



Martin County

Transit Development Plan 2020–2029

Executive Summary

Approved by the Martin County Board of County Commissioners

August 2019



2020 - 2029
Marty
ON THE MOVE

Marty

2020 - 2029

ON THE MOVE

TABLE OF CONTENTS

Introduction.....	1
Marty System Overview.....	2
Public Outreach	4
Vision and Goals	5
Preliminary Transit Improvements	6
Alternatives Evaluation	8
10-Year Implementation Plan	9
Unfunded Needs	10
Implementing <i>Marty on the Move</i>	10
Regional Collaboration	10
Acknowledgements	11

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Introduction

This study was initiated by Martin County to update the Marty’s Transit Development Plan (TDP) for the 10-year period of Fiscal Years (FY) 2020–2029. This TDP, branded Marty on the Move, represents Martin County’s vision for transit in its service area during this time period and, at the same time, functions as the strategic guide for future transit service in the community. A major TDP update such as this also allows the agency to outline actions to be taken in the following year and to set goals for subsequent years. As a strategic plan, the TDP will identify needs in an unconstrained fashion and for which there may not currently be funding.

State Requirement

Marty on the Move is consistent with the requirements of the State of Florida Public Transit Block Grant Program, enacted by the Florida Legislature to provide a stable source of funding for public transportation. The Florida Department of Transportation (FDOT) requires recipients of Block Grant Program funds, such as Martin County, to prepare a major update of its TDP every five years. This requirement helps to ensure that the public transportation services being provided and planned are consistent with the community’s mobility needs. Each update must be submitted to the appropriate FDOT District Office by September 1st of the year in which it is due.

Marty on the Move Development

Developing *Marty on the Move* involved a number of planning activities, including:

- Documenting study area conditions
- Analyzing socio-economic characteristics
- Evaluating existing transit services
- Gathering and analyzing public input
- Forecasting ridership potential
- Developing a situation appraisal
- Updating the plan’s goals
- Identifying future transit needs
- Preparing a 10-year financial and implementation plan

Highlights of the *Marty on the Move* TDP are presented in the remainder of this document. The TDP was approved by the Martin County Board of County Commissioners on August 27, 2019.

Marty System Overview

System Profile

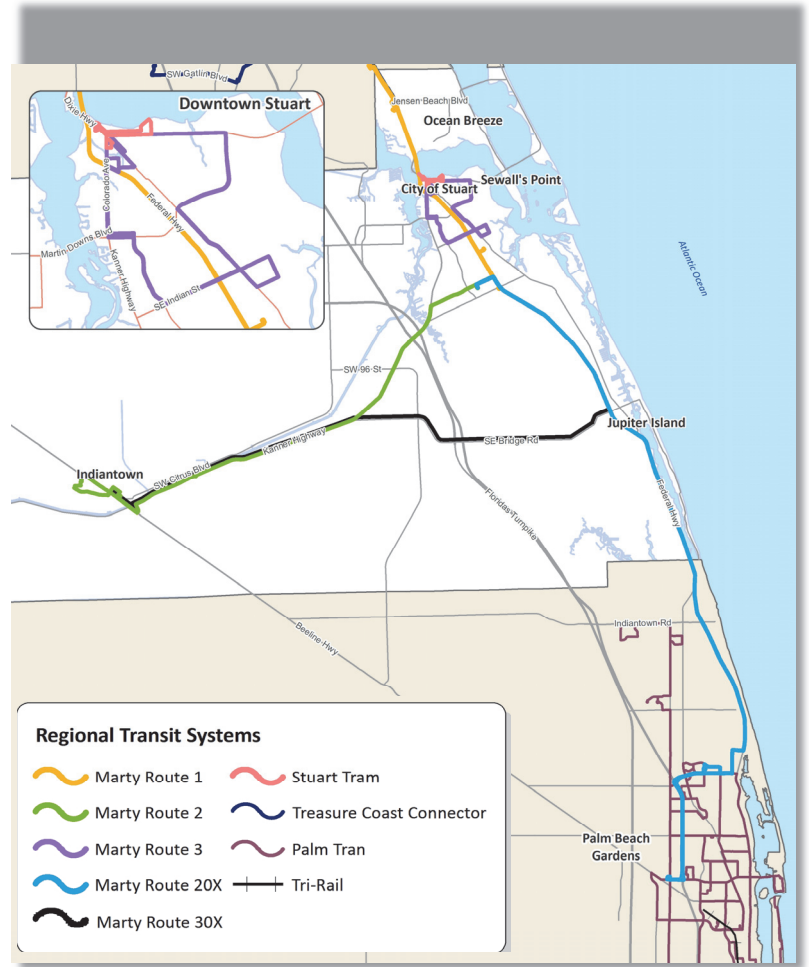
Five routes comprise the current Marty system—two fixed, one deviated fixed, and two express. Other transit agencies with connecting opportunities to Marty routes include Palm Tran, which operates in Palm Beach County, the Treasure Coast Connector, which operates in St. Lucie County, and Stuart’s downtown Tram service, which includes two fixed routes providing stops at key locations within the downtown area.

