



## BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

### Regular Meeting

Thursday, January 23, 2025  
 3:00 pm

#### Public Participation/Accessibility

**Participation in Person:** Public comments may be provided in person at the meeting. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the St. Lucie TPO at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

**Participation by Webconference (not intended for Committee Members):** Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/708035355389060959>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

**Written and Telephone Comments:** Comment by email to [TPOAdmin@stlucieco.org](mailto:TPOAdmin@stlucieco.org); by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 2:30 pm on January 23, 2025.

### AGENDA

1. **Call to Order**
2. **Roll Call**
3. **Comments from the Public**
4. **Approval of Agenda**
5. **Approval of Meeting Summary**
  - *September 19, 2024 Regular Meeting*
6. **Action Items**
  - 6a. **Annual Officer Elections:** Election of a Chairperson and a Vice Chairperson for the BPAC for 2025.
 

*Action: Nominate and Elect a Chairperson and a Vice Chairperson for the BPAC.*

- 6b. 2025 Meeting Dates:** Approval of the proposed meeting dates for the remainder of 2025 for the St. Lucie TPO BPAC.

*Action: Approve the proposed remaining 2025 meeting dates, approve with conditions, or do not approve.*

- 6c. Amendments to the FY 2024/25 – FY 2028/29 Transportation Improvement Program (TIP):** Review of Amendments #2 and #3 for changes to the Orange Avenue at I-95 widening project and to add the Village Green Drive Corridor Planning Project.

*Action: Recommend adoption of TIP Amendments #2 and #3, recommend adoption with conditions, or do not recommend adoption.*

- 6d. 2025 Safety Performance Targets:** Review of the 2025 Safety Performance Targets and Interim Benchmarks for the TPO.

*Action: Recommend adoption of the 2025 Safety Performance Targets and Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.*

- 6e. Public Participation Plan (PPP) Major Update:** Review of the Major Update to the PPP.

*Action: Recommend adoption of the PPP Major Update, recommend adoption with conditions, or do not recommend adoption.*

## **7. Recommendations/Comments by Members**

## **8. Staff Comments**

- 9. Next Meeting:** Subject to Agenda Item 6b, the next St. Lucie TPO BPAC meeting is scheduled for 3:00 pm on Thursday, March 20, 2025.

## **10. Adjourn**

### **NOTICES**

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 welcome 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.

Items not included on the agenda may also be heard in consideration of the best interests of the public's health, safety, welfare, and as necessary to protect every person's right of access. If any person decides to appeal any decision made by the St. Lucie TPO Advisory Committees with respect to any matter considered at a meeting, that person shall need a record of the proceedings, and for such a purpose, that person may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.

**Kreyol Ayisyen:** Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aisyen, tanpri rele nimewo 772-462-1593.

**Español:** Si usted desea recibir esta información en español, por favor llame al 772-462-1593.



## BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

### REGULAR MEETING

**DATE:** Thursday, September 19, 2024

**TIME:** 3:00 pm

#### MEETING SUMMARY

##### 1. Call to Order

The meeting was called to order at 3:10 pm.

##### 2. Roll Call

The roll was conducted via sign-in sheet, and a quorum was confirmed with the following members present:

##### Members Present

Lisa Beert  
Erin Cartmill

Terry Davis  
Joy Hawthorne

Carrie Wilbur

##### Representing

Resident Bicycling  
St. Lucie County Environmental  
Resources Department (ERD)  
Resident Bicycling  
St. Lucie County Parks and  
Recreation  
Port St. Lucie Parks and Recreation

##### Others Present

Kyle Bowman  
Peter Buchwald  
Yi Ding  
Marceia Lathou  
Stephanie Torres  
Rachel Harrison  
Mark Alvarez  
Saige Killion

##### Representing

St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
Recording Specialist  
Corradino  
Kimley-Horn

Kristina Morrow  
Zak Sherman

FDOT  
City of Port St. Lucie

Mr. Buchwald informed the members of the need to elect an interim BPAC chair to preside over the day’s meeting due to the absence of the currently-serving Chairperson and Vice Chairperson. He then invited the BPAC secretary to conduct the election.

\* **MOTION** by Ms. Wilbur to nominate Mr. Davis to serve as interim BPAC Chair.

\*\* **SECONDED** by Ms. Cartmill

There were no other nominations and the nominations were closed.

\*\* **MOTION** to elect Mr. Davis as interim BPAC Chair.  
Carried **UNANIMOUSLY**

**3. Comments from the Public – None.**

**4. Approval of Agenda**

\* **MOTION** by Ms. Beert to approve the agenda.

\*\* **SECONDED** by Ms. Hawthorne Carried **UNANIMOUSLY**

**5. Approval of Meeting Summary**

· July 25, 2024 Regular Meeting

\* **MOTION** by Ms. Hawthorne to approve the Meeting Summary.

\*\* **SECONDED** by Ms. Beert Carried **UNANIMOUSLY**

**6. Action Items**

**6a. US-1 Corridor Congestion Study Scope of Services:** Review of the US-1 Corridor Congestion Study draft Scope of Services.

Mr. Buchwald introduced Mr. Ding, and Mr. Ding explained that the purpose of the Study was to quantify the level of traffic congestion on U.S. 1 between Prima Vista Boulevard and the boundary with Martin

County, as well as on nearby parallel corridors, so that strategies might be developed to reduce the congestion. Mr. Ding outlined the Study’s timeline and cost, noting that the consultant engaged to conduct it had also completed the recent Congestion Management Process Major Update along with providing ongoing traffic count collection and maintenance services for the Traffic Count Data Management System.

Ms. Beert questioned the motivation for the Study, noting that she had only experienced undue congestion on U.S. 1 as a result of an accident. Mr. Ding indicated that the Study had been initiated at the request of a TPO Board member. Mr. Buchwald added that the evidence for congestion on U.S. 1 was primarily anecdotal. In response to Ms. Beert’s further questions, Mr. Buchwald explained how the TPO conducted traffic counts for all non-State roadways in St. Lucie County, with more congested corridors being monitored more frequently. He then elaborated on the rationale for the Study, noting that the analysis would also include data collection for parallel routes and possible solutions for any identified issues.

In answer to Ms. Morrow’s questions, Mr. Ding described how data for the Study would be collected, while Mr. Buchwald noted that committed development would be included in the analysis.

Chairman Davis commented on the significant traffic he had seen traveling to Martin County during peak hours, remarking that the Port St. Lucie City Center would be an ideal location for a public transportation hub. Discussion ensued regarding public transportation options to neighboring Counties.

\* **MOTION** by Ms. Beert to recommend approval of the draft Scope of Services.

\*\* **SECONDED** by Ms. Hawthorne Carried **UNANIMOUSLY**

**6b. Florida Shared-Use Nonmotorized (SUN) Trail Port Connector Feasibility Study:** Review of the draft Preferred Alternatives of the SUN Trail Port Connector Feasibility Study.

