

CONNECT



PUBLIC INVOLVEMENT PROGRAM

St. Lucie Transportation Planning Organization (TPO)
Coco Vista Centre
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida 34953
772-462-1593

Staff Contact: Marceia Lathou, Title VI-ADA Coordinator

prepared by
Treasure Coast Regional Planning Council
October 2012

The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcomed without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org.

This Page Intentionally Left Blank

TABLE OF CONTENTS

| | |
|---|----|
| Chapter 1: Introduction and History | 5 |
| Chapter 2: About the TPO..... | 7 |
| Chapter 3: Title VI - Environmental Justice and the Traditionally Underserved | 13 |
| Chapter 4: Goals, Objectives, and Strategies..... | 15 |
| Chapter 5: Public Outreach Opportunities, Methods, and Activities | 17 |
| Chapter 6: Performance Measures and Annual Update | 29 |
| Appendices | 37 |
| A. Acronyms and Terminology | |
| B. Public Notification and Comment Form Examples | |
| C. Public Involvement Survey Results | |
| D. Community Profiles | |
| E. Consideration of Public Comments | |
| F. Application for Serving on Committees/Board | |
| G. PIP Revisions Log and Annual Updates | |

This Page Intentionally Left Blank

Introduction

A Metropolitan Planning Organization (MPO) is an association of local agencies that coordinate transportation planning and development activities within a metropolitan area. One MPO is designated for an urbanized area with a population of more than 50,000 including all contiguous urban areas with a population of 1,000 or more per square mile. The St. Lucie MPO was established in 1981. It is a countywide agency responsible for transportation planning and programming of state and federal transportation funds for the three municipalities and unincorporated areas of St. Lucie County. In 2007, the St. Lucie MPO changed its name to the St. Lucie Transportation Planning Organization (TPO) to better reflect the activities of the agency; however, it continues its function statutorily as an MPO.

Public involvement is among the most important functions that the St. Lucie TPO performs. Ensuring public input is one of the key reasons the federal government established the MPO process back in the early 1970s. MPOs are required to have a proactive public involvement process that provides for early and continuing input from citizens, government agency partners, and other interested parties in the development of MPO plans, programs, and projects. This document represents the process the St. Lucie TPO employs to facilitate the greatest degree of public input, involvement, and education when considering transportation priorities and funding.

The St. Lucie TPO is governed by a Policy Board, which is comprised of elected officials from St. Lucie County, City of Ft. Pierce, City of Port St. Lucie, the Town of St. Lucie Village, as well as representatives from the St. Lucie School Board and Community Transit. Three Advisory Committees provide direction and recommendations to

the TPO Board. These are the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle Pedestrian Advisory Committee (BPAC).

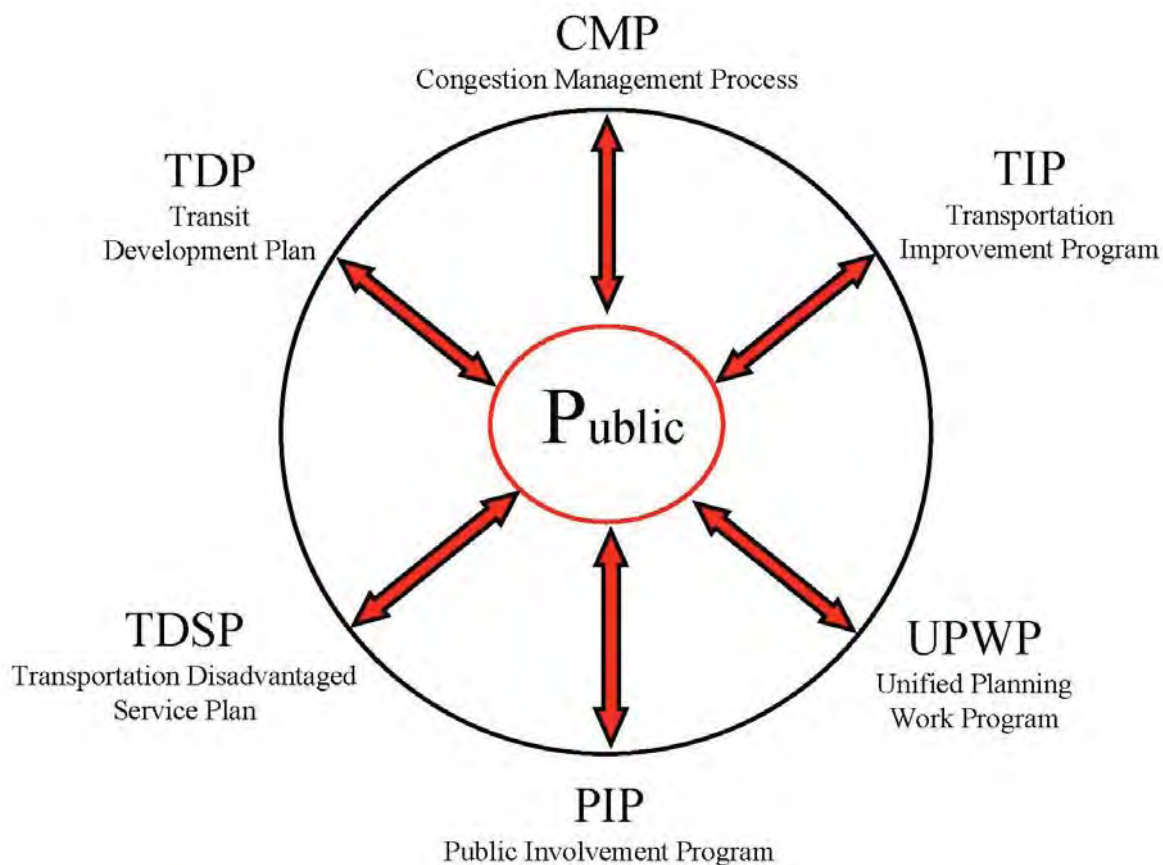
The TPO also is the designated official planning agency to receive the Florida Transportation Disadvantaged Trust Funds for planning for the transportation disadvantaged population in the urbanized area through the Transportation Disadvantaged Local Coordinating Board. These boards and committees are discussed further in Chapter 2.

TPOs are responsible for establishing "... a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and goals." While there are many important functions that TPOs perform to address this responsibility, public involvement is a key function. It has been recognized that having an effective public involvement process is important for ensuring successful implementation of TPO plans (e.g. eliminating transportation projects with fatal flaws due to lack of community support or significant environmental impacts). Likewise, this also helps to address federal certification requirements pertaining to areas such as Title VI of the Civil Rights Act and state initiatives such as the Efficient Transportation Decision Making (ETDM) program. In addition, public involvement has been incorporated into the tasks of the annual TPO Unified Planning Work Program (UPWP) which is described in Chapter 2.

There is not one method or formula that has proven to be the single-most efficient and productive in ensuring that affected communities, neighborhoods, civic groups, service providers, the private sector, special-interest groups, and

the public at-large, are participants and contributors to the transportation decision-making process. Rather, arming the TPO with a range of tools and outreach methods, tailored to each community and effort, continues to be the best approach.

The PIP Wheel



**The Public Involvement Program is the Roadmap for
TPO Public Outreach, Contact, and Impact**

Purpose and Function

Planning tasks of the St. Lucie TPO include regional coordination, bicycle and pedestrian planning, mobility management, demographic data collection, and PIP processes and plan updates. As an agency, the St. Lucie TPO also serves its primary function as the coordinator for multi-modal transportation project planning and funding. These efforts are conducted throughout the TPO area and in cooperation with various state, regional, and local agencies responsible for transportation and land use planning. Specifically, the St. Lucie TPO is responsible for preparing short and long-range transportation plans, which identify the need, timing, and funding of future transportation improvements. The St. Lucie TPO also works closely with the Martin and Indian River MPOs and collaborates with the MPOs of Palm Beach, Broward, and Miami-Dade in larger regional discussions of transportation and mobility.

Boards and Committees

The TPO is governed by a Policy Board, which is composed of elected officials from the three municipalities and representatives from the St. Lucie School Board and Community Transit. There are twelve (12) voting members on the TPO Board. The membership of the Board is as follows:

- (4) County Commissioners;
- (4) City of Port St. Lucie Councilmembers;
- (2) City of Fort Pierce Commissioners;
- (1) St. Lucie County School Board Member;
- (1) Community Transit Member.

The TPO also maintains the following three standing committees and the Local Coordinating Board for the Transportation Disadvantaged

The TPO is a Countywide Metropolitan Planning Organization (MPO) agency responsible for transportation planning and programming of State and Federal Transportation Funds for the City of Fort Pierce, City of Port St. Lucie, St. Lucie Village and unincorporated areas of St. Lucie County.

(LCB) which provide opportunities for additional public involvement in the transportation planning process.

Technical Advisory Committee (TAC)

The St. Lucie TPO has established a broad-based TAC for the purpose of advising and providing technical expertise as part of the St. Lucie TPO decision-making process for adopting and maintaining area-wide transportation plans, policies, and programs. The TAC represents all modes of transportation as well as various levels of government including county and city transportation and land use agencies and state agencies such as the Florida Department of Transportation (FDOT) District IV office and the Florida Department of Environmental Protection.

The Citizens Advisory Committee (CAC)

The St. Lucie TPO also has established a CAC designed to facilitate a broad range of citizen involvement in the transportation planning process. The purpose of the CAC is to seek citizen and community reaction to planning proposals, provide comment with respect to the concerns of various segments of the population, and recommend projects and funding allocations for consideration. The CAC plays a significant



The Citizens Advisory Committee (CAC) to the St. Lucie TPO is an important advocate for local mobility improvements.

role in implementing public involvement activities in the planning process.

The Bicycle Pedestrian Advisory Committee (BPAC)

The St. Lucie TPO has established a BPAC to provide recommendations regarding the bicycle and pedestrian planning and programming activities for the St. Lucie TPO and to work with local and State government agencies to coordinate bicycle and pedestrian planning and programming activities.

The Local Coordinating Board for the Transportation Disadvantaged (LCB)

The LCB is appointed by the TPO to implement the duties of the Florida Transportation Disadvantaged (TD) service delivery program to meet the public transportation needs of persons with physical and economic challenges. The LCB functions as an advisory board whose main purpose includes advising, monitoring, evaluating and supporting the transportation activities of the Community Transportation Coordinator (CTC). The TPO functions as the designated official planning agency which appoints the members of the LCB. TPO staff fulfills the functions of transportation disadvantaged planning for the LCB

by facilitating meetings and providing resources to enable the LCB to fulfill its responsibilities. The LCB is made up of representatives from var-



It is a top priority of the TPO to provide better access to transit and mobility for those who are transportation disadvantaged.

ious State and local agencies, elected officials and citizen representatives. A member of the TPO Board serves as the LCB chair.

State and Federal Requirements

Federal and state regulations require that all TPOs develop a public involvement process through which public participation in transportation decision-making is actively solicited. Some of the specific regulations that apply to TPO public participation are listed below:

- **MAP 21** : the Moving Ahead for Progress in the 21st Century Act, contains requirements that TPOs provide adequate, timely public notices; employ visualization techniques; make information available in electronic formats; and hold meetings at convenient and accessible locations and times; and grant explicit consideration and response to public input received.
- **Title VI** of the Federal Civil Rights Act of 1964, mandates non-discrimination by race,

color, or national origin in connection with programs and activities receiving federal financial assistance.

- **Executive Order 12898 on Environmental Justice** (1994) requires measures to avoid disproportionately high adverse environmental effects of federal programs through full and fair participation of low-income and minority communities.
- **Executive Order 13166 on Limited English Proficiency (LEP)** (2000) requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them.
- **Chapter 339.175, Florida Statutes** requires that citizens, public agencies, and other known interested parties be given the opportunity to comment during development of the TPO plans and programs.
- **Chapter 286, Florida Statutes** (Florida Sunshine Law) requires public access to governmental meetings at the state and local level and requires meetings of boards and commissions to be open to the public, adequately noticed, and recorded via minutes.

Key Planning Documents and Programs

The TPO publishes and distributes numerous documents throughout the year and participates in a variety of public outreach activities. All of these publications, reports, and activities are designed to make the transportation planning process as accessible and transparent as possible. Below is a brief description of each of the key TPO documents.