Fixed-Route/ADA Ridership Trends

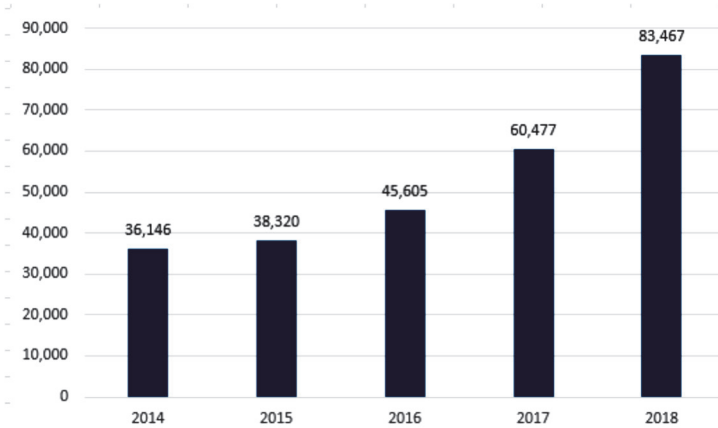
Ridership, also known as passenger trips, is the number of passengers who board a transit vehicle. Marty’s ridership data for 2014–2018 were reviewed as part of the TDP update.

Since 2014, Marty’s ridership has steadily increased by 131% to a peak of nearly 83,500 annual riders in 2018.

ADA service is offered for individuals with disabilities within a ¼-mile buffer of Marty’s fixed routes. During this five-year period, ADA ridership peaked in 2015 and has since decreased. As shown, during the four-year period, ADA ridership declined overall by 25%.

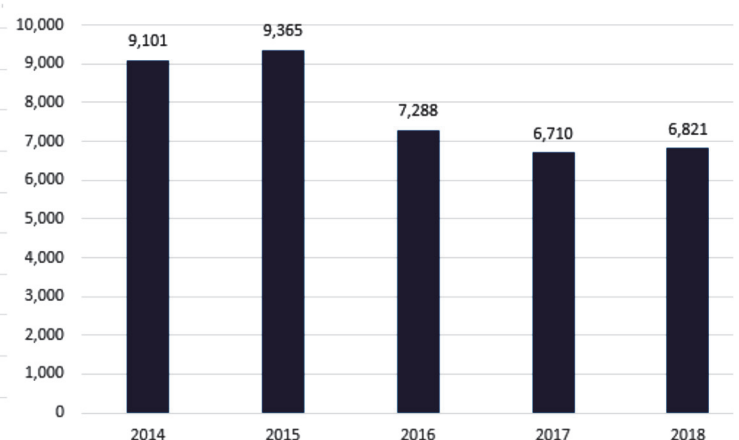


Marty Fixed-Route and Commuter Bus Ridership



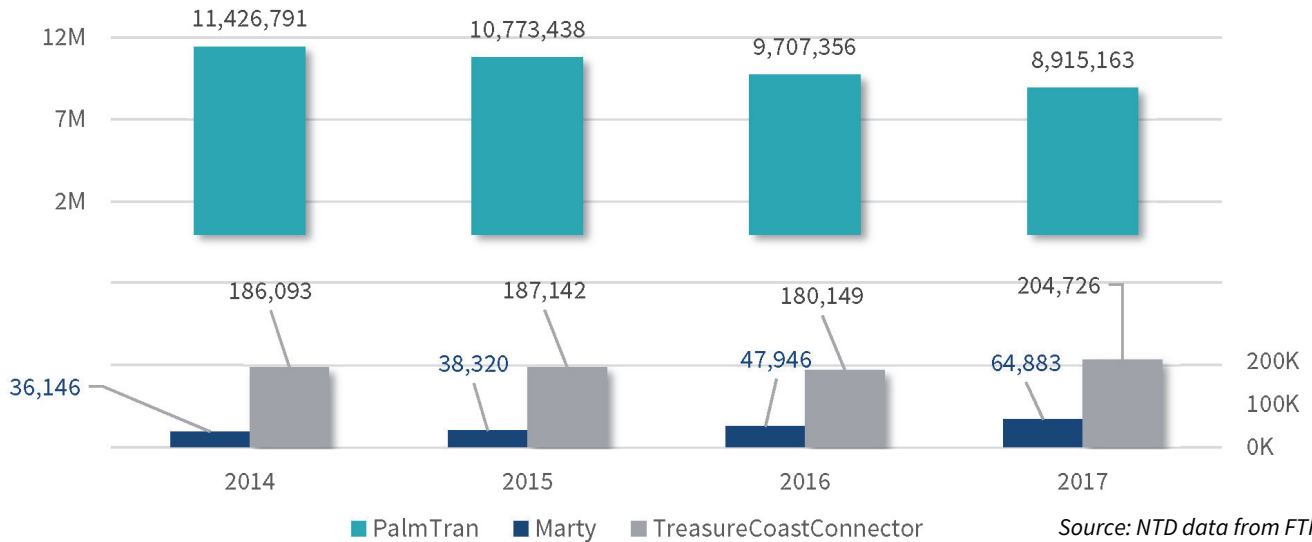
Source: National Transit Database (NTD) data from Florida Transit Information Systems (FTIS)