Mr. Buchwald introduced the agenda item and invited Mr. Robertson to continue the presentation. Mr. Robertson began by outlining the requisite Sun Trail design criteria and the potential locations for the Port Connector segment east of Old Dixie Highway and north of Seaway Drive. At Mr. Robertson’s invitation, Mr. Killion continued by identifying the Preferred Alternative as a two-phased approach consisting of the initial implementation of a short underpass to connect North 2nd Street

with Old Dixie Highway followed by the construction of the multimodal Port to Parks Connector via the extension of Avenue O. Mr. Killion then enumerated several benefits of the Preferred Alternatives.

Ms. Beert initiated a discussion regarding stormwater management for the underpass included in the design for the Preferred Alternative, with Chairman Davis expressing concern for the potential growth of algae or other organisms that could cause hazardous conditions for trail users. Mr. Killion explained that the underpass options would require additional stormwater mitigation, with full consideration given to possible methods during the design phase of the project. Ms. Beert and Chairman Davis commented on designs for overpasses and underpasses they had encountered on other trail systems, and Mr. Buchwald noted the benefits of underpasses for the user experience.

Ms. Beert expressed concern regarding the security of the proposed underpass, commenting that homeless individuals might seek shelter in the underpass. Mr. Killion speculated that such use might be deterred by the activity generated by the planned Harbour Pointe Park. Mr. Buchwald affirmed that security would have to be addressed, noting that volunteers currently patrolled other segments of the SUN Trail in St. Lucie County. Ms. Beert subsequently suggested that the tunnel be outfitted with enhanced lighting to promote safety, especially during nighttime hours.

In response to questions by Chairman Davis and Ms. Beert, Mr. Killion clarified that the proposed second phase of the Preferred Alternative would include an at-grade crossing of the railroad that would be negotiated with the Florida East Coast Railway (FEC) later in the development process. Chairman Davis expressed concern about the safety of at-grade crossing facilities for bicyclists and pedestrians.

Referencing FEC's unwritten policy of requiring the closure of two existing crossings in return for opening a new one, Ms. Morrow inquired about the crossings under consideration for closure. Mr. Buchwald elaborated on FEC's policy and the jurisdictional issues surrounding the closure of crossings and the consideration of a closing by a local government in light of the project's benefits. Mr. Buchwald further noted that the phased approach would allow the use of SUN Trail funding to construct the SUN Trail connection without precluding the subsequent implementation of the Avenue O extension.

In answer to Ms. Beert's question, Mr. Buchwald described the existing lack of bicycle facilities on U.S. 1 near the intersection with Old Dixie Highway and how the proposed projects would address connection gaps.

**DRAFT**

Chairman Davis questioned whether the proposed underpass could be constructed without interrupting rail service. Mr. Killion affirmed that rail operations would not be impacted, citing a similar underpass facility constructed underneath a rail track in Colorado.

\* **MOTION** by Ms. Beert to recommend endorsement of the Preferred Alternative with the conditions that issues pertaining to flooding and 24 hour safe passage through the underpass are addressed.

\*\* **SECONDED** by Ms. Hawthorne Carried **UNANIMOUSLY**

## 7. **Discussion Items**

**7a. Autonomous Vehicle Study Update:** The presentation of an update to the Autonomous Vehicle Study.

Mr. Buchwald invited Ms. Lathou to present the agenda item, and she began by outlining the five levels of vehicle autonomy. Ms. Lathou provided an update on projections for the growth of the autonomous vehicle (AV) fleet in the coming years as well as the locations of current AV testing in the United States before explaining how AV technology was being utilized in shuttles, trucking, and robotaxis. She reported on the state of driver assistance technologies, described how such technology had been incorporated into various TPO planning documents, and enumerated several benefits and disadvantages of AVs. Ms. Lathou concluded with recommendations for further study of specific items.

Several members commented on their interest in the Study's subject matter, with Ms. Morrow commenting on the new technology being tested at FDOT's SunTrax facility in central Florida.

In response to Ms. Beert's question, Ms. Lathou described the challenges associated with programming AVs to recognize and interact with emergency vehicles. Ms. Morrow noted that similar challenges had arisen with programming AVs to navigate construction zones, remarking on the complexities surrounding AVs' communication with other vehicles as well as their interaction with infrastructure.

Chairman Davis commented that the driver assistance technology on his vehicle had been disabled on the way to the day's meeting due to heavy rain.

**7b. St. Lucie County Sustainable Mobility Infrastructure Study:**  
The presentation of the St. Lucie County Sustainable Mobility Infrastructure Study.

Mr. Buchwald introduced the agenda item as well as Mr. Alvarez, who outlined the purpose of the Study before explaining that transportation resiliency could be affected by both natural systems, such as climate events, and human systems, such as population growth. He described how projections for the year 2100 had been produced for both types of systems for the TPO area along with how these projected scenarios might affect the County's right-of-way (ROW) needs along corridors, using as case studies the Edwards and Midway Road corridors. Mr. Alvarez then presented several considerations pertaining to the ROW acquisition process and concluded with the remaining steps in the Study's development.

Responding to Chairman Davis' comment, Mr. Alvarez explained that the long planning horizon for the recommendations included in the Study allowed for flexibility in terms of ROW and funding considerations.

Noting that FDOT typically included emergency response times and evacuation routes in their resiliency studies on human systems, Ms. Morrow asked if such considerations had been incorporated into the present analysis. Mr. Alvarez indicated that several major arterials, such as U.S. 1 and State Route 70, had been identified as evacuation routes potentially requiring elevation to ensure adequate clearance over projected water levels. He added that a significant component of evacuation planning was the geography of growth, as route identification depended upon the destinations of evacuees.

Ms. Cartmill inquired about the advertising for the public meeting to be held on the Study, noting that much of her constituency would likely be interested in attending. Mr. Alvarez indicated that the meeting announcement had been posted on the County's website and social media accounts. Ms. Cartmill offered to promote the meeting, expressing concern regarding the potential for low attendance. Mr. Alvarez acknowledged that possibility and stated his willingness to hold another meeting if necessary.

Ms. Wilbur inquired about sea level changes within the past 75 years, and Mr. Alvarez indicated that he was not in possession of that data, although it would likely be available from the National Oceanic and Atmospheric Administration. Ms. Cartmill speculated that the County's Resilience team might have such information, noting her expectation



that it would be of interest to many local residents, and discussion ensued regarding the sea level data collection stations in Florida.

Chairman Davis recommended that an Automated, Connected, Electric, and Shared-Use (ACES) hub be located in the vicinity of U.S. 1 and Walton Road rather than near the Martin County boundary due to the significant growth in that region of Port St. Lucie in recent years. Mr. Alvarez concurred with the benefits of the location but noted several challenges of developing ACES hubs along U.S. 1 due to the increased climate impacts associated with greater proximity to the ocean.

- 8. **Recommendations/Comments by Members** – Mr. Davis referenced a presentation from a previous BPAC meeting on Electric Vertical Takeoff and Landing (eVTOL) aircraft and noted that one had recently been tested as traveling more than 500 miles on one charge. Mr. Buchwald summarized the findings of the Study in question and elaborated on the benefits of developing eVTOL operations in St. Lucie County.
- 9. **Staff Comments** – Mr. Buchwald indicated that FDOT would be presenting its Draft Tentative Work Program at the upcoming Joint Advisory Committee meeting on November 19th.
- 10. **Next Meeting:** The next St. Lucie TPO BPAC meeting is a joint meeting with the Technical Advisory Committee and the Citizens Advisory Committee scheduled for 1:30 pm on Thursday, November 19, 2024.
- 11. **Adjourn** – The meeting was adjourned at 4:50 pm.

