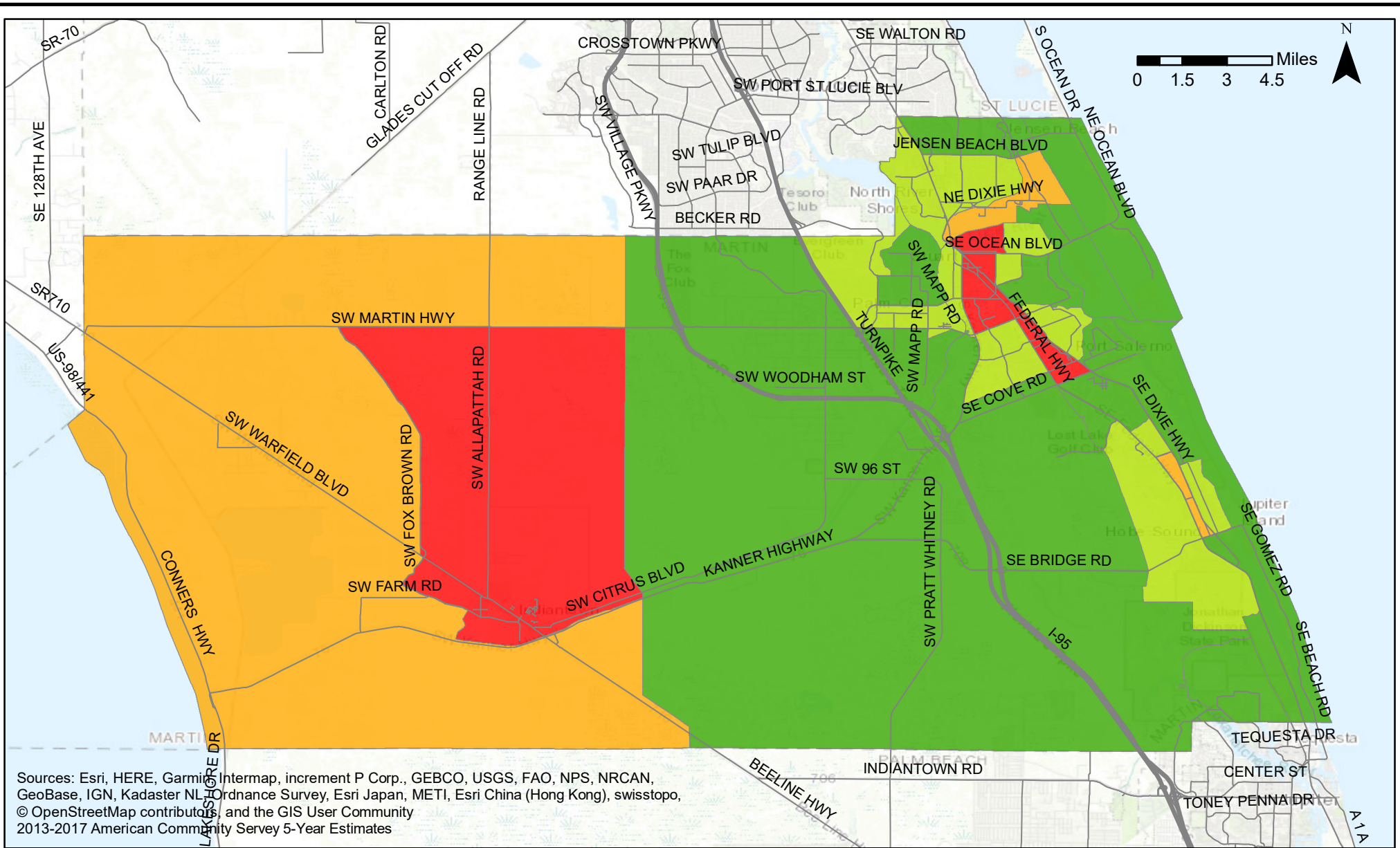
* PDC - Present Day Cost

** YOE - Year of Expenditure

¹ Project overlaps with non-motorized projects, segment IDs 61 and 239. Project cost are for non-motorized improvements.

² Roadway is eligible to receive federal-aid funds. Funds could be available from Federal Emergency Relief Program (up to 80% of the project cost) in case of a natural disaster.