Marty ADA Ridership



Source: NTD data from FTIS

Marty and Neighboring Agency Annual Fixed-Route Ridership, 2014–2017



Marty Services Evaluation

To assess how efficiently Marty supplies fixed-route transit service and how effectively it meets the needs of the area, a trend analysis of critical performance indicators and measures was conducted using data for 2014–2017 (the most recent data available for all systems).

- **Service Supply** – Revenue miles per capita (service supply) increased by 111% since 2014, suggesting that Marty’s service increased throughout the five-year analysis period.▲
- **Quality of Service** – The number of revenue miles between failures decreased substantially between 2014 and 2016, suggesting a higher rate of incidents that potentially resulted in interrupted service.▼
- **Cost Efficiency** – The majority of metrics for cost efficiency decreased, suggesting that Marty’s service has become more economical over time; the operating cost per capita increased by 44%, but it did so at a lower rate than the increase in passenger trips (80%).▲

Marty Fixed-Route and Commuter Bus Service Trends, 2014–2017

Indicator/Measure	2014	2015	2016 ¹	2017 ¹	% Change (2014–2017)	Status	Desired Trend ²
General Indicators							
Passenger Trips	36,146	38,320	47,946	64,883	79.50%	▲	▲
Passenger Miles	334,591	401,312	383,072	570,375	70.47%	▲	▲
Vehicle Miles	184,418	235,056	368,377	389,118	111.00%	▲	▲
Revenue Miles	172,785	225,884	351,844	376,516	117.91%	▲	▲
Total Operating Expense	\$797,155	\$849,468	\$1,004,421	\$1,189,595	49.23%	▲	--
Effectiveness Measures							
Revenue Miles per Capita	1.18	1.51	2.35	2.50	110.88%	▲	▲
Passenger Trips Per Capita	0.25	0.26	0.32	0.43	73.71%	▲	▲
Revenue Miles Between Failures	86,393	16,135	22,824	n/a	-278.5%	▼	▲
Efficiency Indicators							
Operating Expense Per Capita	\$5.46	\$5.46	\$6.70	\$7.88	44.41%	▲	▼
Operating Expense Per Passenger Trip	\$22.05	\$22.17	\$20.95	\$18.33	-16.86%	▼	▼

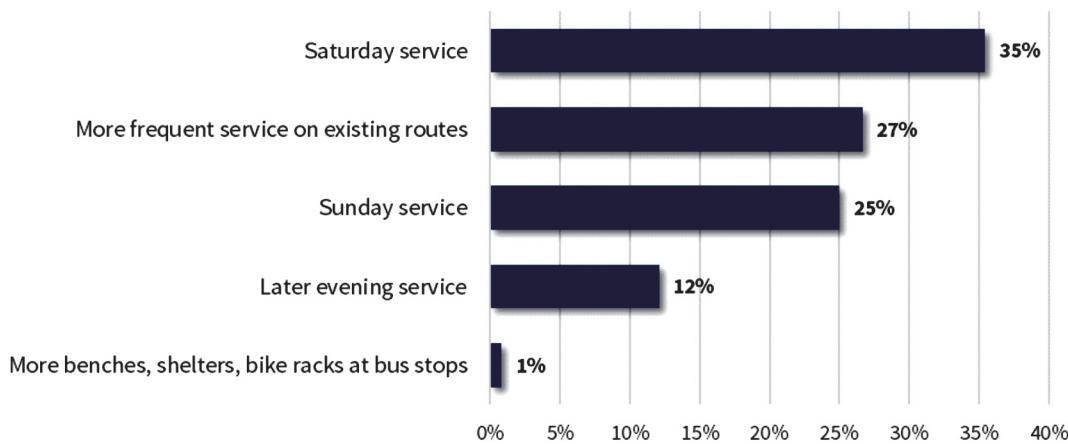
Source: NTD data from FTIS.