Unified Planning Work Program (UPWP)

The UPWP defines the planning activities to be undertaken by the TPO, the sources of revenue for the TPO, and the estimated budget for each fiscal year. The UPWP is developed on a bi-

annual basis and is revised as needed. The work program describes the planning tasks to be fulfilled in the specific year and costs associated with each activity. A status report is also provided in the UPWP on activities undertaken in the previous year, so achievements can be highlighted and improvements can be addressed. The UPWP is reviewed by FDOT and FHWA as well as the TPO Board and advisory committees.

Transportation Improvement Program (TIP)

The TIP is updated annually and is used as the shorter-term transportation planning document. The TIP contains the highest priority transportation improvements that have the highest probability of funding in the upcoming five years within the TPO area. The TPO must coordinate these priority transportation projects with Federal, State, and local governments. The TIP is derived from the priorities in the Regional Long Range Transportation Plan. A project cannot be included in the TIP if it is not listed in the LRTP. Development of the TIP is completed in two parts. The first part is creating a list of priority projects adopted by the TPO Board. Following adoption of the list, a draft TIP is developed and must also be adopted by the advisory committees and undergo a period of public review prior to adoption by the TPO Board. The TPO Board must adopt the TIP before being submitted to the state.

Long Range Transportation Plan (LRTP)

The LRTP identifies transportation improvements necessary to maintain mobility due to anticipated growth in the TPO area. The LRTP identifies needed and cost affordable highway, transit, pedestrian, bicycle, trail, and Intelligent Transportation System projects for the next two decades. In December 2004, an agreement was executed by the Martin MPO and the St. Lucie TPO to develop a Regional Long Range

Transportation Plan (RLRTP) which was first adopted in February 2006. In February 2011, the second Martin-St. Lucie Regional Long Range Transportation Plan for year 2035 was adopted by the Martin MPO and St. Lucie TPO.

Congestion Management Process (CMP)

The CMP is an evaluation of the TPO's transportation network to identify areas of increased congestion and provide improvements to mitigate those concerns. Recommendations from the CMP will typically include operational improvements, measures to reduce single occupancy vehicle (SOV) travel and encourage high occupancy vehicle (HOV) use, public transit investments, and alternatives to improve other modes such as pedestrian and bicycle facilities. While not specifically part of the CMP plan, land use considerations are increasingly part of the CMP process discussion.

Transportation Disadvantaged Service Plan (TDSP)

The TDSP provides for the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons in the community. One of the responsibilities of the LCB is to approve the TDSP. The TDSP is developed jointly by TPO staff and the CTC.

PIP

This St. Lucie TPO PIP was updated into a more complete and comprehensive approach to public outreach methods and monitoring. Its development is based on public input including a survey that was conducted and summarized in Appendix C. In addition to a comprehensive peer review process and collaboration with the Regional Planning Council, the PIP was reviewed by the Advisory Committees in September 2012 and presented for adoption to the TPO Board in October 2012. There was a 45 day public review

period and all public meetings were advertised in local papers. The development of this PIP update is an important step in clarifying the TPO's commitment to public input and impact into the transportation planning process.

Regional and Statewide Coordination

The St. Lucie TPO currently coordinates its efforts with a number of other agencies at the local, regional, and state level. The St. Lucie TPO is a member of the Florida Metropolitan Planning Organization Advisory Council (MPOAC) at the state level. The MPOAC provides a forum for all Florida TPOs to interact on issues and concerns of statewide importance. The St. Lucie TPO also coordinates with FDOT District IV staff and the Treasure Coast Regional Planning Council (TCRPC) and FDOT Central Office on statewide efforts.

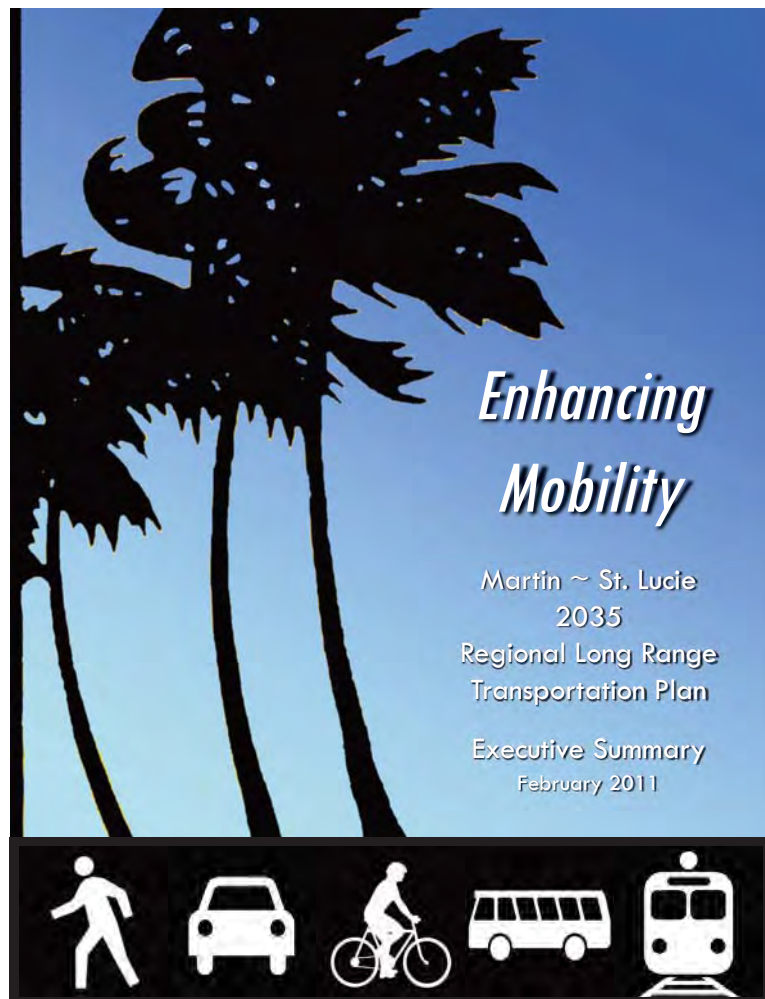
The St. Lucie TPO has developed a Regional Long Range Transportation Plan (RLRTP) with the Martin MPO. With the 2000 census, the Ft. Pierce and Stuart UZAs (Urbanized Areas) were merged to form the single Port St. Lucie UZA. This newly merged UZA was also designated by the US Department of Transportation as a Transportation Management Area (TMA). The TPOs were allowed to remain separate but agreed to undertake regional transportation planning. This regional coordination was expanded to include the Indian River MPO in certain planning activities that affect the entire Treasure Coast.

The St. Lucie/Martin RLRTP is intended to create a regional structure to deal with transportation issues and priorities on a regional basis.

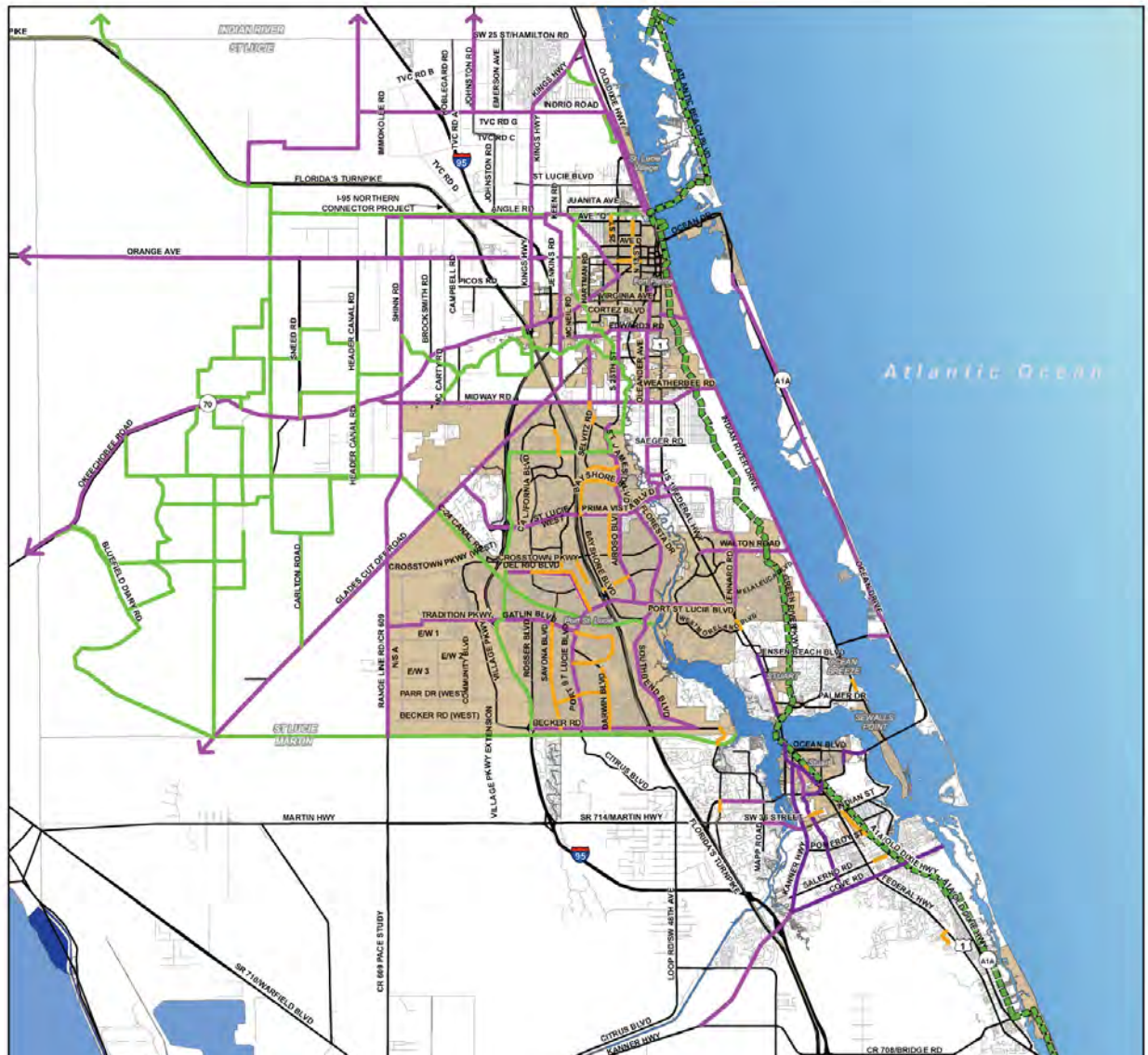
It is important to note that elements of the 2035 Martin-St. Lucie Regional Long Range Transportation Plan are integral to the Goals, Objectives, and Strategies of the PIP and further emphasize the regional efforts in mobility planning.



Improving bicycle and pedestrian facilities and infrastructure is at the core of the Bicycle, Pedestrian, and Greenways Plan.



The Martin/St. Lucie Regional Long Range Transportation Plan (RLRTP), cover illustrated above, is an important component of regional coordination and collaboration between the Martin MPO and St. Lucie TPO. The two agencies continue to work together and will develop a joint update to the RLRTP for the year 2040.



The Bicycle, Pedestrian, and Greenways Plan illustrates the extensive network of existing and future corridors.

All agencies that receive federal funding are required to incorporate Title VI and environmental justice considerations into their programs, policies, and activities. Title VI relates to Title VI of the Civil Rights Act of 1964 and amended civil rights legislation which prohibits discrimination based on race, color, national origin, age, sex, income, disability, religion, and family status. Environmental justice is the process of determining whether minority populations and/or low-income populations will experience potential environmental or health impacts from a proposed program, project, or activity. The TPO supports Title VI and environmental justice by involving the public in transportation decisions, including members of the public who are limited in their ability to speak English.

TITLE VI

The TPO values diversity and both welcomes and actively seeks input from all interested parties, regardless of race, color, national origin, age, sex, income, disability, religion, and family status. The TPO has developed a Title VI/Nondiscrimination Policy and Plan to provide an opportunity for all citizens to participate in the planning process. The Policy and Plan has Americans with Disabilities Act (ADA) and Limited English Proficiency (LEP) plan components.