Respectfully submitted:

Approved by:

\_\_\_\_\_  
 Rachel Harrison  
 Recording Specialist

\_\_\_\_\_  
 Vennis Gilmore  
 Chairman



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Bicycle-Pedestrian Advisory Committee (BPAC)
<b>Meeting Date:</b>	January 23, 2024
<b>Item Number:</b>	6a
<b>Item Title:</b>	Annual Officer Elections
<b>Item Origination:</b>	TPO By-Laws, Rules, and Procedures
<b>UPWP Reference:</b>	Task 6.1 – Public Involvement
<b>Requested Action:</b>	Nominate and elect a Chairperson and a Vice Chairperson for the BPAC for 2025. In 2024, the Chairperson was Vennis Gilmore, and the Vice Chairperson was Jennifer McGee.
<b>Staff Recommendation:</b>	Not applicable

### Attachments

- None



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Bicycle-Pedestrian Advisory Committee (BPAC)
<b>Meeting Date:</b>	January 21, 2025
<b>Item Number:</b>	6b
<b>Item Title:</b>	2025 Meeting Dates
<b>Item Origination:</b>	Annual administrative business
<b>UPWP Reference:</b>	Task 1.1 - Program Management
<b>Requested Action:</b>	Approve the proposed 2025 meeting dates, approve with conditions, or do not approve.
<b>Staff Recommendation:</b>	It is recommended that the proposed 2025 meeting dates be approved.

### Attachments

- Proposed 2025 BPAC Meeting Dates



## Bicycle-Pedestrian Advisory Committee (BPAC) **PROPOSED** 2025 Meeting Dates (Approved: \_\_\_\_\_)

Thursday, January 23, 2025, 3:00 pm

Thursday, March 20, 2025, 3:00 pm

Thursday, May 22, 2025, 3:00 pm

Thursday, July 24, 2025, 3:00 pm

Tuesday, October 21, 2025, 1:30 pm  
 (Joint Meeting with the Citizens Advisory Committee  
 and the Technical Advisory Committee)

Thursday, November 20, 2025, 3:00 pm

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**Español:** Si usted desea recibir esta información en español, por favor llame al 772-462-1593.



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Bicycle-Pedestrian Advisory Committee (BPAC)
<b>Meeting Date:</b>	January 23, 2025
<b>Item Number:</b>	6c
<b>Item Title:</b>	Amendments to the FY 2024/25 – FY 2028/29 Transportation Improvement Program (TIP)
<b>Item Origination:</b>	Florida Department of Transportation (FDOT) District 4
<b>UPWP Reference:</b>	Task 3.3 – TIP
<b>Requested Action:</b>	Review and recommend adoption of the TIP Amendments, recommend adoption with conditions, or do not recommend adoption.
<b>Staff Recommendation:</b>	Because the proposed TIP amendments are consistent with the SmartMoves 2045 Long Range Transportation Plan and do not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendments be recommended to the TPO Board for adoption.

### Attachments

- Staff Report
- TIP Amendment Request Letters
- New/Revised TIP Project Pages



Coco Vista Centre  
 466 SW Port St. Lucie Blvd, Suite 111  
 Port St. Lucie, Florida 34953  
 772-462-1593 www.stlucietpo.org

## MEMORANDUM

**TO:** Bicycle-Pedestrian Advisory Committee (BPAC)

**THROUGH:** Peter Buchwald  
 Executive Director

**FROM:** Yi Ding  
 Transportation Systems Manager

**DATE:** January 13, 2025

**SUBJECT:** **Amendments #2 and #3 to the FY 2024/25 –  
 FY 2028/29 Transportation Improvement Program  
 (TIP)**

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### BACKGROUND

The FY 2024/25 – FY 2028/29 TIP was adopted by the TPO Board on June 5, 2024. Florida Department of Transportation (FDOT) District 4 recently made changes to the Orange Avenue at I-95 widening project and added the Village Green Drive Corridor Planning Project to its Work Program subsequent to the TPO's adoption of the TIP and requests amendments to reflect these changes/additions in the TPO's TIP.

### ANALYSIS

As summarized in the attached requests from FDOT District 4, the Right of Way phase of the Orange Avenue widening from Kings Highway to the I-95 southbound ramp was replaced by the Project Development and Environment (PD&E) and Environmental (ENV) phases. The corridor planning project for Village Green Drive from SE Tiffany Avenue to US Highway 1 for which the City of Port St. Lucie was awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant was added to the Work Program for FY 2024/25. The revised and new TIP pages to reflect these changes/additions are attached.

Because new funding sources will be added to the TIP that equal the cost of the projects, the projects will not impact the fiscal constraint of the TIP. The TIP amendments are consistent with the SmartMoves 2045 LRTP.

### **RECOMMENDATION**

Because the proposed TIP amendments are consistent with the SmartMoves 2045 LRTP and do not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendments be recommended to the TPO Board for adoption.



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.  
SECRETARY

September 30, 2024

Mr. Peter Buchwald, AICP  
Executive Director  
St. Lucie Transportation Planning Organization  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953

**SUBJECT: St. Lucie Transportation Planning Organization  
TIP Amendment Request FY 2024/25 – 2028/29  
SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP**

Dear Mr. Buchwald:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2024/25 – 2028/29 Transportation Improvement Program.

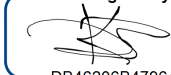
***This amendment is required because a project has been deleted from the work program and needs to be reflected in the TIP.***

The ROW phase was removed as a more efficient Design was coordinated that eliminated the need for the ROW. Environmental and Planning phases were added due to AC Conversions.

This project is consistent with the goals of the St. Lucie Transportation Planning Organization's Long-Range Transportation Plan. The TIP remains financially constrained. A State Transportation Improvement Program (STIP) Amendment is required. The TIP amendment is in Table 1 on page 2.

If you have any questions or need additional information, please contact me on (954) 777-4365.

Sincerely,

DocuSigned by:  
  
DB46206B47964C2...