**APPENDIX - 3: Environmental Justice and
Transportation Disadvantaged Population Groups,
Martin County**



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community
 2013-2017 American Community Survey 5-Year Estimates

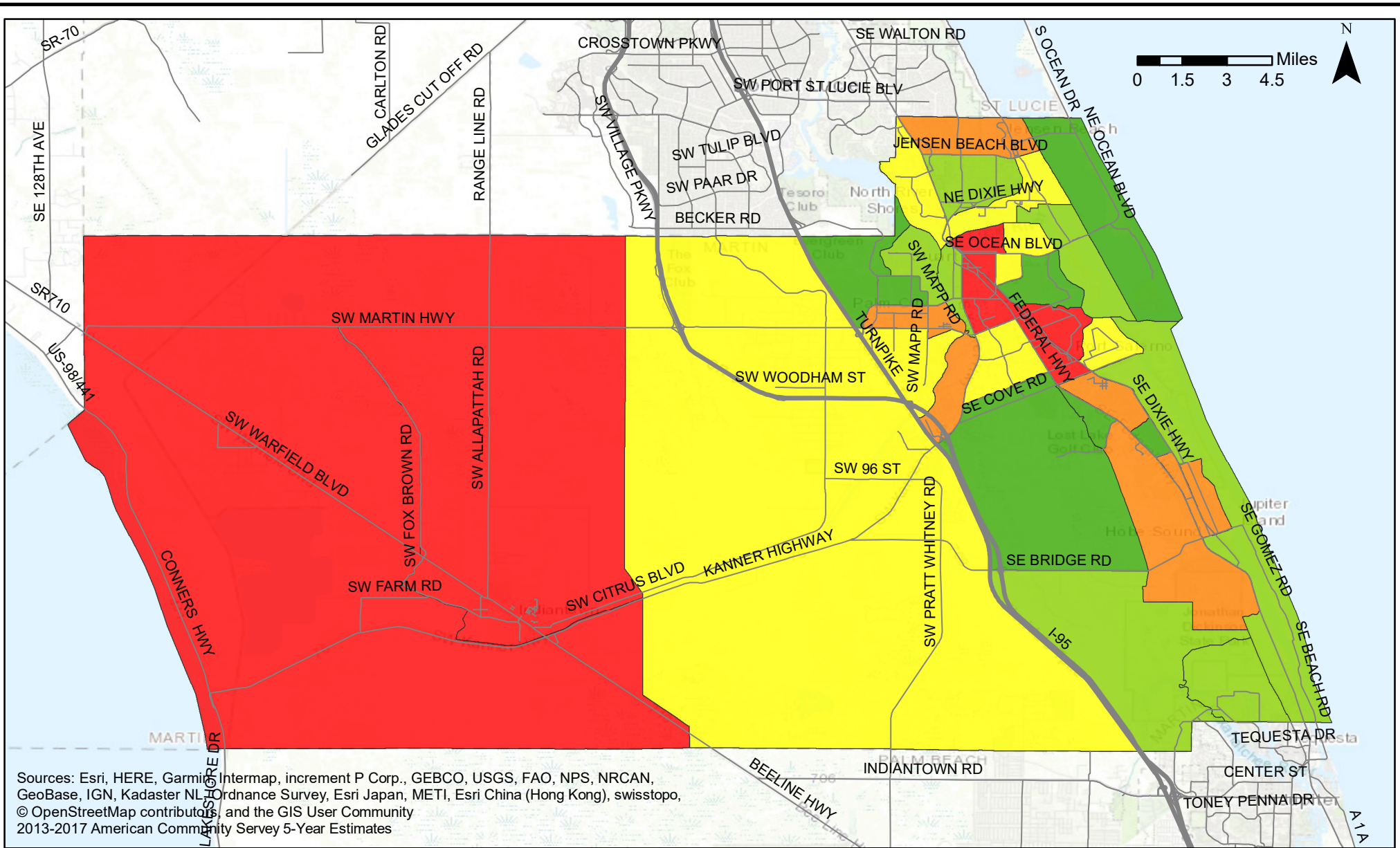
Legend

Percent Below Poverty Line by Census Tract

- 0.0 - 3.8%
- 3.8 - 9.2%
- 9.2 - 16.0%
- 16.0 - 35.3%

Standard Deviation: 8.8%
 Mean: 8.0%

**Low Income Households
 Martin County
 Figure 1**



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community
 2013-2017 American Community Survey 5-Year Estimates