Public Outreach

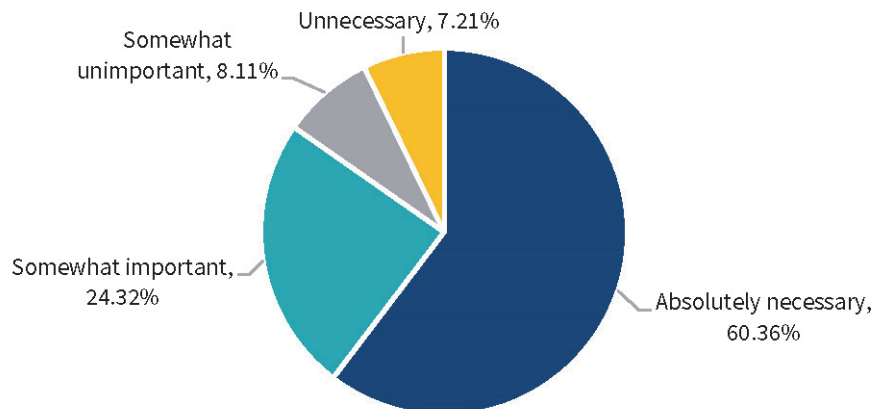
Public outreach during the TDP update process is ongoing and involves continuously receiving and accumulating feedback about services. For *Marty on the Move*, numerous public outreach activities were conducted throughout the county and online to understand and obtain feedback regarding the community’s transit needs. To ensure the active participation of both transit users and non-users, outreach efforts included an on-board survey of Marty riders, workshops with public and meetings elected officials, stakeholder discussion groups, an online survey for the general public, and use of social media and email communications.

Outreach Event	Contacts
Project Review Committee	6
Stakeholder interviews (10)	10
Chambers of Commerce discussion group	4
<i>County Connections</i> newsletter subscribers	1,544
<i>County Connections</i> newsletter media list	137
Bus on-board survey	151
Online survey	113
Community events	110+
Indiantown Council meeting	70+
Transit Alternatives survey	56
Total	2,200+

Top Transit Service Improvement Needs



Transit’s Role in the Community



Vision and Goals

Vision Statement

Enhance the overall quality of life of Martin County residents, workers and visitors by providing a safe, accessible, reliable, interconnected and attractive public transportation system with growth to meet the community’s needs.

Goals and Strategy Update Guidance

The following sources were used to guide the update of the adopted TDP goals and strategies for the next 10 years:

- Goals and Strategies (formerly Objectives) from the last TDP (2015) and progress its 10-year implementation plan.
- Findings from the Situation Appraisal that identified key issues affecting Marty today and that will affect it for the next several years.
- Input received from the public and stakeholders on the needs and direction of transit in Martin County and the Treasure Coast region.
- Findings from plan and policy reviews based on recommendations and goals and objectives/strategies included in other agency plans to ensure consistency with other planning efforts at the national, regional, and local levels.



Goals

- **Goal 1: Transit Service Quality** – Operate a high-quality public transit service to efficiently move people within Martin County and the Treasure Coast region.
- **Goal 2: Transit Service Efficiency and Effectiveness** – Focus on improving the efficiency and effectiveness of transit service provided by Marty.
- **Goal 3: Transit Ridership** – Increase ridership levels by addressing service needs for both traditional and new transportation markets.
- **Goal 4: Branding, Marketing, and Public Awareness** – Promote Marty’s brand so it continues to be easily recognizable by existing and potential customers.
- **Goal 5: Intergovernmental Coordination** – Continue building strong partnerships with community and private sector entities and local and regional transportation agencies.



Preliminary Transit Improvements (Alternatives)

Through the TDP process, preliminary improvements for fixed-route service were identified. These improvements represent the transit needs for the next 10 years and were developed without consideration of funding constraints.

The map on the next page provides an illustration of the transit improvements for the next 10 years identified during this TDP update process.

Service Improvements

- Modify existing route alignments.
 - ◊ Extend Route 2.
 - ◊ Split Route 3 into Routes 3a and 3b.
 - ◊ Extend Route 20x.
- Add later service for Routes 1, 2, and 3.
- Add Saturday Service for Routes 1, 2, and 3.
- Double frequencies for Routes 2 and 3.