LEP PLAN

The purpose of the LEP Plan is to outline the basis for which the TPO will provide language assistance to members of the public who speak little or no English. At this time, the TPO has determined that language assistance may be necessary primarily in Spanish and Haitian Creole. The TPO will take reasonable steps to provide language assistance in these two languages. However, the TPO does not intend that its LEP Plan exclude anyone requiring language assis-

tance and will attempt to accommodate all requests for assistance. The LEP is reviewed annually.

ENVIRONMENTAL JUSTICE

The essence of effective environmental justice practice is summarized in three fundamental principles:

- Avoid, minimize, and lessen negative effects
- Ensure full and fair participation by all potentially affected communities
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

The TPO is committed to ensuring the full and fair participation of all potentially affected communities by striving for continuing, cooperative, and comprehensive public involvement in transportation decision-making. The TPO uses various data tools and GIS maps to assist in identifying and building better relationships with community groups in the area.

This Page Intentionally Left Blank

One of the primary goals of the TPO PIP is to ensure that transportation plans reflect community values and benefit all segments of the community equitably. This PIP is intended to achieve, through the following Goals, Objectives, and Strategies, a roadmap to expand public participation and understanding of the critical functions of the TPO. Generally, a “Goal” is the accomplishment to be achieved; an “Objective” is a refined method that can be measured for achieving that goal; and “Strategies” are detailed instructions and actions to ensure the objectives and goals are met.

Goal: Ensure continuing, cooperative, and comprehensive public impact on the transportation planning process and foster continued community support for the TPO mission and its transportation, mobility, and quality of life priorities identified through the TPO planning processes.

Objective A: Hold regularly scheduled and advertised meetings open to the general public.

- Strategy A1 – All TPO Policy Board meetings, times, agendas, and locations will be publicly noticed in local newspapers and online.
- Strategy A2 – All video recorded TPO meetings will be available for replay on the local government channels and the internet (St. Lucie Online – Video on Demand – via link from the TPO Website – www.stlucietpo.org).
- Strategy A3 – TPO meetings will be held in ADA-compliant locations accessible to transit and traditionally underserved communities.
- Strategy A4 – TPO meetings and workshops will be publicly noticed in a variety of means to ensure that a variety of communities are reached.
- Strategy A5 – Ensure that all Advisory Committee positions are filled.
- Strategy A6 – Ensure all Advisory Committee recommendations are presented to the TPO Board.
- Strategy A7 – Incorporate specialized surveys and questionnaires in meetings and events where appropriate.

Objective B: Seek out traditionally underserved communities.

- Strategy B1 – The TPO will create electronic newsletters and pamphlets describing its purpose and activities to be widely distributed throughout the TPO area as well as placed on the TPO website. Materials will also be made available in Spanish and Haitian Creole.
- Strategy B2 – All televised TPO meetings will be closed-captioned for the hearing impaired.
- Strategy B3 – TPO notices of meeting agendas and packets will be sent to minority communities or traditionally underserved populations to ensure notification of TPO events.
- Strategy B4 – TPO staff will provide presentations to community groups throughout the TPO area to discuss the TPO process and projects.
- Strategy B5 – Tailor outreach methods according to the socio-economic characteristics summarized in the community profiles.
- Strategy B6 – Identify communities with higher concentrations of minority and/or underserved populations, develop relationships with community and religious leaders in these communities,

and hold workshops and meetings in these communities.

- Strategy B7 – A contact list of minority and underrepresented citizens will continue to be maintained and updated by the TPO.
- Strategy B8 – Utilize public transportation equipment and infrastructure for advertising community-based TPO workshops and planning activities.

Objective C: Engage the public early, continually, and comprehensively through a variety of outreach activities to maximize public impact.

- Strategy C1 – Schedule at least two workshops or community presentations per year in the evening and/or at locations other than local government buildings to increase public awareness and outreach.
- Strategy C2 – Track and keep records of public comments and contacts to the TPO through telephone calls, emails, letters, and include summary in annual update.
- Strategy C3 – Use TPO website to improve amount of information available, its appeal, its usefulness, and make the site interactive so that public input can be obtained electronically.
- Strategy C4 – Continue to explore and document new and/or alternative tools and techniques for reaching out to the community and facilitating public impact including advancements in social media outlets, engagement activities, and the TPO Visualization Campaign.
- Strategy C5 – Create an outreach link with local schools and universities to emphasize the relationships between transportation, mobility, and livability.

Objective D: Integrate the principles and special projects adopted in the 2035 RL RTP into public outreach efforts, emphasizing key concepts of the plan including enhanced mobility, the U.S. 1 Corridor Retrofit, and the Treasure Coast Loop Trail.

- Strategy D1 – Partner with other transportation planning agencies, local governments, and community leaders to broaden the awareness of TPO priorities and objectives in the 2035 RL RTP, especially in traditionally underserved communities.
- Strategy D2 – Include key concepts of the 2035 RL RTP in outreach tools including TPO newsletters, annual reports, and project postcards.
- Strategy D3 – Maintain the 2035 RL RTP website and outreach database to ensure continuity through each future planning effort.

This chapter identifies various public participation opportunities, methods, and activities to effectively interact with the public on different issues. The public participation opportunities, methods, and activities summarized in this chapter are also incorporated in the Public Outreach Matrix at the end of this chapter.

Involving the public in all aspects of TPO transportation and mobility planning is the utmost priority of the St. Lucie TPO

Public Comment

Consideration of public ideas and perspective on transportation issues and desires are vital to the function of the TPO. There are many ways in which the TPO solicits public comment. Public comment may be specific to a particular project or program or it may be more general relating to mobility or quality of life issues.

Comment forms, questionnaires, surveys

The TPO uses public comment forms, surveys, and questionnaires to encourage citizens to provide input and suggestions concerning transportation planning activities. The TPO has created a form (available in English, Spanish, and Haitian Creole) for general public comments which is included in Appendix B.

Email, Mail, Telephone, In-Person

The TPO encourages public comment and interaction of all forms. Despite a growing reliance upon web-based and social media outlets for public interaction with agencies, surveys, including the survey conducted as part of this PIP major update, show that traditional means of communication (in-person and telephone) are still

highly valued by the public. If you have questions or comments please contact the TPO:

Email to admin@stlucieco.org or visit website at www.stlucietpo.org

Visit in person at the St. Lucie TPO:
466 Port St. Lucie Boulevard, Suite 111, Port St. Lucie, FL 34953

Call or Fax:
772-462-1593 Office - 772-462-2549 Fax

Formal Public Review and Comment Periods

A public review and comment period is conducted prior to the adoption of certain TPO plans or programs by the TPO Board. During the comment period, the draft documents are available on the TPO's website at www.stlucietpo.org.

Hard copies are made available for public review and comment at the TPO Offices. The TPO may provide hard copy draft documents for public review and comments at other locations as well.

Public Meetings

A public meeting is conducted whenever the TPO Board takes action on plans or projects. Members of the public are able to make formal comments at the public meetings. All comments received during the public comment period and at the public meetings are included in the project record and considered by the TPO Board prior to adoption of a program or plan. The TPO's considerations of public comments are summa-

rized in Appendix E.

Advisory Committees and Boards

It is the responsibility of the TAC, CAC, and BPAC to provide recommendations of the TPO's planning activities. The TPO's plans and programs are reviewed by the TAC, CAC, and BPAC for comment, and recommendations from the committees are brought to the TPO Board. The LCB addresses the needs of the transportation disadvantaged but does not report directly to the TPO Board. Each of the committee meetings and the TPO Board meetings are open to the public and are conducted in Suite 111 at Coco Vista Centre located at 466 SW Port St. Lucie Boulevard in Port St. Lucie, Florida.

The TPO Board and committees meet bimonthly, and the LCB meets quarterly. The TPO may conduct an emergency meeting or workshop in accordance with Section 3.5 of the TPO By-Laws, Rules, and Procedures for the purpose of acting upon matters affecting the public health, safety, or welfare or which are in the best interests of the public.

The CAC, BPAC, and LCB members are appointed by the TPO Board. An application for serving on the CAC, BPAC, or LCB is available online at www.stlucietpo.org and in Appendix F.

Engaging the Community

An effective way to gain insight into the public's perspective on transportation related issues is to engage the citizenry through informal and interactive meetings, presentations and events. These forums build understanding and familiarity between staff, elected officials and the public and are vital to generating meaningful public participation. These events are held to provide an opportunity for members of the community to easily review project materials, speak directly with staff, and provide comments.

Outreach Database

The TPO will continue to utilize an extensive mail and email database to convey information to the public, publicize upcoming meetings and events, and solicit input. Through its planning activities, and relationship with the cities and agencies, the



Engaging the community through TPO workshops and events is fundamental to TPO public involvement.

TPO shall maintain and update a master public outreach database. Notifications and informational updates, when necessary, will be sent via electronic and/or direct mail to the members of the TPO public outreach database.

Workshops

Public workshops are useful in providing the public an opportunity to learn firsthand the background, expected outcomes, and additional information about specific projects and plans. Materials provided at public workshops may include maps, fact sheets, project documents, newsletters, questionnaires or surveys, and other related project materials. Often a workshop will begin with a visual presentation to orient the audience on the topics to be discussed, background of a specific project or program, and examples of other similar, successful efforts.

Workshop attendees are encouraged to speak with staff members, ask questions, and provide

essential feedback. The TPO holds workshops at times and locations that are accessible arewide for citizens interested in transportation planning issues to participate.

Event Booths

During community events or conferences, the TPO may set up informational booths with hand-outs and fact sheets to inform the session attendees of TPO activities. Conferences, such as the American Planning Association, the Urban Land Institute, or the Florida Redevelopment Association are excellent opportunities for the TPO to



Effective public workshops are held at various locations around the community, are informative and educational, and should be fun!

display its work and educate others on the advancement being made in transportation planning by the TPO. Transportation fairs are also very effective in reaching those not customarily involved in transportation planning by bringing the information to the general public.

Telephone Town Hall Meetings

Telephone Town Hall meetings are a technique for public outreach and input that connects large groups of people in a town hall-style meeting, via the telephone. This type of meeting enables many to attend that otherwise may not be able

to attend in person. The meeting is held over the telephone, and participants are direct-dialed or may call into a toll-free telephone number if they do not receive a call directly. These calls usually last about one hour, and participants are able to ask questions directly to the TPO.

Charrettes

On-site public design charrettes are intense and unique techniques for developing design solutions while engaging the public. The charrette itself has three basic stages: The public design session (where the public draws and presents their ideas); the public studio (where the team develops their recommendations); and the Work-In-Progress presentation (where all of the



Transportation and planning conferences are an excellent way to communicate TPO priorities and projects as well as network with other TPO/MPO's to learn new ideas and techniques.

work developed is presented to the public for feedback). Charrettes are usually reserved for developing area-wide master plans although components of the charrette process can be modified for shorter public workshops. The actual charrette is an excellent method for educating the public and building trust with the community.

On-Line Surveys

Traditionally, public information surveys were conducted by-hand at public meetings and workshops or, more seldom, by telephone. While these survey types are informative and still useful tools, online surveys are quickly becoming an efficient, cost-effective method to canvas large areas of the region on specific issues. Benefits to online surveys include: a regional reach; speed and timeliness; convenience



In this public workshop St. Lucie residents, business owners, and elected officials are discussing transportation priorities for their communities.

to users; ease of data entry and analysis, and low administrative costs. With all of the benefits however, online surveys do pose some challenges: perception as junk mail; respondent challenges with technology and internet (access and ability); can seem impersonal; concerns about privacy issues, and low response rates. The TPO should carefully craft periodic online surveys to



The Charrette process is a learning opportunity for residents and TPO staff.

targeted audiences for targeted issues. It is important to not over-solicit public input through surveys however; this tends to diminish responses.

As part of the creation of this Public Involvement Program and Plan, an online survey was conducted to gauge community interest and preferences in TPO planning activities. Many online survey companies exist that provide these services and in the case of this document, Constant Contact (www.constantcontact.com) was utilized to develop, distribute, and tally responses to the St. Lucie TPO PIP online survey. Results of the survey can be found in Appendix C.

TPO Visualization Campaign

Clear and easy to understand graphics are important in communicating the message of the TPO, particularly concerning complex issues related to transportation planning. Materials such as brochures, flyers, and newsletters may be used to inform the public of major milestones and events during transportation planning activities and to assist the members of the public in providing comments. These publications can be

as succinct as one page fact sheets with basic project information or multi-page newsletters which delve deeper into a project's details and can discuss multiple topics.