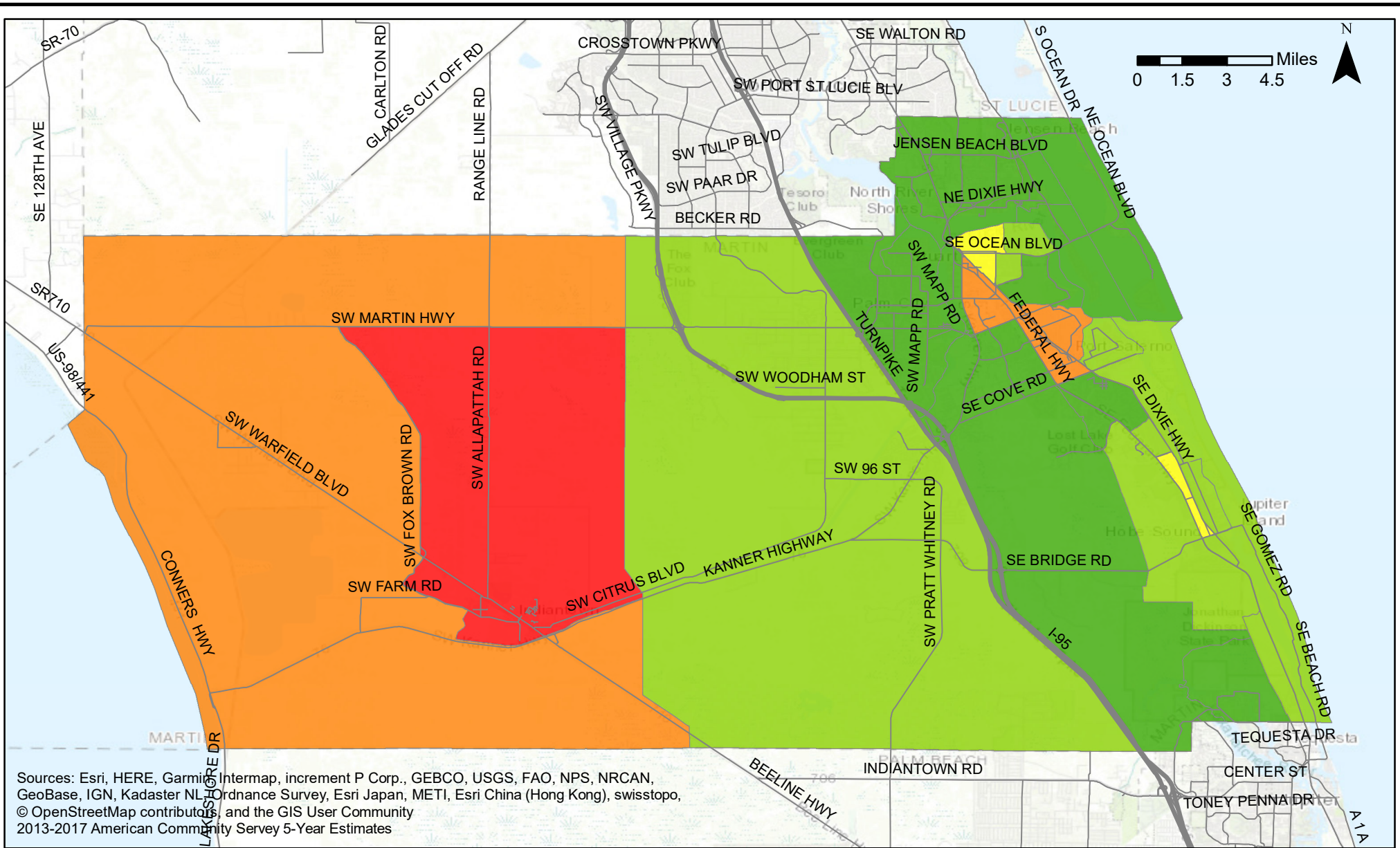
Legend

Percent of Minorities by Census Tract

- 1.7 - 2.9%
- 2.9 - 5.1%
- 5.1 - 7.1%
- 7.1 - 26.4%
- 26.4 - 55.9%

Standard Deviation: 14.0%
 Mean: 12.0%

**Minority Population
 Martin County
 Figure 2**



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community
 2013-2017 American Community Survey 5-Year Estimates