Kelly Budhu  
MPO Liaison  
FDOT – District 4



Table I

STATUS	FPN	PROJECT NAME	PROJECT DESCRIPTION	PROJECT LENGTH (miles)	PHASE	FUND	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
EXISTING	446168-1	ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP	ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FROM ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB	0.646	PE	ACFP	\$24,423	\$0	\$0	\$0	\$0	\$24,423
					ROW	ACFP	\$382,386	\$0	\$0	\$0	\$0	\$382,386
					ROW	DDR	\$56,000	\$195,368	\$0	\$0	\$0	\$251,368
					CST	ACNP	\$0	\$0	\$0	\$0	\$7,362,043	\$7,362,043
					TOTAL		\$462,809.00	\$195,368.00	\$0	\$0	\$7,362,043.00	\$8,020,220
STATUS	FPN	PROJECT NAME	PROJECT DESCRIPTION	PROJECT LENGTH (miles)	PHASE	FUND	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
PROPOSED	446168-1	SR-68/ORANGE AVE FROM SR-713/KINGS HWY TO E OF SR-9/I-95 SB RAMP	ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FR ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)	0.646	PD&E	ACFP	\$113	\$0	\$0	\$0	\$0	\$113
					PD&E	SA	\$264	\$0	\$0	\$0	\$0	\$264
					PE	ACFP	\$24,423	\$0	\$0	\$0	\$0	\$24,423
					PE	NFP	\$22,587	\$0	\$0	\$0	\$0	\$22,587
					CST	ACNP	\$0	\$0	\$0	\$0	\$7,362,043	\$7,362,043
					ENV	ACFP	\$2,680	\$0	\$0	\$0	\$0	\$2,680
					TOTAL		\$50,067	\$0	\$0	\$0	\$7,362,043	\$7,412,110



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.  
SECRETARY

November 20, 2024

Mr. Peter Buchwald, AICP  
Executive Director  
St. Lucie Transportation Planning Organization  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953

**SUBJECT: St. Lucie Transportation Planning Organization  
TIP Amendment Request FY 2024/25 – 2028/29  
SR-5/US-1 TO SE TIFFANY AVE - VILLAGE GREEN DRIVE CORRIDOR PLANNING**

Dear Mr. Buchwald:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2024/25 – 2028/29 Transportation Improvement Program.


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

The ROW phase was removed as a more efficient Design was coordinated that eliminated the need for the ROW. Environmental and Planning phases were added due to AC Conversions.

This project is consistent with the goals of the St. Lucie Transportation Planning Organization's Long-Range Transportation Plan. The TIP remains financially constrained. A State Transportation Improvement Program (STIP) Amendment is required. The TIP amendment is in Table 1 on page 2.

If you have any questions or need additional information, please contact me on (954) 777-4365.

Sincerely,

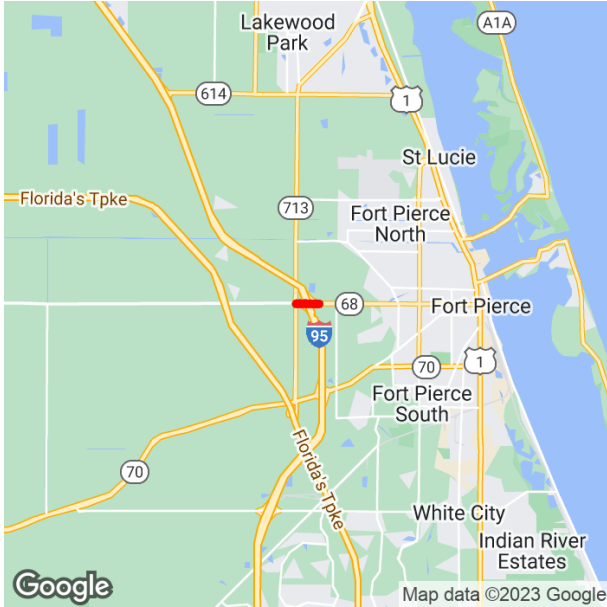
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Kelly Budhu  
MPO Liaison  
FDOT – District 4

Table I

STATUS	FPN	PROJECT NAME	PROJECT DESCRIPTION	PROJECT LENGTH (miles)	PHASE	FUND	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
PROPOSED	454994-1	SR-5/US-1 TO SE TIFFANY AVE - VILLAGE GREEN DRIVE CORRIDOR PLANNING	PLANNING, DESIGN, & OUTREACH FOR COMPLETE STREET IMPROVEMENT INCLUDING ROUNDABOUTS, TRAFFIC CALMING, 5-FOOT SEPARATED BIKE LANES, 6-10 FOOT SIDEWALKS, MEDIANS, AND TRAIL N ENHANCEMENT/RELOCATION - TIP PURPOSES ONLY PROJECT WAS AWARDED 2023 REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE DISCRETIONARY GRANT) CITY OF PORT ST. LUCIE IS A DIRECT RECIEPIENT	1.7	PE	LF	\$500,000	\$0	\$0	\$0	\$0	\$500,000
					PE	TIGR	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
								\$0	\$0	\$0	\$0	\$0
								\$0	\$0	\$0	\$0	\$0
								\$0	\$0	\$0	\$0	\$0
								\$0	\$0	\$0	\$0	\$0
								\$0	\$0	\$0	\$0	\$0
								\$0	\$0	\$0	\$0	\$0
								TOTAL			\$2,500,000	\$0

**ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP**  
**4461681 SIS**



**Prior Year Cost: 805,014**  
**Future Year Cost: 0**  
**Total Project Cost: 8,825,234**  
**LRTP: Page 8-3**

**Project Description:** INTERCHANGE - ADD LANES

**Extra Description:** ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FR ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)

**Lead Agency:** MANAGED BY FDOT

**From:** KINGS HWY

**County:** ST. LUCIE

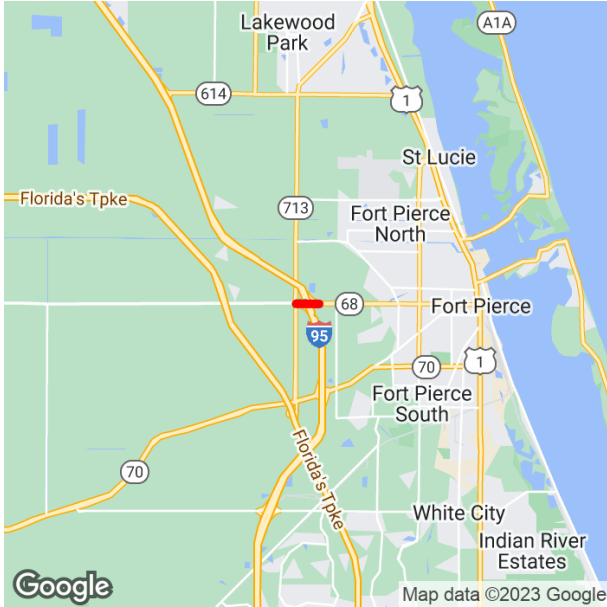
**To:** EAST OF I-95 SB RAMP

**Length:** 0.646

**Phase Group:** P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	ACFP	24,423	0	0	0	0	24,423
ROW	ACFP	382,386	0	0	0	0	382,386
ROW	DDR	56,000	195,368	0	0	0	251,368
CST	ACNP	0	0	0	0	7,362,043	7,362,043
		<b>462,809</b>	<b>195,368</b>			<b>7,362,043</b>	<b>8,020,220</b>

**ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP**  
**4461681 SIS**



**Prior Year Cost: 805,014**  
**Future Year Cost: 0**  
**Total Project Cost: 8,825,234**  
**LRTP: Page 8-3**

**Project Description:** INTERCHANGE - ADD LANES

**Extra Description:** ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FR ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)