A History of Education

During the Depression-era Works Progress Administration (W.P.A.) program in the 1930s, the Roosevelt Administration recognized the importance of public art not only to lift the spirits of the American public, but also to convey clear and graphic messages that supported the goals and values of the New Deal. To this day, the paintings, murals, sculptures, and public service posters of the Federal Art Project are revered



This very effective pro-biking poster (developed by Mathew Geiger and Green Patriot Posters) has gone viral throughout the internet and social media platforms resulting in enormous distribution.



The Works Progress Administration of the 1930s and 1940s employed very powerful graphic messages to incite public interest and support of the federal government's recovery programs.

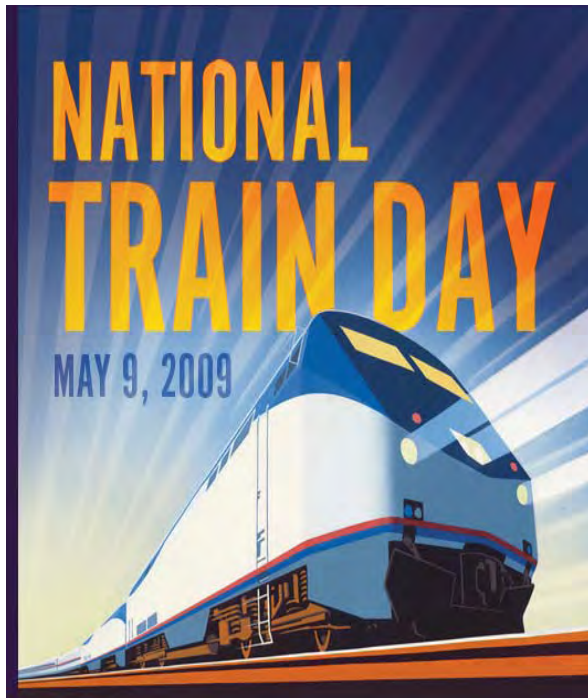
for their beauty and clarity in message.

The use of graphically compelling images to promote public projects and programs is seeing a resurgence. The messages are topical to today's issues and, with the expanding presence of social media, can be widely distributed instantly at very little expense. The ability to reduce complex issues into simple, beautiful, and memorable images and slogans make this form of public outreach very provocative.

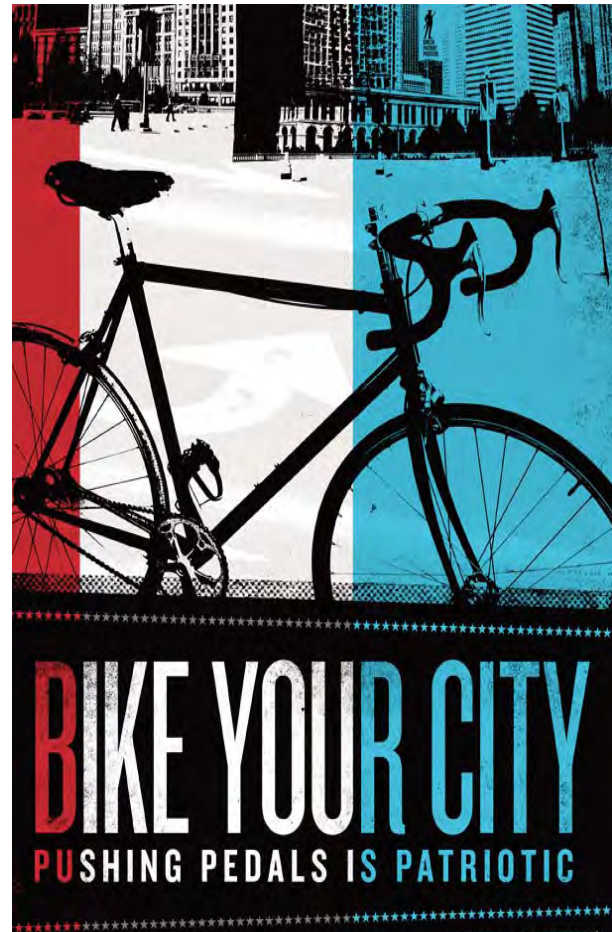
The St. Lucie TPO should consider developing its own arts program to promote the sophisticated and progressive approach the agency has taken towards issues of mobility and livability. Projects such as the Treasure Coast Loop Trail and the US 1 Retrofit program in the 2035 RL RTP could be perfect candidates for this type of outreach; they promote sustainability, efficient use of cur-



The great Daniel Burnham Plan of Chicago developed in 1909 was incorporated into a grade-school text book, Wacker's Manual of the Plan of Chicago, to engender support and appreciation of long-range city planning and civic pride at a very young age.



This Michigan Association of Railroad Passengers (MARP), with Amtrak, evoked imagery and style from the WPA in producing this National Train Day poster in 2009.



Jason Hardy and Green Patriot Posters (www.greenpatriotposters.org) developed this poster in favor of urban bike facilities and greater attention given to bicyclists and their needs.



Pro-biking campaigns have used successfully incorporated graphics and imagery to convey their message.

rent resources, and the health and happiness of a community.

Posters, Flyers, Brochures

Posters and flyers can be fun ways to inform the public of an upcoming meeting, workshop, or charrette. They should be visually appealing and their messages should be clear and easily understood. Traditionally, posters and flyers were posted in easy to see public spaces and buildings. Sometimes they are distributed to businesses and community buildings for display. Today, flyers and posters can also be distributed digitally via email, social media, and posted on the TPO website. Brochures are traditionally a smaller version of a newsletter. Typically one page folded in half or in thirds, a brochure can be a quick and relatively inexpensive way to communicate updates on many topics. With each of these methods, it is always important to provide key dates, locations, and contact information.

TPO Newsletter

The St. Lucie TPO may periodically produce a general newsletter to announce upcoming transportation planning activities, news within the agency, and other relevant transportation stories. The TPO newsletter will also highlight transportation planning techniques and advancements from around the nation. This newsletter will be distributed electronically to the mailing list on file. Paper copies will be distributed at meetings, and distributed to document review locations.

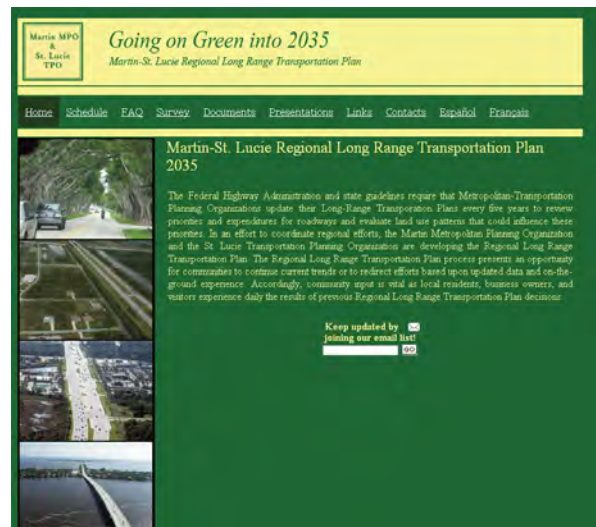
TPO Gallery and Kiosks

The St. Lucie TPO is developing a gallery space in the TPO offices where informational maps, posters, flyers, and other visual materials can be viewed and collected. The Gallery also has the

potential to serve as a gathering space for those interested in issues related to community, transportation, and quality of life in the TPO area. The Gallery will ultimately provide interactive opportunities with informational kiosks. The TPO Gallery will have great potential to enhance community interest and excitement in TPO planning and educational programs.

Media and Meeting Notification

The St. Lucie TPO will continue to collaborate with media outlets in the TPO area to ensure the best possible media coverage for TPO events.



In addition to the TPO's standard website at www.stlucioempo.org, the TPO and the Martin MPO established a special website dedicated to the 2035 RL RTP efforts.

Distribution of media advisories will be scheduled prior to key meetings, including the date, time, location, and the process to submit feedback. Interviews on public affairs programming will help promote key meetings and public comment periods. The TPO will tailor the best combinations of public outreach methods for the specific events and target communities when applicable.

Print Media

Print media advertising is an effective way to engage the public, including those traditionally underserved, and increase public awareness of the transportation planning processes on a broad level. Print media includes regional and local newspapers, community newspapers and newsletters, flyers, posters, TPO newsletters, and the distribution of print media via digital means (email, Facebook, etc). Print media can also include special mailings when very direct notification of an event or meeting is required. The TPO will continue to utilize print media for notification in English, Spanish, and Haitian Creole. A TPO notification example is provided in Appendix B. Current print media outlets include: El Hispano, Treasure Coast Chronicle, Fort Pierce Tribune, Hometown News, La Voz, Palm Beach Post, and Port St. Lucie News.

Broadcast Media

Board meetings, and some special committee meetings, are broadcast on SLCTV, PSLTV, and FPTV. The TPO has also used the local stations to tape special TPO workshops and meetings for replaying for periods of time. In addition, SLCTV publishes a schedule of programming that is available on the St. Lucie County website, as well as displays an electronic billboard on SLCTV when there is no scheduled programming. The TPO will continue to utilize the local stations as a broadcast media outlet.

TPO staff also engages radio broadcasting as a means of providing information to the public about upcoming TPO events and transportation bulletins. The TPO will utilize Public Service Announcements (PSAs) to provide notice of meetings and participate in on-air interviews with local media related to transportation planning and decisions. The WQCS Radio Reading Service may also be used, when applicable, as a means of providing information to the visually

impaired in the area.

Website and Social Media

Perhaps the most significant advancement in public information and outreach has been the internet. Increasingly, local governments and public agencies are augmenting their public outreach efforts through web site design and social media outlets. A recent study conducted by the University of Illinois analyzed digital government innovations for 75 of the largest cities in the United States. The analysis compares results from a comparable study conducted in 2009 and indicates that the adoption of various social networks by local, state, and regional governments has increased between 250% and 600% in the last three years. Among the 75 largest U.S. cities, 87% used Twitter; 87% use Facebook; and 75% post videos to YouTube.



The TPO website provides immediate access to TPO meeting schedules, TPO events calendar, download-able project files and maps, and staff contact information. The website is constantly being updated and TPO staff are always open to suggestions of how to improve the site.

“Civic Engagement and Local E-Government: Social Networking Comes of Age”, the study conducted by Karen Mossberger, Ph.D. and Yonghong Wu, Ph.D. ranks the top U.S. cities for their use of social networks in local governments.

The top U.S. cities were: New York and Seattle tied for first, Virginia Beach, Portland, San Francisco, Kansas City, and Chicago. For large U.S. cities, all allowed comments on Facebook and Twitter and 90% allowed public comments on YouTube.

Website

The St. Lucie TPO maintains an extensive website providing all public meeting information, schedules for particular projects and programs, links to special project websites, and access to transportation planning documents and research. The TPO routinely updates the website, www.stlucietpo.org and utilizes the site for notification, project input, and public surveys. In addition, St. Lucie On The Go (www.stlucieonthego.com) is used as a portal to the TPO website.

Concerns for transparency, clarity, ease of navigation, and ability to connect (online or offline with key individuals) are important considerations for a public website. The St. Lucie TPO will continue to refine and augment its website to ensure each of these elements are fully addressed.

Social Media

Social Media, in its variety of forms, applications, and deliveries, is becoming an increasingly important tool for local, state, and national units of government. It is not uncommon in larger communities like Miami-Dade and Broward Counties, to be able to communicate with elected officials and key staff via Facebook and Twitter and stay linked with other forms of social media. Governments are starting to take a concerted notice and incorporate social media methods into their daily actions.

In April 2010, the Pew Internet & American Life Project (a project of the Pew Research Center),

published a paper titled “Government Online – The Internet Gives Citizens New Paths to Government Services and Information”.



Facebook is becoming an increasingly popular method for public outreach and feedback with local governments.



Twitter is emerging as a powerful method for elected officials and key administrative staff to provide real-time updates on municipal activities. Twitter may prove to be especially important during emergencies.



You Tube is a fantastic resource to replay community event videos, key public presentations, and important Public Service Announcements.