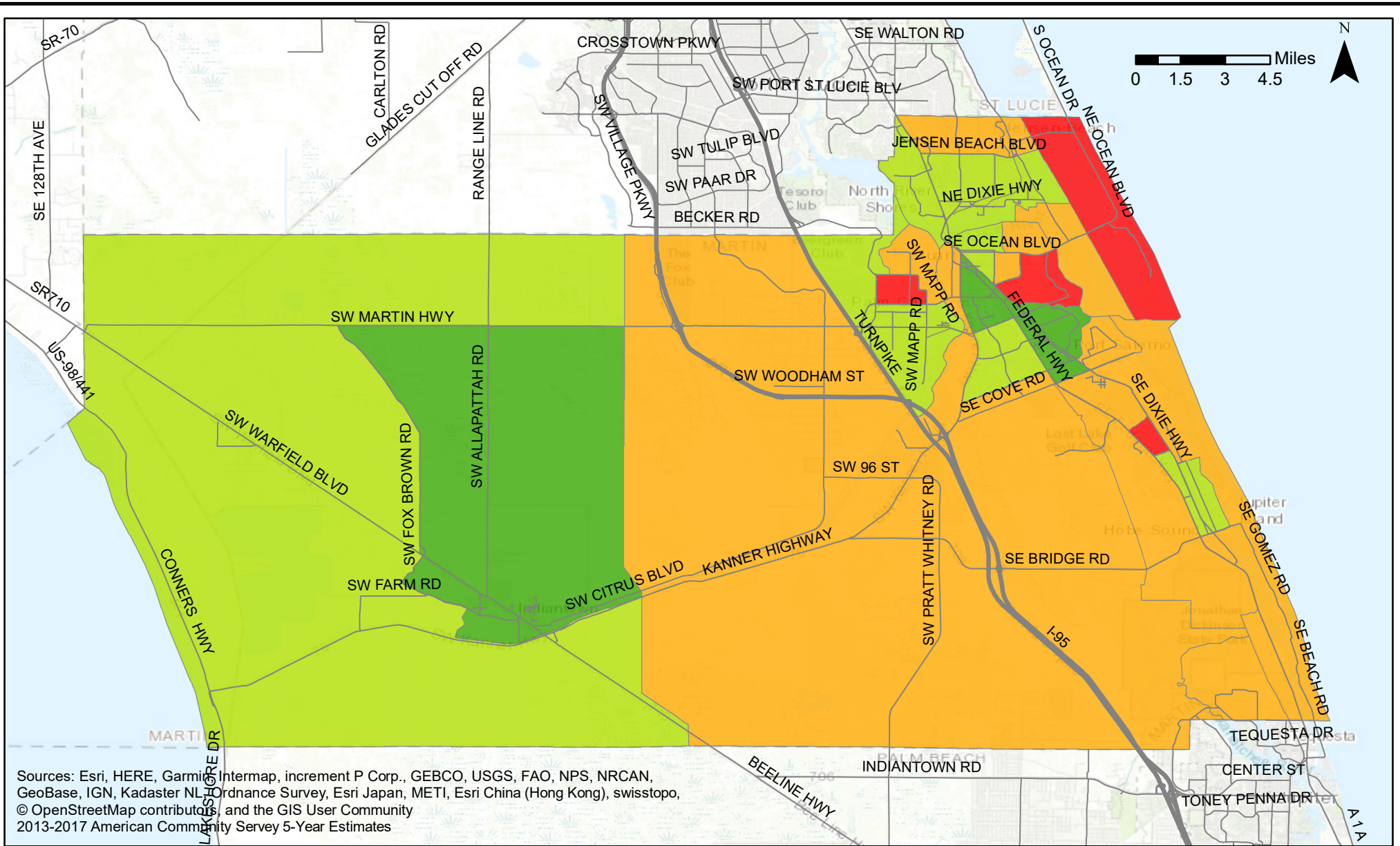
Legend

Percent Limited English Proficiency by Census Tract

0.0 - 1.3%	
1.3 - 3.0%	
3.0 - 9.0%	
9.0 - 15.5%	
15.5 - 27.7%	

Standard Deviation: 5.8%
 Mean: 3.4%

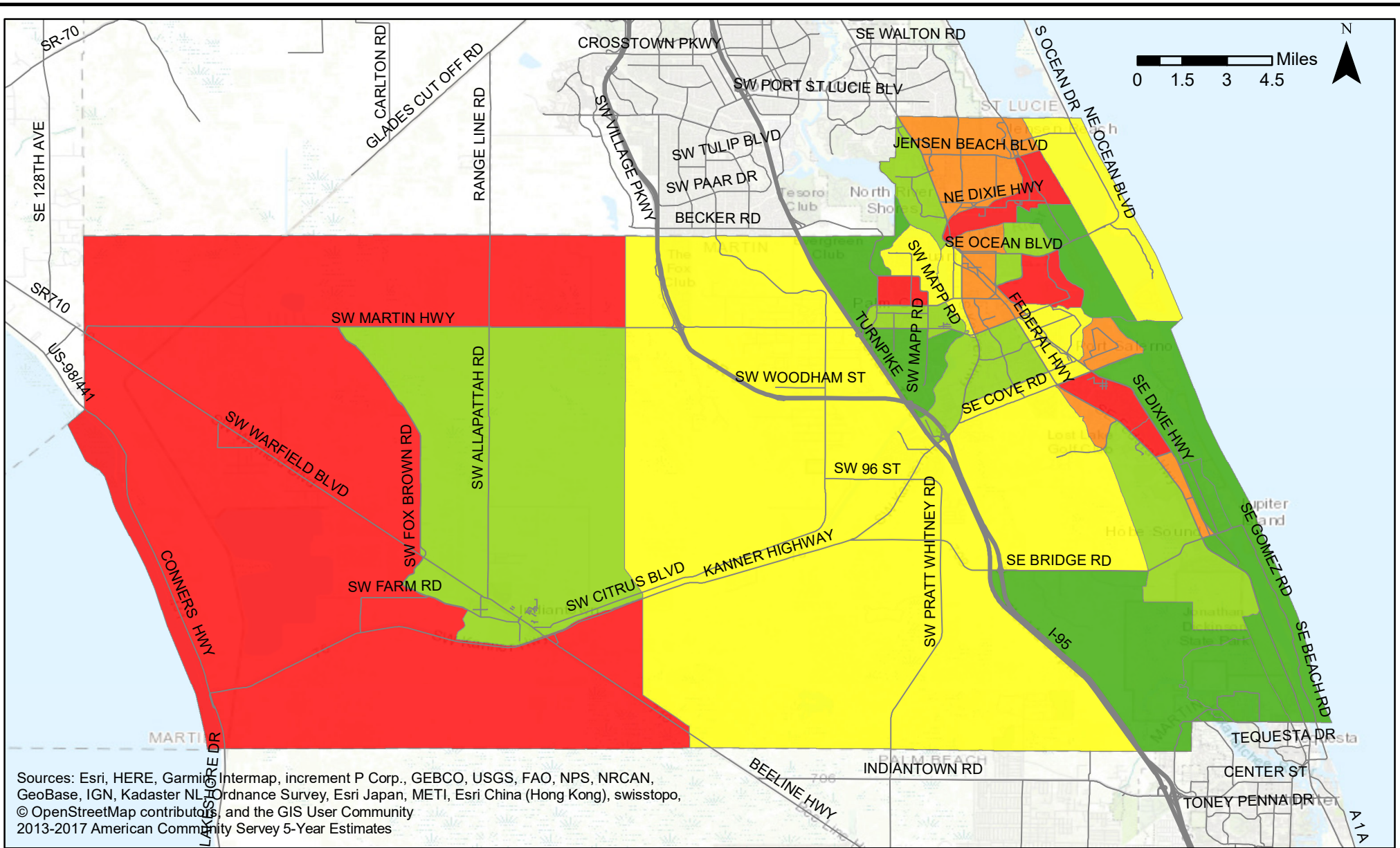
**Limited English Proficiency Population
 Martin County
 Figure 3**



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community
 2013-2017 American Community Survey 5-Year Estimates

- Legend**
- Median Age by Census Tract**
- Under Age 35
 - Age 35 - Under Age 50
 - Age 50 - Under Age 65
 - Age 65+
- Median Age for Martin County: 51.6 years

**Median Age
 Martin County
 Figure 4**



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community
 2013-2017 American Community Survey 5-Year Estimates