**Lead Agency:** MANAGED BY FDOT

**From:** KINGS HWY

**County:** ST. LUCIE

**To:** EAST OF I-95 SB RAMP

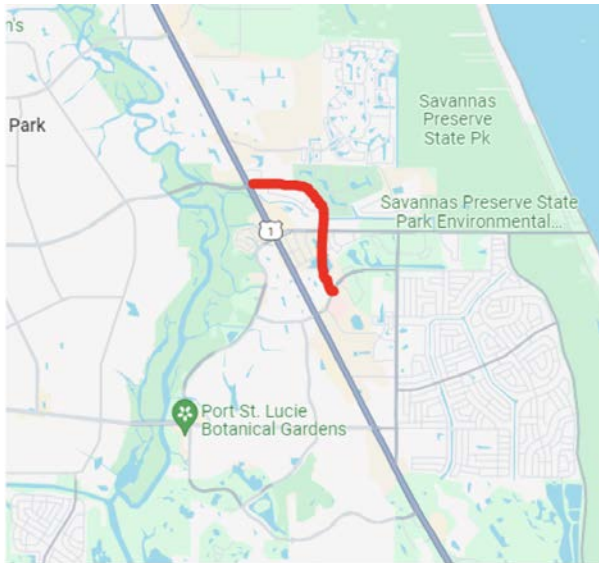
**Length:** 0.646

**Phase Group:** P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PD&E	ACFP	113	0	0	0	0	113
PD&E	SA	264	0	0	0	0	264
PE	ACFP	24,423	0	0	0	0	24,423
PE	NFP	22,587	0	0	0	0	22,587
CST	ACNP	0	0	0	0	7,362,043	7,362,043
ENV	ACFP	2,680	0	0	0	0	2,680
		<b>50,067</b>				<b>7,362,043</b>	<b>7,412,110</b>

**VILLAGE GREEN DRIVE CORRIDOR PLANNING FROM SE TIFFANY AVE TO US-1**

**454994-1 Non-SIS**



**Project Description:** CORRIDOR PLANNING

**Lead Agency:** MANAGED BY CITY OF PORT ST. LUCIE

**From:** SE TIFFANY AVE  
**To:** US-1

**Length:** 1.7

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	TIGR	2,000,000	0	0	0	0	2,000,000
PE	LF	500,000	0	0	0	0	500,000
		<b>2,500,000</b>					<b>2,500,000</b>

**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 2,500,000**

**LRTP: Page 3-11/3-13**

**Notes**



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Bicycle-Pedestrian Advisory Committee (BPAC)
<b>Meeting Date:</b>	January 23, 2025
<b>Item Number:</b>	6d
<b>Item Title:</b>	2025 Safety Performance Targets
<b>Item Origination:</b>	Unified Planning Work Program (UPWP), Federal Requirements, and the Florida Department of Transportation (FDOT)
<b>UPWP Reference:</b>	Task 2.4 - Performance Management
<b>Requested Action:</b>	Recommend adoption of the 2025 Safety Performance Targets and Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.
<b>Staff Recommendation:</b>	Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the same targets as FDOT's 2025 Safety Performance Targets and the 2025 Safety Performance Interim Benchmarks be recommended for adoption by the TPO Board.

### Attachments

- Staff Report
- Excerpt from FDOT's FY 2024-2026 Highway Safety Plan



Coco Vista Centre  
 466 SW Port St. Lucie Blvd, Suite 111  
 Port St. Lucie, Florida 34953  
 772-462-1593 www.stlucietpo.org

## MEMORANDUM

**TO:** Bicycle-Pedestrian Advisory Committee (BPAC)

**THROUGH:** Peter Buchwald  
 Executive Director

**FROM:** Yi Ding  
 Transportation Systems Manager

**DATE:** January 14, 2025

**SUBJECT:** **2025 Safety Performance Targets**

### BACKGROUND

Federal Transportation Performance Management (TPM) requirements ensure that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) choose the most efficient investments for Federal transportation funds. To comply with the requirement, State DOTs are required to establish statewide targets annually for the safety performance measures, and MPOs have the option to support the statewide targets or adopt their own quantifiable targets for the MPO's planning area. The St. Lucie TPO (TPO) incorporated TPM into its planning process by dedicating a task to it in the FY 2024/25-FY 2025/26 Unified Planning Work Program.

Since 2017, the Florida Department of Transportation (FDOT) has adopted "0" annually for all five required safety performance measures to reflect its goal of zero deaths and injuries, and the TPO Board has adopted the same target as the FDOT's Safety Targets every year. For calendar year 2025, FDOT continues with its Vision Zero targets for all five safety performance measures. Consequently, to comply with the Federal requirements, the TPO must support the FDOT Safety Performance Targets or establish its own targets by February 27, 2025.



**ANALYSIS**

As meeting the target of zero deaths and injuries is a tremendous challenge, FDOT publishes every year the attached safety performance forecast as part of its Highway Safety Plan that is statistically probable as they strive to drive down fatalities and serious injuries with an ultimate target of zero. The TPO has been setting interim benchmarks to monitor the progress toward meeting the ultimate “0” targets. The safety performance results for both FDOT and the TPO, which include the newly released 2023 results, compared to the 2023 FDOT forecasts and TPO interim benchmarks are provided as follows:

2023 Safety Performance Results												
	Fatality	%D	VMT (100 million)	%D	Fatality Rate*	%D	Serious Injury	%D	Serious Injury Rate*	%D	Non-Motorized Fatality and Serious Injuries	%D
<b>Statewide</b>												
2015 5-Year Rolling Average	2,531.4		1,966.34		1.277		20,505.0		10.36		3,207.6	
2016 5-Year Rolling Average	2,683.8	6.0%	2,011.91	2.3%	1.329	4.1%	20,832.8	1.6%	10.35	-0.1%	3,289.0	2.5%
2017 5-Year Rolling Average	2,825.0	5.3%	2,067.86	2.8%	1.361	2.4%	20,917.2	0.4%	10.13	-2.2%	3,286.0	-0.1%
2018 5-Year Rolling Average	2,972.0	5.2%	2,126.09	2.8%	1.398	2.7%	20,728.8	-0.9%	9.77	-3.5%	3,308.8	0.7%
2019 5-Year Rolling Average	3,110.6	4.7%	2,175.46	2.3%	1.420	1.6%	20,181.0	-2.6%	9.22	-5.6%	3,287.4	-0.6%
2020 5-Year Rolling Average	3,191.6	2.6%	2,177.22	0.1%	1.450	2.1%	18,993.8	-5.9%	8.64	-6.3%	3,192.0	-2.9%
2021 5-Year Rolling Average	3,306.4	3.6%	2,183.07	0.3%	1.517	4.6%	18,029.8	-5.1%	8.25	-4.5%	3,190.4	-0.1%
2022 5-Year Rolling Average	3,387.2	2.4%	2,198.05	0.7%	1.543	1.7%	17,146.2	-4.9%	7.79	-5.6%	3,154.0	-1.1%
2023 5-Year Rolling Average	3,441.8	1.6%	2,230.59	1.5%	1.543	0.0%	16,380.6	-4.5%	7.34	-5.7%	3,148.2	-0.2%
2023 Forecast	3,233				1.57		16,724		7.95		3,077	
<b>St. Lucie TPO</b>												
2015 5-Year Rolling Average	31.0		30.84		1.00		166.6		5.40		27.2	
2016 5-Year Rolling Average	33.6	8.4%	31.53	2.2%	1.07	6.3%	165.0	-1.0%	5.21	-3.5%	24.4	-10.3%
2017 5-Year Rolling Average	36.2	7.7%	32.23	2.2%	1.12	5.5%	164.2	-0.5%	5.10	-2.1%	26.8	9.8%
2018 5-Year Rolling Average	38.0	5.0%	33.29	3.3%	1.14	1.6%	162.2	-1.2%	4.91	-3.7%	29.2	9.0%
2019 5-Year Rolling Average	38.2	0.5%	34.35	3.2%	1.11	-2.6%	146.2	-9.9%	4.29	-12.8%	26.2	-10.3%
2020 5-Year Rolling Average	40.8	6.8%	34.64	0.8%	1.18	6.1%	145.2	-0.7%	4.21	-1.7%	27.8	6.1%
2021 5-Year Rolling Average	43.8	7.4%	35.10	1.3%	1.25	5.9%	148.0	1.9%	4.23	0.5%	32.2	15.8%
2022 5-Year Rolling Average	44.2	0.9%	35.66	1.6%	1.24	-0.8%	146.8	-0.8%	4.12	-2.6%	31.2	-3.1%
2023 5-Year Rolling Average	45.2	2.3%	36.46	2.2%	1.25	0.4%	158.6	8.0%	4.35	5.6%	32.0	2.6%
2023 Interim Safety Performance Benchmarks	<b>38</b>				<b>1.09</b>		<b>148</b>		<b>4.04</b>		<b>26</b>	