The study can be found online at <http://pewinternet.org/Reports/2010/Government-Online.aspx>. The research and extensive survey conducted to develop this document revealed many conclusions related to public use and openness to government and social media. Key findings of the report include:

- 61% of American adults have looked for information or completed a transaction on a government website in the 12 months prior to the Pew survey;
- Government use of social media offers the potential to reach currently underserved populations, such as minority groups;
- Whites, blacks and Latinos are equally likely to get government information using digital technologies;
- African Americans and Latinos are more likely than whites to view government use of social media as helpful and informative;
- African Americans and Latinos are also much more likely than whites to say it is “very important” for government agencies to post information and alerts on sites such as Facebook and Twitter;
- Internet users prefer contacting government online, but the telephone remains a key resource for government problem-solving.

The use of social media has the potential to increase outreach and involvement with traditionally underserved communities which has often been challenging. There is evidence to suggest that social media should be used to augment existing informational and outreach techniques rather than replace them.

Key Options for E-Government outreach and public interaction include:
Facebook, Twitter, You Tube, Crowdsourcing, and E-Vote



Scripps Treasure Coast Newspapers provide a vital print media link between local communities and the St. Lucie TPO.

Public Outreach Matrix

Public participation tools and techniques will be initially selected for use with regard to a particular TPO event, program, or plan from the Public Outreach Matrix based on the socio-economic characteristics summarized in the community profiles. The effectiveness of the selected tools and techniques will be evaluated through the use of Performance Measures as part of the PIP Annual Update described in Chapter 6. The tools and techniques will then be continued, refined, and/or replaced with other tools and techniques from the Public Outreach Matrix based on the results of the application of the performance measures. The Public Outreach Matrix may also be revised with the addition of new tools and techniques as part of the PIP Annual Update.

Public Outreach Matrix

| | | PIP | LRTP | TIP | | UPWP | CMP | Projects |
|--|---|-----|------|------------|----------|------|-----|----------|
| | | | | Priorities | Document | | | |
| Public Review and Comment | Comment Forms | | | | | | | |
| | Surveys & Questionnaires | | | | | | | |
| | Email, Mail, In Person, or Telephone Comments | | | | | | | |
| | Formal Review and Comment Periods | | | | | | | |
| TPO Website | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Social Media Networking (Facebook/Twitter) | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| TPO Committee and Board Meetings | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Visualization Campaign | TPO Newsletter | | | | | | | |
| | TPO Gallery and Kiosks | | | | | | | |
| | Posters, Flyers, and Brochures | | | | | | | |
| | | | | | | | | |
| Engagement Activities | Public Workshops or Charrettes | | | | | | | |
| | Event Booths | | | | | | | |
| | Community Associations | | | | | | | |
| | Telephone Town Hall Meetings | | | | | | | |
| Efficient Transportation Decision-Making Process | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Media and Meeting Notification | Newspapers | | | | | | | |
| | Television | | | | | | | |
| | Radio | | | | | | | |
| | Direct Mailing | | | | | | | |
| | Email | | | | | | | |

PIP: Public Involvement Program LRTP: Long Range Transportation Plan TIP: Transportation Improvement Program
 UPWP: Unified Planning Work Program CMP: Congestion Management Process

This Page Intentionally Left Blank

Annually reviewing the effectiveness of the St. Lucie TPO Public Involvement Goal, Objectives, and Strategies enables the TPO to adjust and modify the public involvement techniques accordingly. The results of the annual update can quantify public access to transportation planning activities as well as the level of public participation and impact. This chapter provides Performance Measures by which the TPO can evaluate the PIP. These measures support the Goal, Objectives, and Strategies and are intended to guide the TPO in the Annual Update.

| Objective A - Hold Regularly Scheduled and Advertised Meetings Open to the General Public | |
|--|--|
| Strategy | Measure of Effectiveness |
| Strategy A1 All TPO Policy Board and Advisory Committee meetings, times, agendas, and locations will be publicly noticed in local newspapers and online. | <ul style="list-style-type: none"> - Overall increase in attendance at meetings - Overall increase in meeting attendance by minority and traditionally underserved communities - Increase in number of online hits to TPO website. - Overall increase in number of meeting participants who are transit riders and/or the physically challenged. - Overall decrease in the number of meetings where advisory committee positions remained unfilled. |
| Strategy A2 Video recorded TPO meetings will be available for replay on the local government channels and the internet (St. Lucie Online - Video on Demand - via link from TPO website - www.stlucietpo.org). | |
| Strategy A3 TPO meetings will be held in ADA-compliant locations accessible to transit and traditionally underserved communities | |

| Objective A - Hold Regularly Scheduled and Advertised Meetings Open to the General Public (continued) | |
|---|--|
| Strategy | Measure of Effectiveness |
| Strategy A4 TPO meetings and workshops will be publicly noticed in a variety of means to ensure that a variety of communities are reached and a scrapbook of the notifications will be maintained. Build data base of all meeting requests, concerns and inquiries regarding meeting schedules and logistics. | <ul style="list-style-type: none"> - Percentage increase in number of persons contacted for a survey who participated in the survey. - Percentage increase in questionnaire recipients who responded to the questionnaire. |
| Strategy A5 Ensure that all Advisory Committee positions are filled. | |
| Strategy A6 Ensure all Advisory Committee recommendations are presented to the TPO Board. Keep log of all Committee recommendations to the TPO Board and the respective actions taken by the Board. | |
| Strategy A7 Incorporate specialized surveys and questionnaires in meetings and events where appropriate. | |

| Objective B - Seek Out Traditionally Underserved Communities | |
|--|--|
| Strategy | Measure of Effectiveness |
| Strategy B1 The TPO will create electronic newsletters and pamphlets describing its purpose and activities to be widely distributed throughout the TPO area as well as placed on the TPO website. Materials will also be made available in Spanish and Haitian Creole. | <ul style="list-style-type: none"> - Percentage increase in meeting attendees/survey respondents who indicate they saw/received the TPO newsletters and flyers. - Overall increase in the participation of Spanish and Creole speakers. - Percentage increase of traditionally underserved and minority community participants who indicate they saw/received TPO communications. |
| Strategy B2 All televised TPO meetings will be closed-captioned for the hearing impaired. | |
| Strategy B3 TPO notices, meeting agendas, and packets will be sent to minority communities or traditionally underserved populations to ensure notification of TPO events. | |
| Strategy B4 TPO staff will provide presentations to community groups throughout the County to discuss the TPO process and projects. | |
| Strategy B5 Tailor outreach methods according to socio-economic characteristics summarized in the community profiles. | |

| Objective B - Seek Out Traditionally Underserved Communities (continued) | |
|--|--|
| Strategy | Measure of Effectiveness |
| Strategy B6 Identify communities with higher concentrations of minority and/or underserved populations, develop relationships with community and religious leaders in these communities, and hold workshops and meetings in these communities. | <ul style="list-style-type: none"> - Overall increase in participation by religious and community leaders in minority and underserved communities. - Overall increase in participants who use public transportation. |
| Strategy B7 A contact list of minority and underrepresented citizens will continue to be maintained and updated by the TPO. | |
| Strategy B8 Utilize public transportation equipment and infrastructure for advertising community-based TPO workshops and planning activities. | |

| Objective C - Engage the Public Clearly, Continually, and Comprehensively through a Variety of Outreach Activities to Maximize Public Impact | |
|--|--|
| Strategy | Measure of Effectiveness |
| Strategy C1 Schedule at least two workshops or community presentations per year in the evening and/or at locations other than government buildings to increase public awareness and outreach. | <ul style="list-style-type: none"> - Percentage increase in online traffic relative to TPO outreach efforts. - Overall increase in the percentage of comment forms and survey responses. - Overall increase in the percentage of telephone, email, and regular mail public inquiries to TPO programs and planning activities. - Percentage increase in positive public responses to website performance and interaction capabilities. - Overall increase in the number of students who participate in TPO activities. |
| Strategy C2 Track and keep records of public comments and contacts to the TPO through telephone calls, emails, letters, and include summary in annual update. | |
| Strategy C3 Use TPO website to improve amount of information available, its appeal, its usefulness, and make the site interactive so that public input can be obtained electronically. | |
| Strategy C4 Continue to explore and document new and/or alternative tools and techniques for reaching out to the community and facilitating public impact including advancements in social media outlets, engagement activities, and the TPO Visualization Campaign. | |
| Strategy C5 Create an outreach link with local schools and universities to emphasize the relationships between transportation, mobility, and livability. | |

| Objective D - Integrate the Principles and Special Projects Adopted in the 2035 LRTP in Public Outreach Efforts, Emphasizing Key Concepts of the Plan Including Enhanced Mobility, the US 1 Corridor Retrofit Project, and the Treasure Coast Loop Trail | |
|--|--|
| Strategy | Measure of Effectiveness |
| Strategy D1 Partner with other transportation planning agencies, local governments, and community leaders to broaden the awareness of TPO priorities and objectives in the 2035 LRTP, especially in traditionally under-served communities. | <ul style="list-style-type: none"> - Overall increase in the number of non project-specific meetings with other planning agencies to discuss broader range issues. - Overall increase in the output of 2035 LRTP special project visualization products (postcards, flyers, posters, etc). - Percentage increase in the number of public inquiries regarding the 2035 LRTP-specific planning efforts and special projects. - Overall increase in the number of 2035 LRTP implementation projects underway. |
| Strategy D2 Include key concepts of the 2035 LRTP in outreach tools including TPO newsletters, annual reports, and project postcards. | |
| Strategy D3 Maintain the 2035 LRTP website and outreach database to ensure continuity through each future planning effort. | |

PIP Annual Update

The PIP Annual Update evaluates the effectiveness of the PIP in accomplishing the Goal of the PIP identified in Chapter 4. The effectiveness in accomplishing the Goal is determined by evaluating the success of the strategies in meeting the objectives identified in this chapter. The success of the strategies is measured by the use of the Performance Measures identified in this chapter.

The PIP Annual Update includes the following activities:

- Applying the Performance Measures to the strategies
- Evaluating the effectiveness of the tools and techniques selected for use
- Continuing, refining, and/or replacing the tools and techniques selected for use with other tools and techniques from the Public Outreach Matrix based on the results from the application of the Performance Measures
- Revising the Public Outreach Matrix with the addition of new tools and techniques as part of the Annual Update
- Summarizing the TPO's consideration of public comments received, which are documented in Appendix E, with regard to TPO's events, programs, or plans
- Documenting in a log the revisions to the PIP based on the Annual Updates
- Updating the Community Profiles in Appendix D as needed

The PIP Revisions Log and Annual Updates will be included in Appendix F of the PIP.

This Page Intentionally Left Blank

APPENDIX A
Acronyms and Terminology

Acronyms and Terminology

CAC: Citizens Advisory Committee

CMP: Congestion Management Process. A process to help decision makers in selecting cost effective, short-term alternative strategies to enhance the mobility of people and goods.

ETDM: Efficient Transportation Decision Making Process. ETDM is a process developed by the FDOT Environmental Management Office in cooperation with federal and state agencies to involve environmental permitting agencies early in the transportation planning process. One of the major features of ETDM is to discover potential socio-cultural effects of transportation projects on communities much earlier in the project development process. ETDM started being implemented in Florida in 2003.

FDOT: Florida Department of Transportation

FHWA: Federal Highway Administration

F.S.: Florida Statutes

FTA: Federal Transit Administration

GIS: Geographic Information System. GIS is a computer-based means to display information geographically, in which files of shapes are related to files of data.

LCB: Transportation Disadvantaged Local Coordinating Board

MAP 21: The Moving Ahead for Progress in the 21st Century Act. This act was signed into law in July 2012 and is the first long-term highway authorization enacted since SAFETEA-LU in 2005.

MPO: Metropolitan Planning Organization. A unit authorized by federal legislation and state statute to recommend priorities and establish transportation policies for urbanized areas based on a continuing, cooperative, and comprehensive planning process. The St. Lucie TPO changed its name to “TPO”, however, the organization remains an “MPO” for the purpose of maintaining its legal status consistent with federal and state laws.

Public Involvement: Participation by the public in the development of transportation plans for the St. Lucie TPO planning area.

PIP: Public Involvement Program: The manual that serves as a guide for planning, encouraging, improving and reporting public involvement in the development of transportation plans and services in the Urbanized Area.