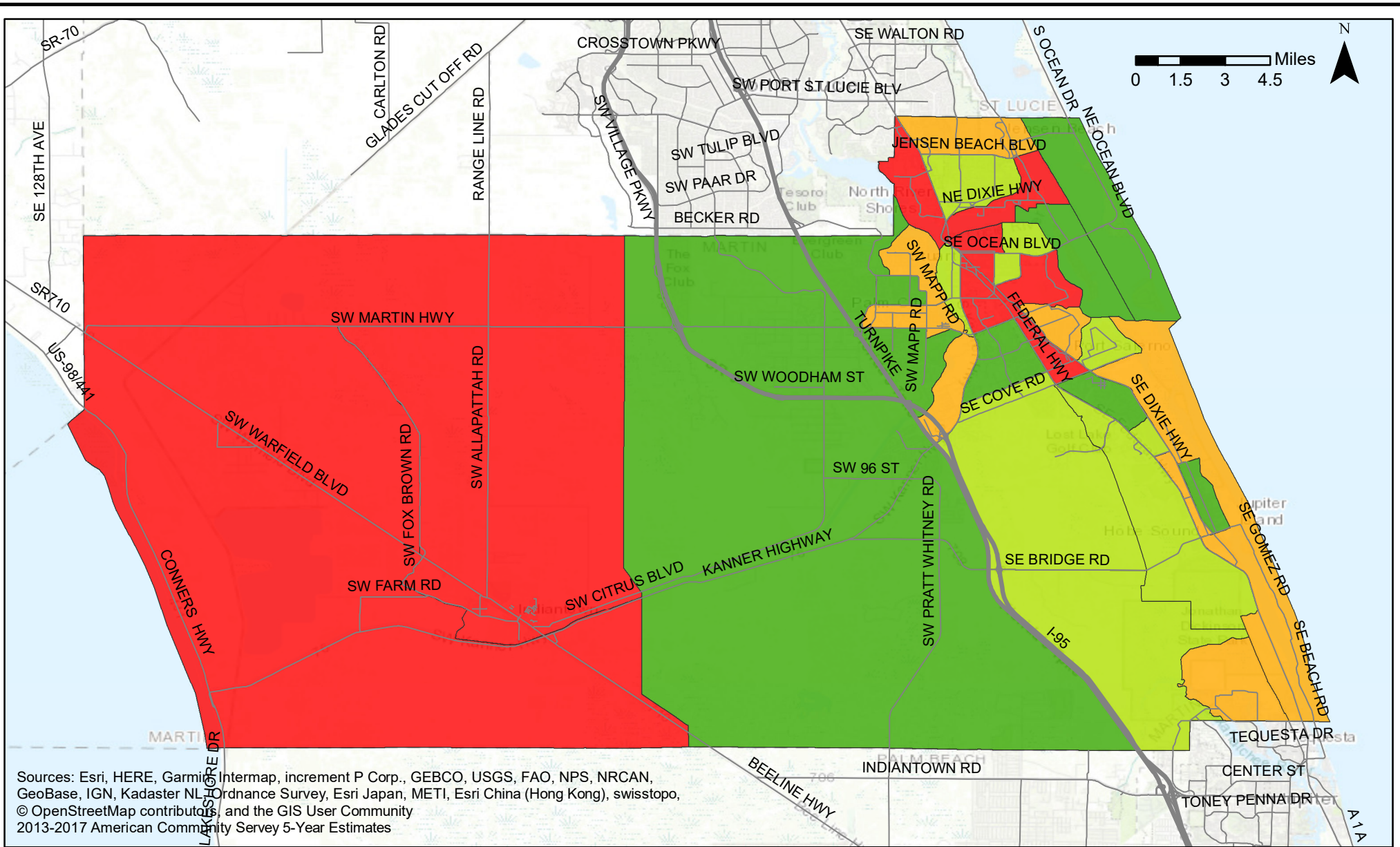
Legend

Percent Disabled Population by Census Tract

■	5.9 - 10.5%
■	10.5 - 14.3%
■	14.3 - 16.4%
■	16.4 - 19.3%
■	19.3 - 27.2%

Standard Deviation: 4.7%
 Mean: 15.2%

**Disabled Population
 Martin County
 Figure 5**



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community
 2013-2017 American Community Survey 5-Year Estimates

Legend
Percent of Households without a Vehicle by Census Tract

	0.0 - 1.5%
	1.5 - 4.0%
	4.0 - 7.2%
	7.2 - 16.8%

Standard Deviation: 4.0%
 Mean: 5.0%

Zero Auto Households
Martin County
Figure 6