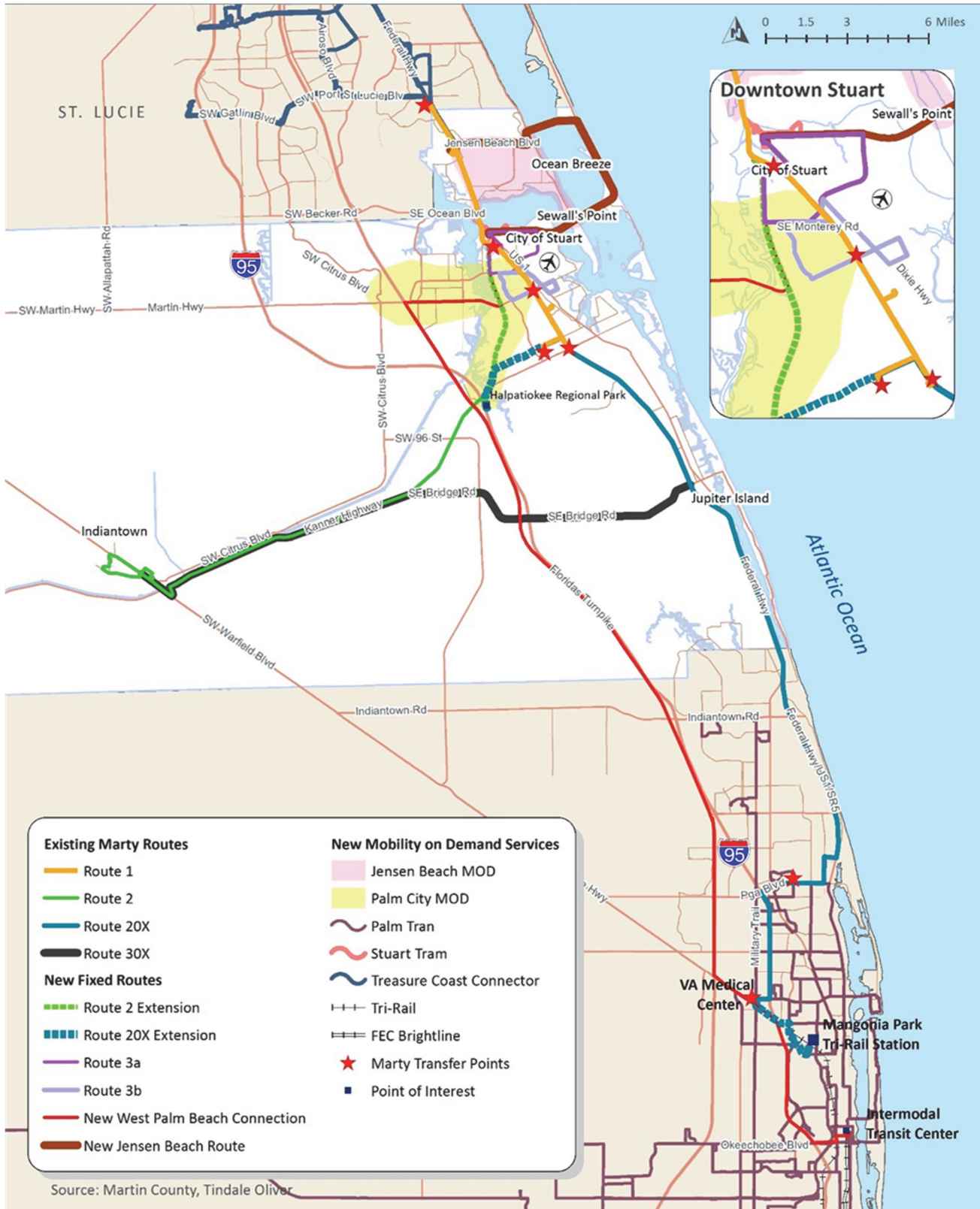
New Service Expansions

- New Jensen Beach route from Treasure Coast Square to Jensen Beach Park
- New regional Turnpike commuter route to West Palm Beach Downtown Intermodal Transit Center
- Mobility on Demand (MOD) service
 - ◊ Palm City MOD
 - ◊ Jensen Beach/Rio CRA MOD (if fixed-route service not implemented)

Capital/Infrastructure Improvements

- Continue to implement vehicle replacement plan.
- Expand and improve bus stop infrastructure and technology.
- Improve bus stop safety and ADA accessibility.
- Maximize use of park-and-ride facilities.
- Construct stand-alone transit operations and maintenance facility.
- Establish intermodal hub.
- Prepare major TDP updates every five years.