Data Source: FDOT Forecasting & Trends Office  
 \*Rate per 100 million Vehicle Miles Traveled (VMT)

The data above indicates that for the fifth straight year, the Statewide vehicle fatalities trended upward while vehicle serious injuries, serious injury rate, and non-motorized fatalities and serious injuries trended downward. The Statewide fatality rate stayed the same in 2023. It also indicates that in the TPO area, for the first time, all five safety performances trended upward and missed the benchmarks.

Although the TPO’s 2023 safety performance results do not meet the 2023 interim performance benchmarks, the table below indicates that the TPO continues to outperform all of the MPOs/TPOs with populations between

250,000 and 400,000 in all of the safety performance results except for fatalities and fatality rate which rank a close second from the top.

2023 Safety Performance Results						
MPO/TPO	Fatalities	Fatality Rates *	Serious Injuries	Serious Injury Rates *	Non-motorized Fatality and Serious Injuries	Population **
Heartland Regional TPO	93.8	2.86	320.2	9.83	35.2	258,100
Hernando/Citrus MPO	68.6	1.78	482.8	12.59	52.4	366,500
<b>St Lucie TPO</b>	<b>45.2</b>	<b>1.25</b>	<b>158.6</b>	<b>4.35</b>	<b>32.0</b>	<b>368,600</b>
Capital Region TPA	62.2	1.39	232.0	5.20	43.8	397,700
Collier County MPO	44.0	1.12	224.2	5.62	44.2	399,500
Ocala/Marion County TPO	99.8	2.14	383.6	8.14	55.6	404,000
Data Source: FDOT Forecasting & Trends Office						
*Rate per 100 million Vehicle Miles Traveled (VMT)						
** 2023 population						

FDOT adopted “0” for all five safety targets for 2025. The attached excerpt from FDOT’s FY 2024-2026 Highway Safety Plan contains the Statewide safety performance measure forecast for the upcoming years.

Because all five TPO’s safety performance measures missed the benchmarks in 2023, it appears to be appropriate to keep the safety performance interim benchmarks the same as 2024 for 2025 as identified in the following table:

2025 Safety Performance Targets, St. Lucie TPO					
	Fatality	Fatality Rate*	Serious Injury	Serious Injury Rate*	Non-Motorized Fatality and Serious Injuries
2018 Interim Safety Performance Benchmarks	38	1.10	159	4.64	25
2019 Interim Safety Performance Benchmarks	35	1.04	154	4.24	24
2020 Interim Safety Performance Benchmarks	35	1.04	154	4.24	24
2021 Interim Safety Performance Benchmarks	35	1.04	151	4.05	24
2022 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
2023 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
2024 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
2025 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
<b>Final Performance Targets</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
*Rate per 100 million Vehicle Miles Traveled (VMT)					

According to the National Highway Traffic Safety Administration (NHTSA), one of the top reasons for traffic accidents and fatalities is speeding. To improve roadway safety through speed management, the TPO staff conducted a Speed Kills Analysis in 2021 to examine the link between vehicle speed and crash severity and to identify high crash locations within the TPO area.

Consequently, Spot Speed Studies were conducted last year to evaluate speed limits and travel speeds on three high crash locations on arterial roadways.

In addition, the TPO adopted automated speed enforcement as a Legislative Priority for the 2023 Florida Legislative Session. Subsequently, a law was enacted as a result of the 2023 Session permitting local governments to implement automated speed enforcement in school zones. The TPO will support the local governments in implementing automated speed enforcement in school zones. In the interim, the local governments also have been reducing the speed limits on select local roadways.

Understanding that meeting the “0” targets is a comprehensive effort among the TPO, local governments, and law enforcement, it is expected that the speed management efforts will ultimately reduce the number of traffic fatalities and injuries while the complete streets and bicycle-pedestrian projects prioritized for funding will ultimately reduce the number of non-motorized fatalities and serious injuries.

It appears to be appropriate for the TPO to continue to share FDOT’s approach to safety that the death or injury of any person is unacceptable and to partner with FDOT in meeting the safety targets to optimize the use of Federal funds. Therefore, it appears to be appropriate for the TPO to adopt the same targets as FDOT’s 2025 Safety Performance Targets of “0” and for the TPO to adopt the 2025 Safety Performance Interim Benchmarks to monitor the TPO’s progress in meeting the “0” targets.

### **RECOMMENDATION**

Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the same targets as FDOT’s 2025 Safety Performance Targets and the 2025 Safety Performance Interim Benchmarks be recommended for adoption by the TPO Board.

# PERFORMANCE PLAN

## DATA FORECASTS

Realizing that zero fatalities likely will not be reached within Florida's 3HSP, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida's data forecasts have been established using an autoregressive integrated moving average (ARIMA) Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including VMT, gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only VMT and gas consumption have relatively high correlations with fatalities and serious injuries; and, of these two variables, only VMT was useful in predicting future fatalities and serious injuries.

The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecast based on five-year rolling averages; and the remaining performance measures will be forecasted annually. The forecasts for 2023 to 2026 are based on monthly data from 2007 through 2022 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2023 to 2026 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to any COVID-19 anomalies.