Public Involvement Techniques: Ways of communicating with the public. Examples include press releases, committee meetings, workshops, website, displays, and focus groups.

RLRTP: Regional Long Range Transportation Plan (also referred to as the long range plan).

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the federal transportation legislation of 2005.

TAC: Technical Advisory Committee

TDSP: Transportation Disadvantaged Service Plan

TIP: Transportation Improvement Program

Traditionally Underserved Communities: Communities which have been less active or not involved in the processes and decisions that shape their future. The TPO is striving to remove barriers to communication so that every community has an opportunity to participate in the transportation planning and decision-making process.

UPWP: Unified Planning Work Program. Planning tasks, work program, and budget approved annually by the TPO.

UZA: Urbanized Area. Places with a population of 50,000 or more that encompass an entire urbanized area in a state as designated by the US Census Bureau.

APPENDIX B
Public Notification and
Comment Form Examples



PUBLIC INVOLVEMENT PROGRAM MAJOR UPDATE PUBLIC REVIEW AND COMMENT OPPORTUNITIES

Public review and comment opportunities are provided for at least 45 days for the draft Major Update of the Public Involvement Program (PIP) of the St. Lucie Transportation Planning Organization (TPO). The PIP captures public input and facilitates public impact on the transportation planning process which determines transportation priorities and funding in the St. Lucie TPO area.

To Obtain the PIP for Review

- 1) Appear in person or write to the St. Lucie TPO at 2300 Virginia Avenue, Fort Pierce, Florida, 34982
- 2) Call 772-462-1593
- 3) Access the TPO website at www.stlucietpo.org

To Provide Comments on the PIP

- 1) Write to the St. Lucie TPO at 2300 Virginia Avenue, Fort Pierce, Florida 34982
- 2) Call 772-462-1593
- 3) Email TPOAdmin@stlucieco.org
- 4) Appear in person at the following upcoming public St. Lucie TPO Board Meeting:
October 3, 2012, 2:00pm
Port St. Lucie City Council Chambers
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida

For Special Assistance

Disabled: Anyone with a disability requiring accommodation to access this facility should contact Dan Lutzke, St. Lucie County Risk Manager, at 772-462-1546 or TDD 772-462-1428 at least 48 hours prior to the meeting. Anyone with a disability requiring transit accommodation to attend this meeting should contact Community Transit at 772-464-7433 (Fort Pierce) or 772-879-1287 (Port St. Lucie) at least 48 hours prior to the meeting.

Creole: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1777.

Spanish: Si usted querria recibir esta informacìon en español, llama por favor 772-462-1777.

Title VI Statement: The St. Lucie TPO satisfies the requirements of various non-discrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI should contact Marceia Lathou, the Title VI Coordinator of the St. Lucie TPO, at 772-462-1593.



General Comment Form

Name _____

Organization (if applicable) _____

Address _____

City _____ State _____ Zip Code _____

Telephone _____ Email _____

☐ Do not add me to the mailing list.

Please print your comments below:

If you need additional room, please use reverse side.

Please return comments to the St. Lucie TPO in one of the following ways:

Mail: St. Lucie TPO
466 Port St. Lucie Boulevard, Suite 111
Port St. Lucie, FL 34953

Telephone: (772) 462-1593

Fax: (772) 462-2549

Email: admin@stlucieco.org

Kreyòl Ayisyen: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1777.

Español: Si usted desea recibir esta informaciòn en español, por favor llame al 772-462-1777.

Title VI Statement: The St. Lucie TPO satisfies the requirements of various non-discrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about Title VI should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593.

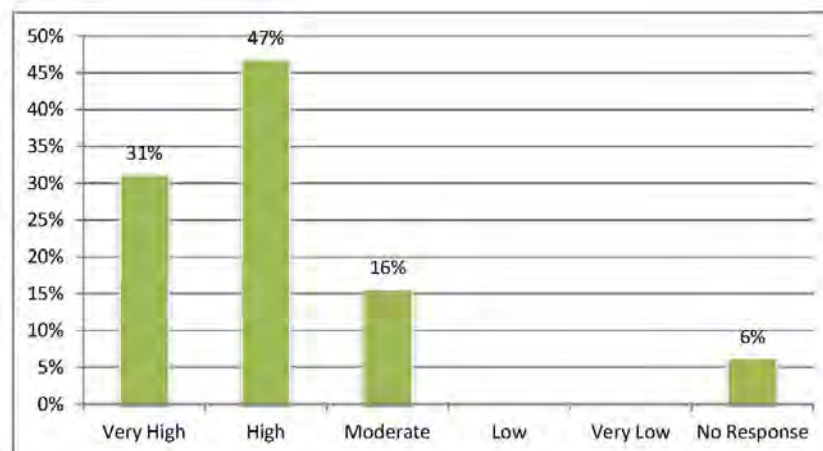
APPENDIX C
Public Involvement Plan
Survey Results

The following are the results from the public, on-line survey conducted during the creation of this Public Involvement Program. Invitations to the On-line survey were widely distributed throughout St. Lucie County via direct email (nearly 300 individuals were contacted using a county-wide database of agency, local government, and community leader contacts), and the survey was posted on the St. Lucie TPO and Treasure Coast Regional Planning Council websites.

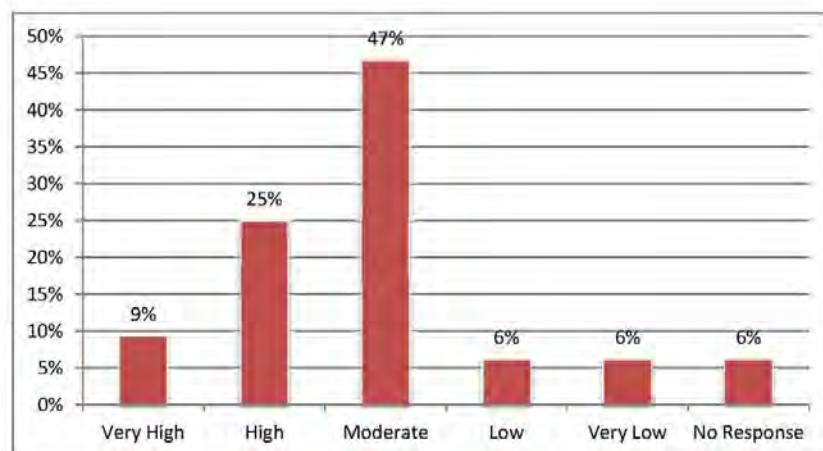
Respondents said that it is important for them to be involved in community and transportation planning issues, they are moderately happy with their current level of public involvement opportunities, and prefer hands-on workshop type of activities. Per the survey responses, email is a high-ranking method of notification and although the majority of respondents rarely use social media, they do feel it is an appropriate method for public outreach.

Section 1 - How do you participate in decisions affecting your community?

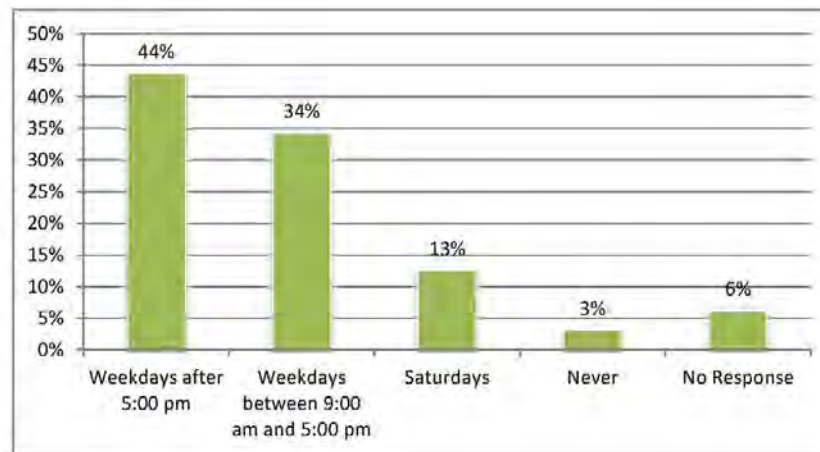
1. How important is it for you to be included in workshops/meetings to discuss issues that affect your community?



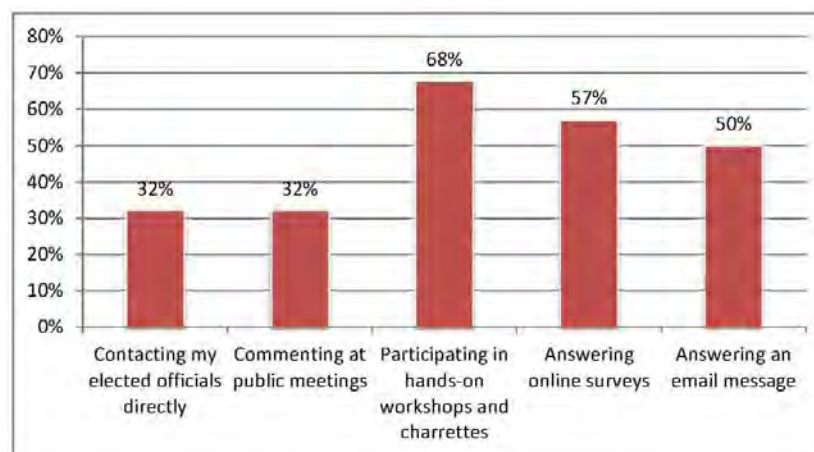
2. What is your current level of satisfaction with the opportunities to be involved in the decisions that affect your community?



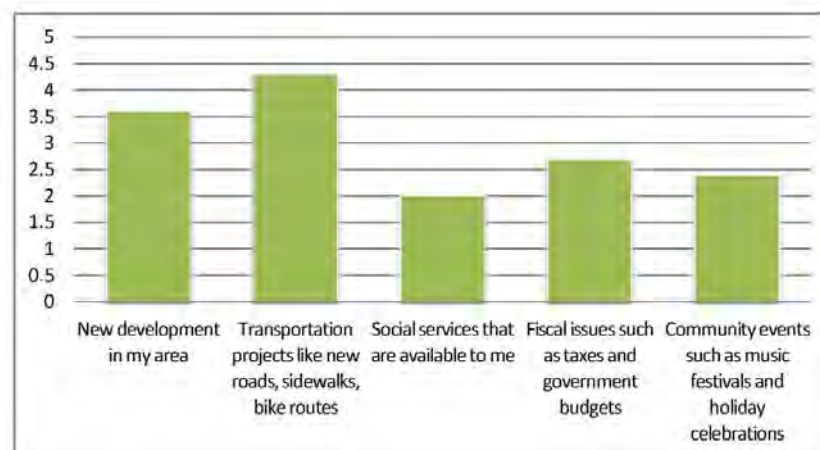
3. What is the best time for you to attend public meetings or workshops?