Martin County 10-Year Transit Needs

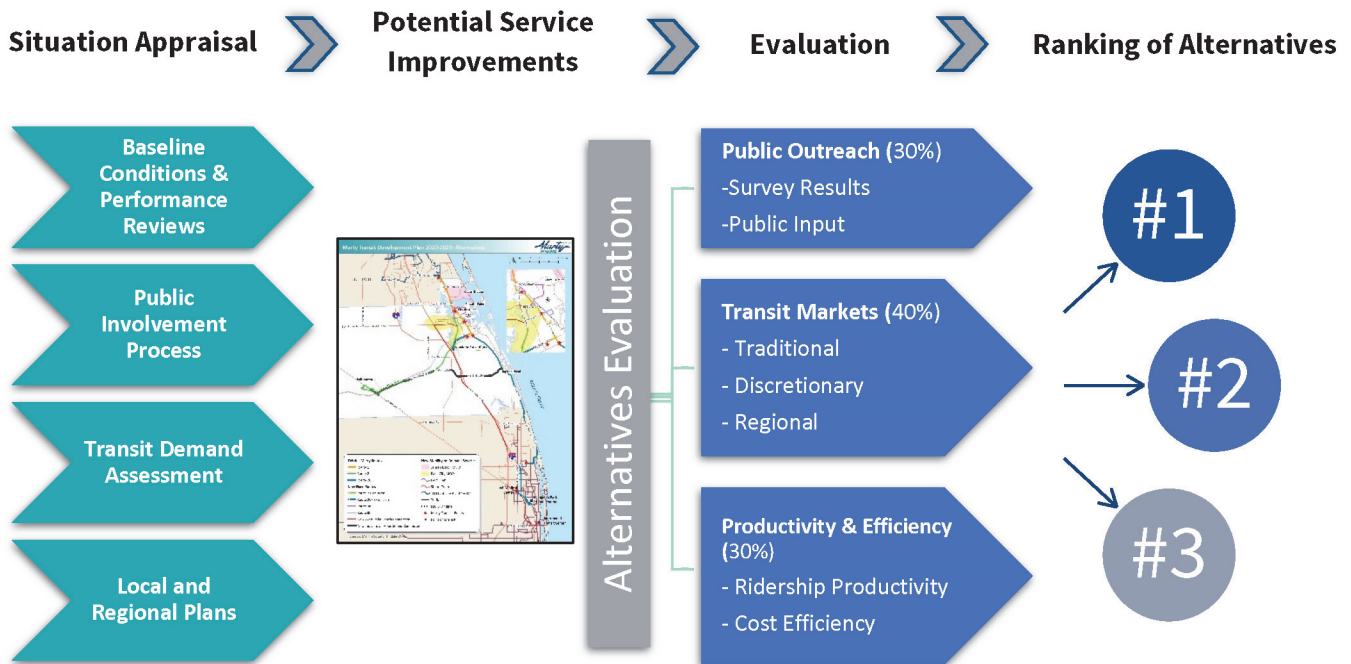


Alternatives Evaluation

The preliminary transit alternatives identified from the analysis and public outreach process serve different geographic areas and provide varying levels of service. It is important for Martin County to prioritize these alternatives to effectively plan and implement them within the next 10 years using existing and/or new funding sources.

To evaluate the benefits of the proposed service improvements and better prioritize them, a methodology was developed that considered public input, transit market assessment results, and service productivity and efficiency measures, as illustrated below. The ranked alternatives resulting from this evaluation process are presented below.

Alternatives Evaluation and Prioritization Process



10-Year Transit Service Priorities

Rank	Service Improvement	Rank	Service Improvement
1	Split Route 3 into Routes 3a and 3b	6	Double frequency
2	Add Saturday service	7	Later service to 10:00 PM
3	New Jensen Beach Route	8	Extend Route 20x
4	Jensen Beach/Rio CRA MOD	9	New Turnpike regional route
5	Palm City MOD	10	Extend and realign Route 2

10-Year Implementation Plan

A 10-year finance plan was developed to help facilitate the implementation of *Marty on the Move* improvements. Cost, revenue, and policy assumptions used to develop the financial plan are presented, followed by a summary of cost and revenue projections for *Marty on the Move*. The summary includes annual costs for the service and technology/capital improvements that are programmed for implementation within the next 10 years together with supporting revenues that are reasonably expected to be available.

The 10-year cost affordable plan prepared for the *Marty on the Move* TDP is focused on maintaining the existing system. Whereas operating costs and revenues are balanced in the first year of the plan, over time, the anticipated increase in annual operating costs is projected to outpace available revenue, thus creating a deficit in funding the existing system. As shown in the table below, this deficit will accumulate over time and is projected to total nearly \$7.3 million by the end of the 10-year period. Unless other Federal or State grant sources are identified, additional local funding in this amount will be needed to maintain existing services starting in FY 2022. For capital, the projected costs and revenues are projected to balance, at nearly \$5.9 million over the 10 years based on the capital improvements identified. If any transit improvements identified in the TDP are to be implemented in the future, additional funding beyond the \$7.3 million required to maintain existing services will need to be identified.