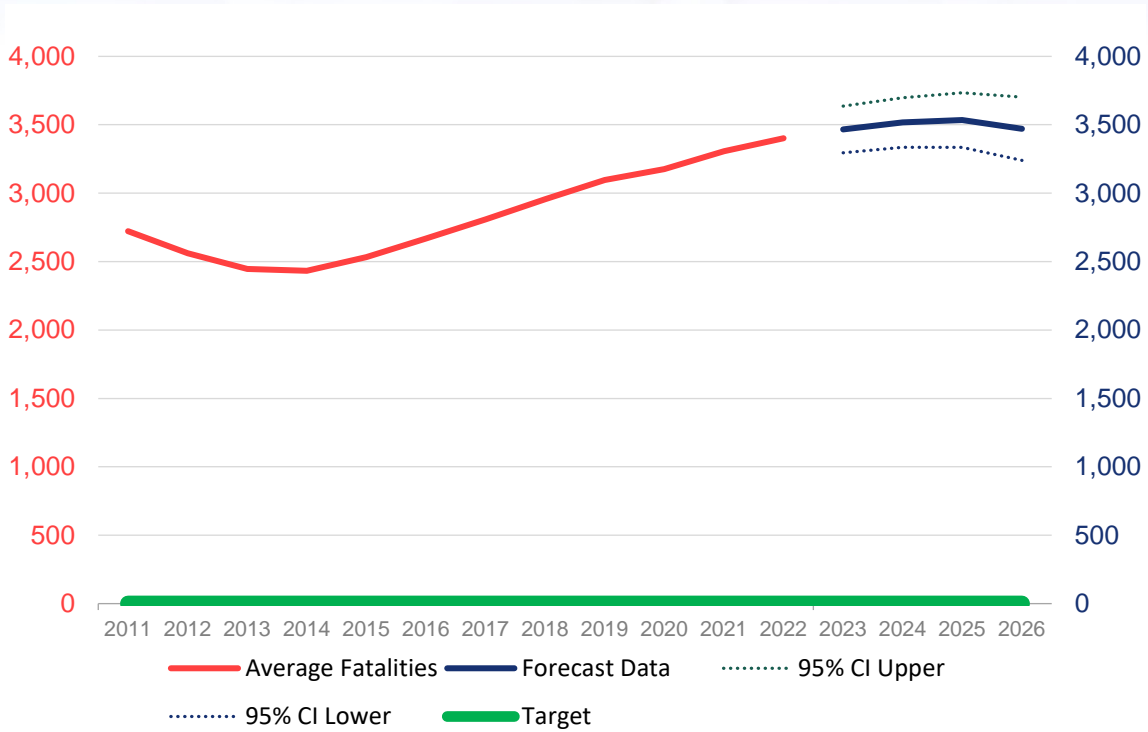
C1—Number of Traffic Fatalities

- **Target:** Florida’s target for fatalities is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida’s roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

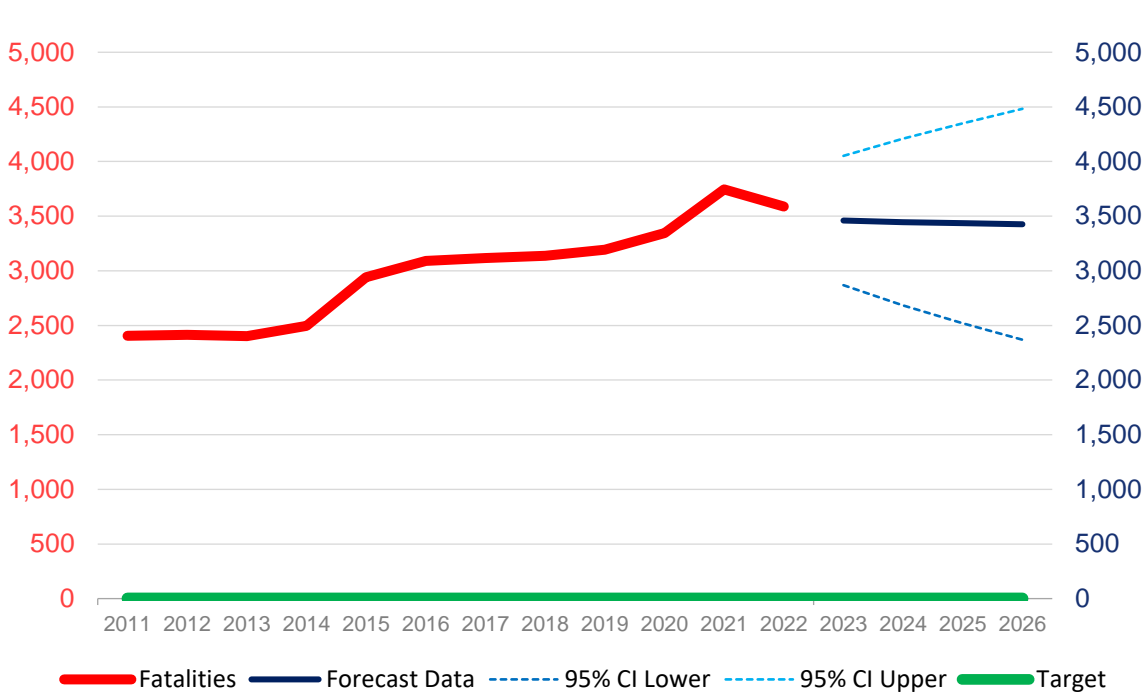
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-1	Number of fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	4,052	4,208	4,350	4,482
			Lower	2,868	2,683	2,520	2,369

- **Strategy:** The data forecast indicates Florida’s five-year rolling average for fatalities could slowly trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s five-year rolling average for fatalities could slowly trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables—the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

**Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecasts for 2023 through 2026.



**Actual Annual Fatalities Graph:** The chart below reflects the annual fatalities for each year and the data forecasts for 2023 through 2026.