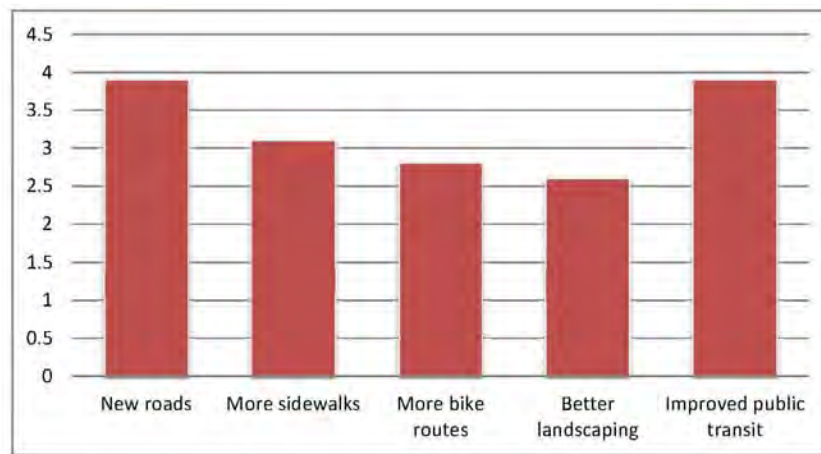
4. I prefer to participate in community decisions by: (select all that apply)



5. Please rank, in order of importance, your level of interest in participating in decisions on the following subjects:

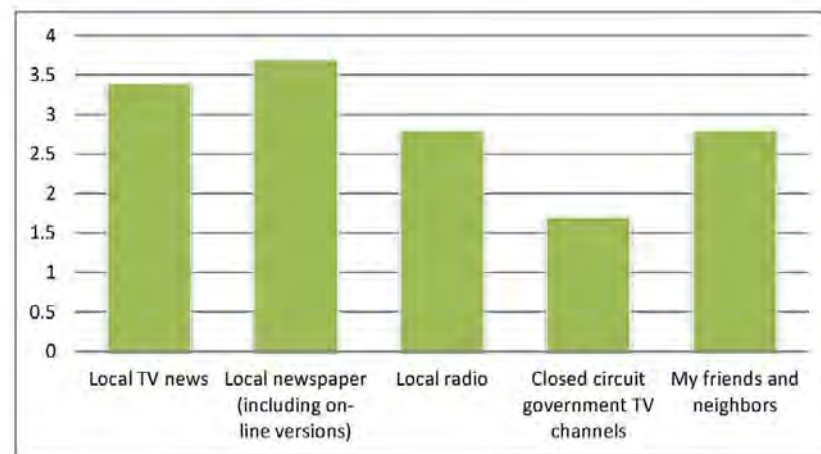


6. Please rank, in order of importance, your level of interest in participating in transportation initiatives on the following subjects:

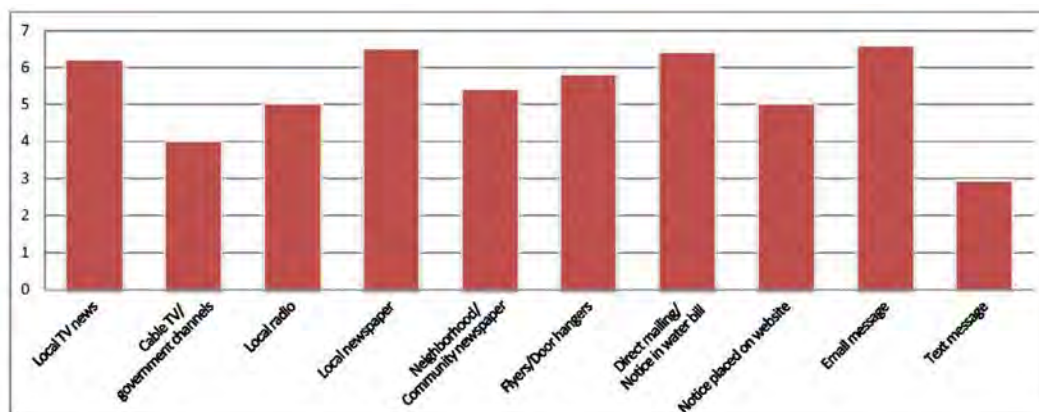


Section 2 - What is the best way to reach you?

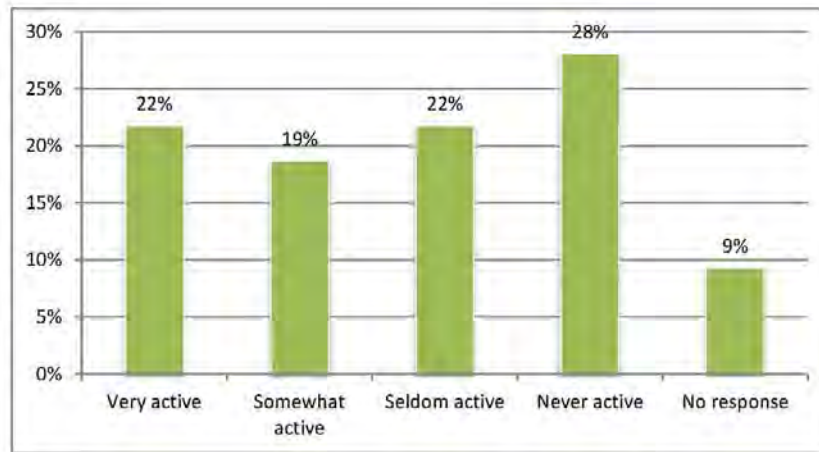
7. Please rank how you get your information and news:



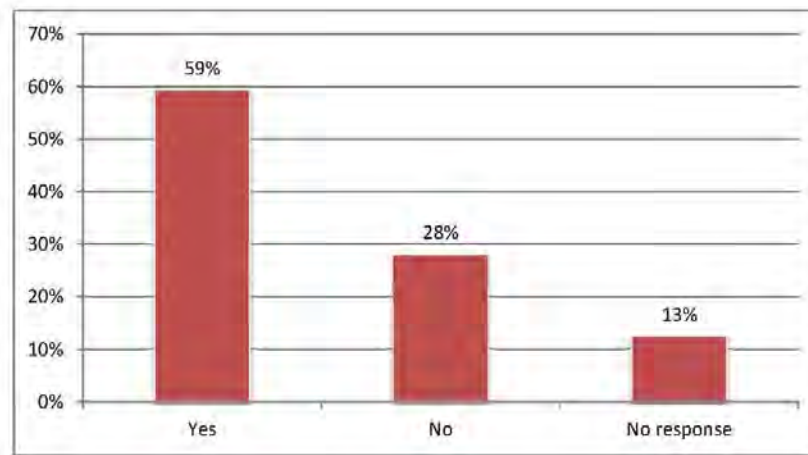
8. Please rank the best way to inform you of public meetings:



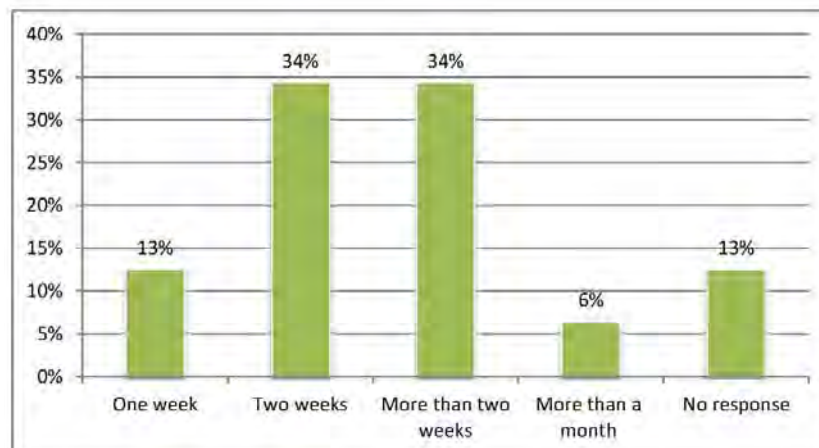
9. How actively you use social media to get community information (Facebook, Twitter, list serves, etc.)



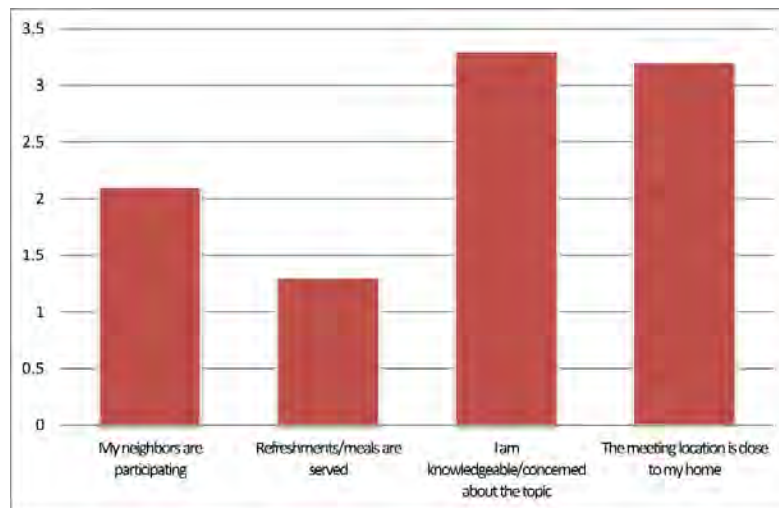
10. Do you consider social media an appropriate public outreach method?



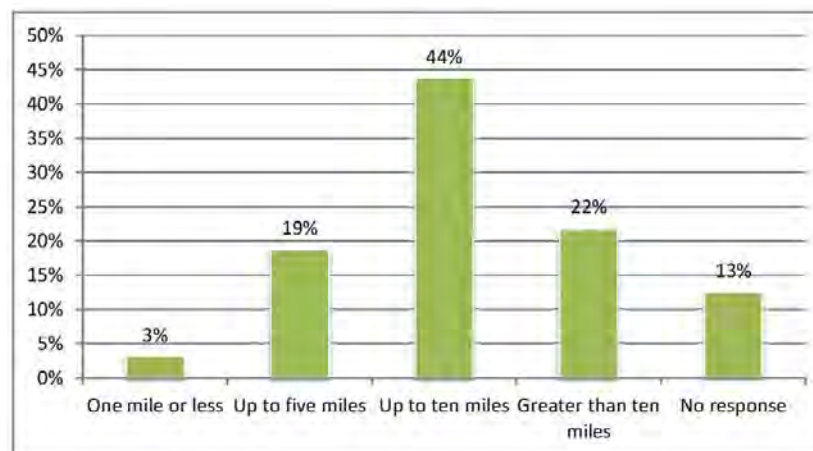
11. How much advance notice do you prefer to participate in a public event or meeting?



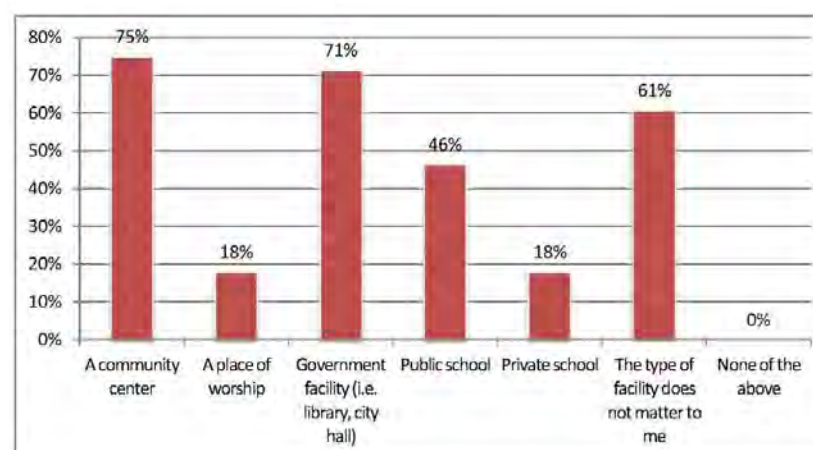
12. Please rank, in order of importance, the factors that make you more likely to participate in a public meeting/event:



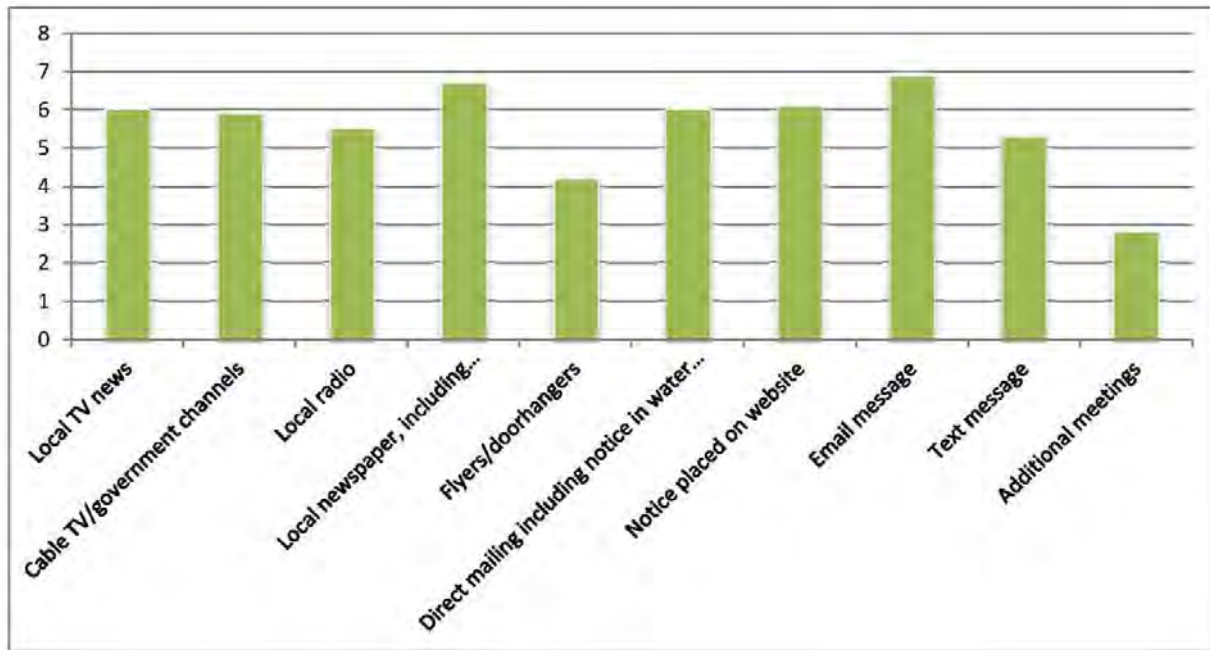
13. How far will you travel to participate in a public meeting/event?