Marty 10-Year Plan (2020–2029)

Cost/Revenue	10-Year Total
Operating Costs	
Maintain Existing Service– Fixed-Route (Non-Urbanized)	\$3,066,355
Maintain Existing Service– Fixed-Route (Urbanized)	\$13,988,199
Maintain Existing Service– Commuter Bus (Non-Urbanized)	\$703,477
Maintain Existing Service– Commuter Bus (Urbanized)	\$5,480,258
Maintain Existing Service– Paratransit	\$4,797,154
Total Operating Costs	\$28,035,443
Capital Costs	
Replacement Vehicles	\$4,805,120
Transit Plans and Studies	\$388,068
Transit Security Equipment	\$102,970
Transit Technology	\$84,356
Other Transit/Bus Stop Infrastructure	\$474,106
Total Capital Costs	\$5,854,620
Total Costs	\$33,890,063
Operating Revenues	
Federal Revenue	\$7,645,714
State Revenue	\$4,541,734
Local Revenue (General Funds)	\$7,560,000
Local Revenue (Fare and Miscellaneous)	\$1,000,190
Total Operating Revenue	\$20,747,636
Capital Revenues	
Federal Revenue	\$5,854,620
Federal Revenue	\$5,854,620
Total Revenue	\$26,602,256
Net Deficient (Revenue – Cost)	(\$7,287,807)

Unfunded Needs

As previously discussed, a number of transit service improvements were identified through the development of *Marty on the Move*. Annual operating costs were estimated for each improvement based on the estimated revenue hours of service and cost per revenue hour. Expanding fixed-route service during weekday evenings, on Saturdays, and within the Jensen Beach area will require complementary ADA service to also be provided at the same time. The operating costs for the expanded ADA service were estimated based on costs to operate current ADA service. As shown in the table to the right, the annual operating costs (in 2020 dollars) for existing services and if all identified transit improvements were implemented are estimated to total \$5.7 million. The annual operating costs of the unfunded transit improvements are estimated to total \$3.2 million.

New transit vehicles and other equipment, facilities, and infrastructure are needed to support the existing Marty network and potential future service expansions. In addition to the capital costs identified in the 10-year Year Financial Plan on the prior page, unfunded capital needs over the next 10 years include 12 additional fixed-route vehicles and 2 ADA vehicles required to operate new or expanded services. These additional vehicles are estimated to cost \$3.4 million in 2020 dollars. In addition to an expanded fleet, \$6.85 million to construct a stand-alone transit operations and maintenance facility is also included in the unfunded needs plan. As shown in the table to the right, the 10-year capital needs are estimated to cost \$15.8 million. Of this total, \$10.2 million is unfunded. The 10-year total, rather than an annual cost, is provided since capital expenditures do not typically reoccur each year.

Implementing *Marty on the Move*

Implementation of the recommended 10-year plan will require close coordination among local and regional transit and planning agencies. Marty and Martin County are committed to coordinating efforts to implement *Marty on the Move* and exploring funding opportunities to facilitate implementation of the plan and maintain existing fixed-route services.

Unfunded Transit Needs *Annual Operating Costs (2020 \$s)*

Operating Costs	FY 2020 \$
Maintain Existing Service - Fixed Route	\$2,032,923
Maintain Existing Service - ADA	\$418,458
Service Modifications - Fixed Route (Unfunded)	\$1,600,918
New Services (Unfunded)	\$544,167
New Service - Deviated Fixed Route (Unfunded)	\$224,069
New Service - ADA (Unfunded)	\$858,184
Total Annual Operating Costs	\$5,678,718
Total Annual Operating Cost (Unfunded)	\$3,227,337

Unfunded Transit Needs *10-Year Total Capital Costs (2020 \$s)*

Capital Costs	FY 2020 \$
Replacement Vehicles for Existing Service	\$4,805,120
Vehicles Required for New Service (Unfunded)	\$3,363,584
Transit Plans and Studies	\$388,068
Transit Security Equipment	\$102,970
Transit Technology	\$84,356
Other Transit/Bus Stop Infrastructure	\$167,970
Transit Center (Unfunded)	\$6,850,000
Total Capital Costs	\$15,762,068
Total Capital Costs (Unfunded)	\$10,213,584

Regional Collaboration

Martin County will continue to work closely with the agencies and cities as well as its regional transportation partners, including FDOT, St. Lucie County, and Palm Beach County, to continue developing a safe, sustainable, affordable, and well-connected transit network for Martin County and the region.

Acknowledgments

Martin County Board of County Commissioners

Doug Smith, District 1 Commissioner

Stacey Hetherington, District 2 Commissioner

Harold Jenkins, District 3 Commissioner

Sarah Heard, District 4 Commissioner

Edward Ciampi, District 5 Commissioner

Martin County Transit Division

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Margaret (Peggy) Brassard, Mobility Coordinator

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Diane Moore, Financial Analyst, Martin County

Jordan Pastorius, Martin County Community Redevelopment Agency (CRA)

Ricardo Vazquez, Martin Metropolitan Planning Organization (MPO)

Jayne Pietrowski, Florida Department of Transportation District 4

Joe Azevedo, CareerSource Research Coast

Other Stakeholders

Ed Fielding, former District 2 Commissioner

Steve Wolfberg, Martin Health System

Sean Donahue, P.E., Asst. Dean of Facilities & Sustainability, Indian River State College

Theresa Lynch, Assistant to the Dean, Indian River State College

Joseph Catrambone, President/CEO, Stuart/Martin County Chamber of Commerce

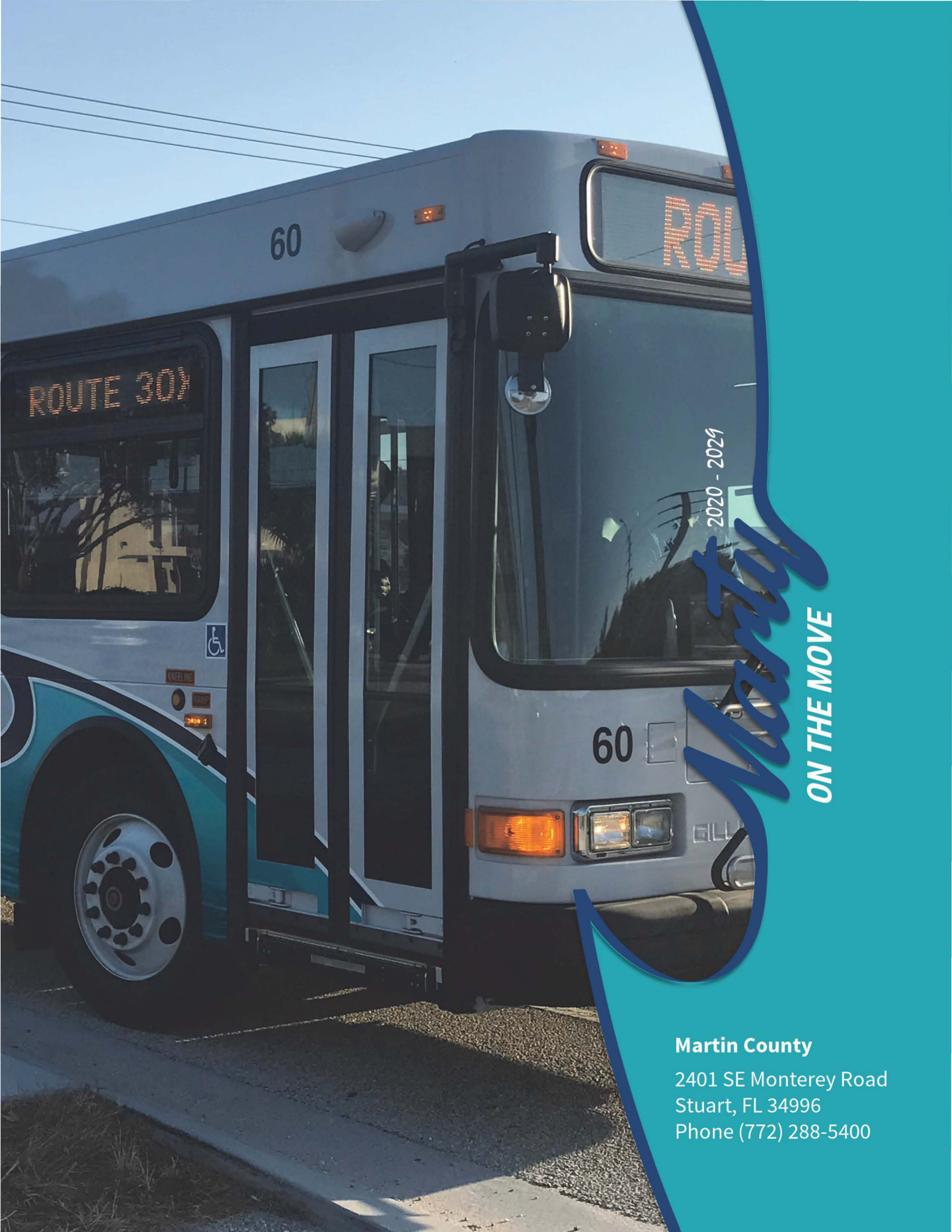
Kevin Freeman, Development Director, City of Stuart

Members of the public that provided valuable input during the development of this plan

Tindale Oliver

Richard L. Dreyer, AICP, CCTM

Elisabeth Schuck, AICP, LEED GA



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ROUTE 60



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2020 - 2024

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ON THE MOVE

Martin County

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