14. Which of the following places do you think are appropriate facilities for holding a public meeting/event: (You may choose more than one)

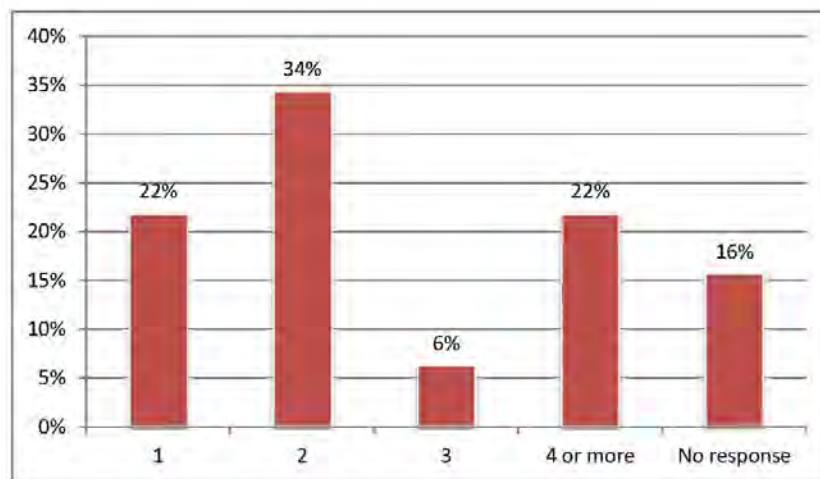


15. Please rank the best method to provide you with updates after a public meeting/event:)

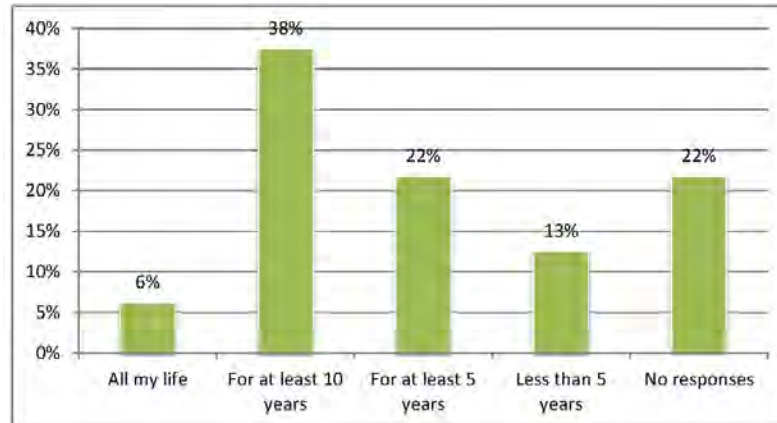


Section 3 - Would you please tell us a little about yourself?

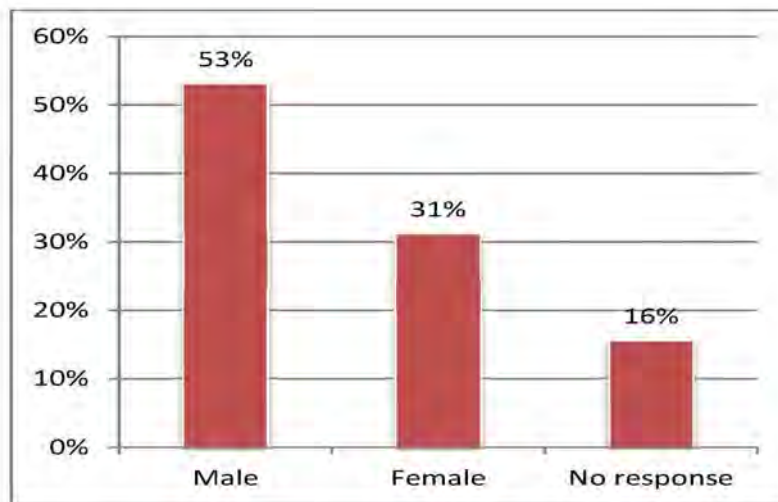
16. How many people are in your household?



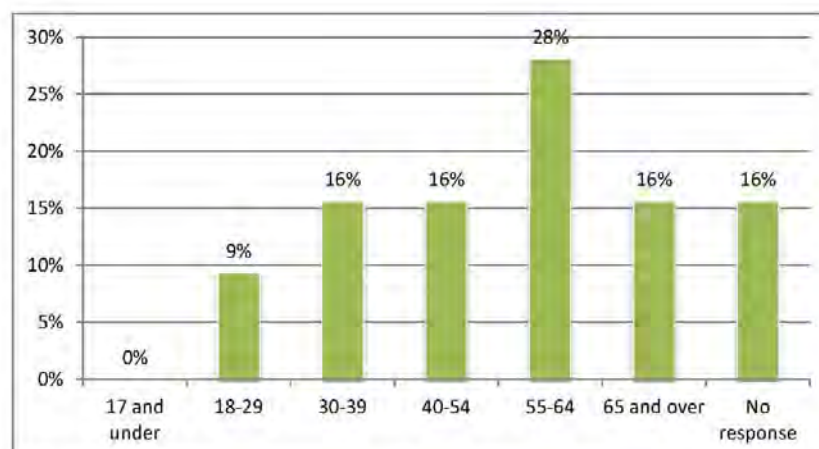
17. How long have you been a resident of St. Lucie County?



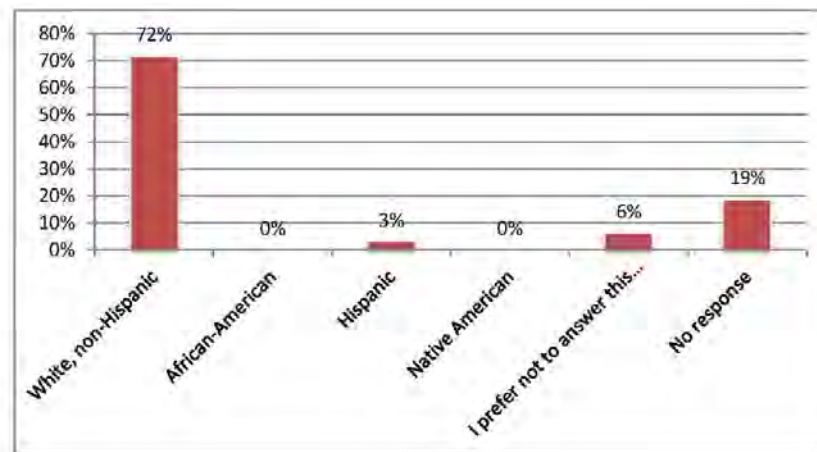
18. What is your gender?



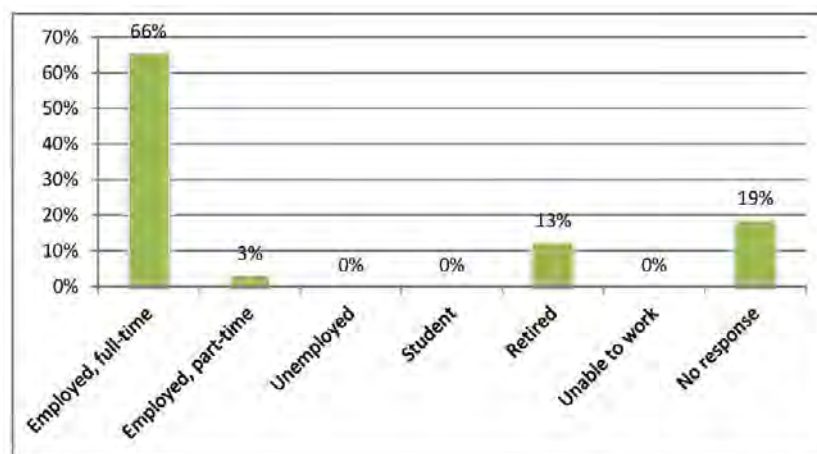
19. What is your age group?



20. What is your ethnic background?



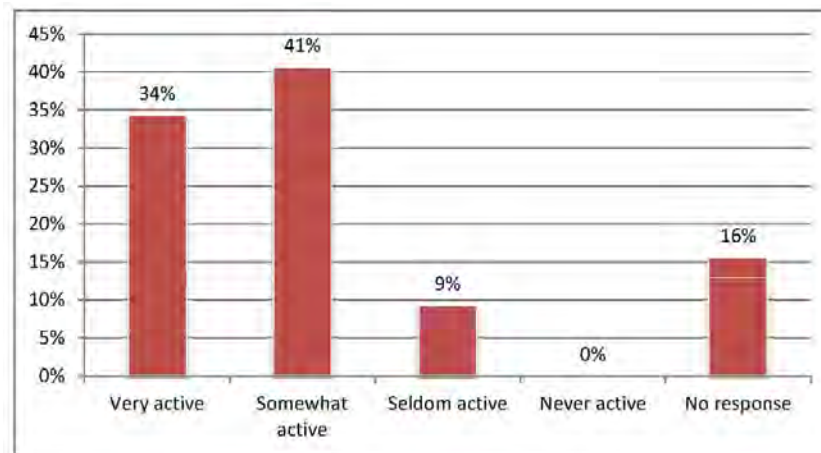
21. Which of the following best describe your employment status?



22. What is the zip code of your primary residence?

| Zip Code | Percentage |
|----------|------------|
| 33334 | 4.5% |
| 34949 | 9.0% |
| 34950 | 9.0% |
| 34951 | 4.5% |
| 34952 | 13.5% |
| 34981 | 4.5% |
| 34982 | 23.0% |
| 34983 | 4.5% |
| 34986 | 23.0% |
| 34997 | 4.5% |

23. I consider my level of community involvement as:



APPENDIX D

Community Profiles

APPENDIX E

Consideration of Public Comments

APPENDIX F

Application for Serving on Committees/Board



APPLICATION FOR SERVING ON COMMITTEES/BOARD

1. Name _____
2. Home or Mobile Phone _____ 3. Email Address _____
4. Home Address _____
5. How long have you lived at this location? _____
6. Business Address (optional) _____
7. Business Phone (optional) _____
8. Are you employed by a government agency? Yes _____ No _____
9. Do you now serve on a government committee or board? Yes _____ No _____
10. If Yes, which one(s)? _____
11. Brief summary of your education _____

12. Brief summary of your experience _____

13. Please select each St. Lucie Transportation Planning Organization (TPO) Board or Committee you are interested in serving on (more than one may be selected):
Transportation Disadvantaged Local Coordinating Board (LCB) _____
Citizens Advisory Committee (CAC) _____
Bicycle-Pedestrian Advisory Committee (BPAC) _____
14. May your application be submitted to the TPO Board whenever vacancies occur on the selected Board/Committee(s) until you are appointed? Yes _____ No _____
15. Will you be able to attend quarterly LCB meetings, CAC meetings every other month, or BPAC meetings every other month? Yes _____ No _____

SIGNATURE _____ Date _____

Submit completed application by mail, fax, or email to:

MAIL: St. Lucie Transportation Planning Organization
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, FL 34953
FAX: 772-785-5839
EMAIL: TPOAdmin@stlucieco.org

Note: Application is effective for two years from the date of completion

TITLE VI STATEMENT: The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcomed without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org.

Crèole: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1777.

Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1777.

APPENDIX G

PIP Revisions Log and Annual Updates