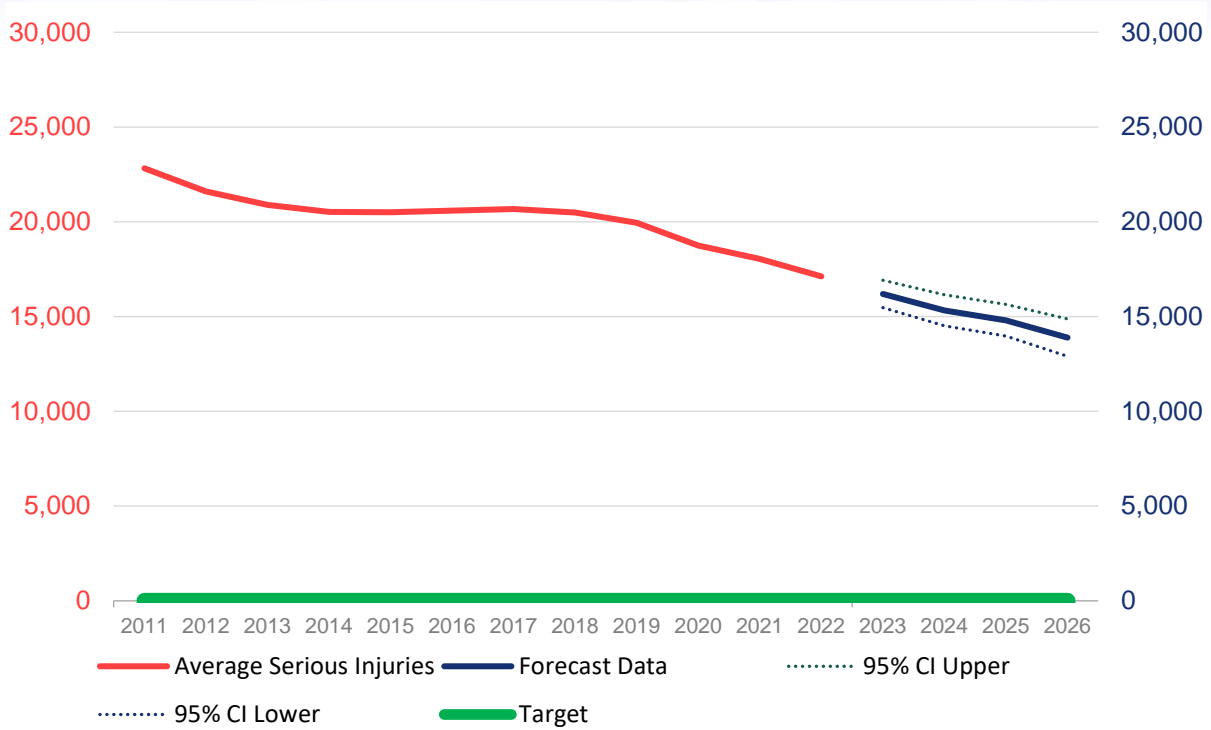
C2—Number of Serious Injuries

- **Target:** Florida’s target for serious injuries is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida’s roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

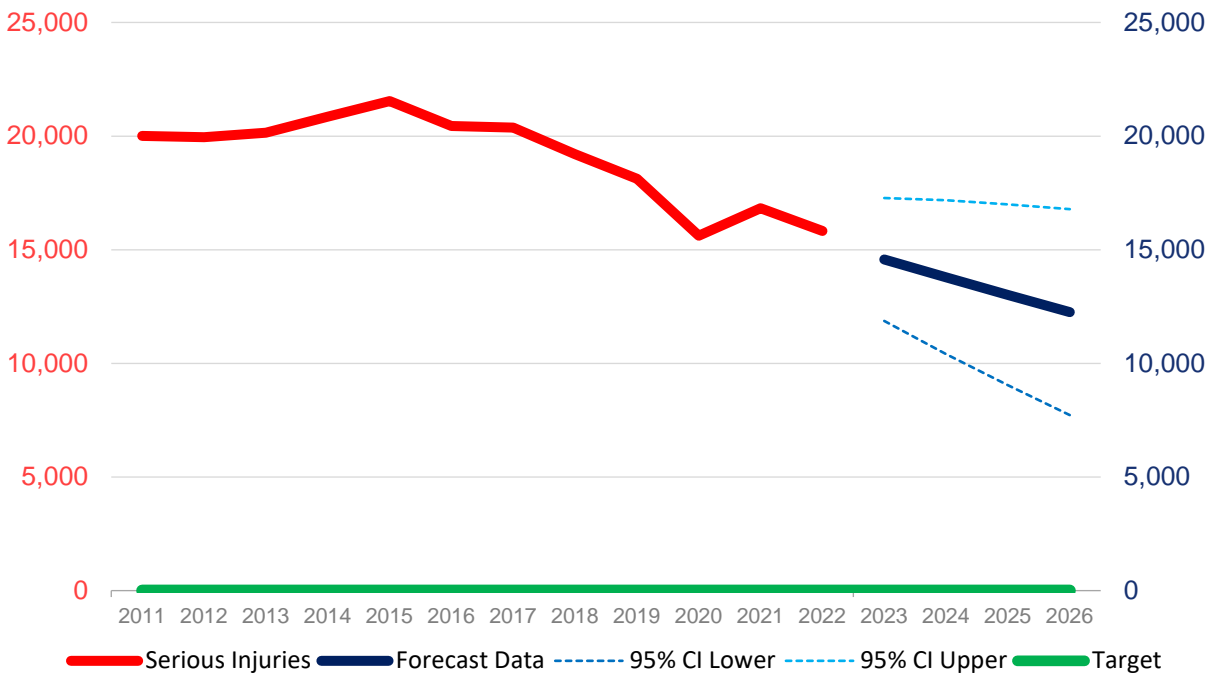
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-2	Number of serious injuries	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	17,274	17,177	16,988	16,785
			Lower	11,866	10,404	9,039	7,722

- **Strategy:** The data forecast indicates Florida’s five-year rolling average for serious injuries will continue to trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of serious injuries to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of serious injuries.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

**Five-Year Rolling Average Graph:** The chart below reflects the five-year rolling average of serious injuries for each year and the data forecasts for 2023 through 2026.



**Annual Serious Injuries Graph:** The chart below reflects the total annual serious injuries for each year and the data forecasts for 2023 through 2026.





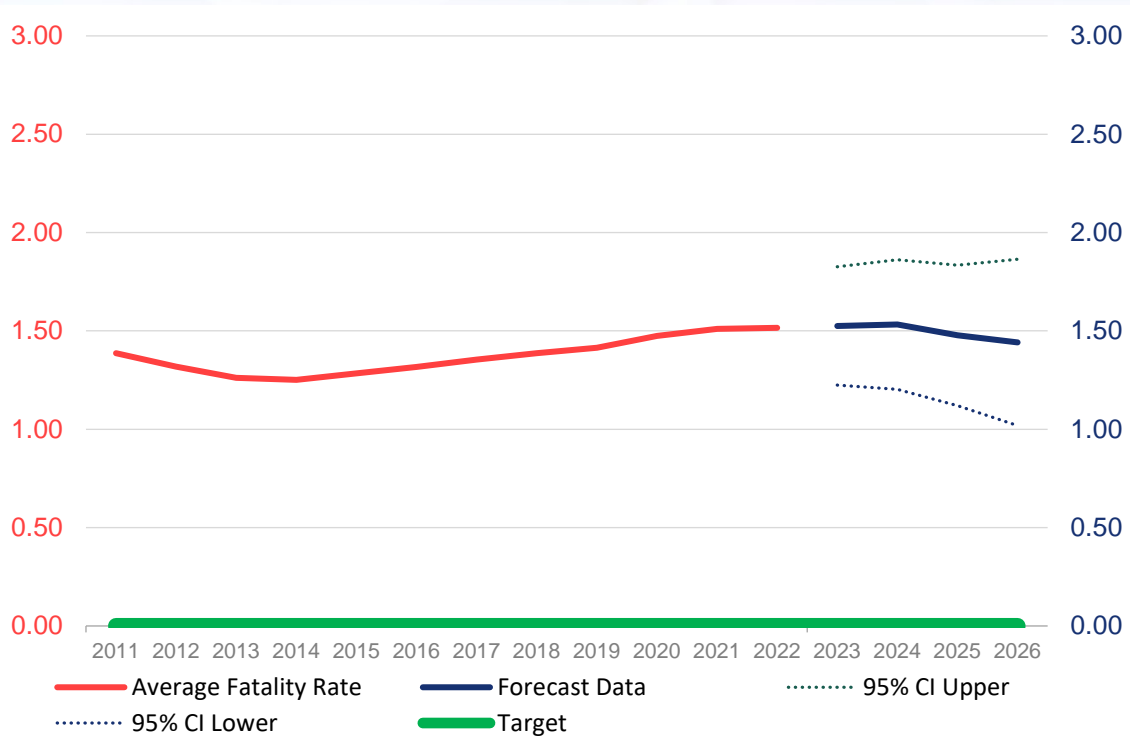
C3—Fatality Rate

- **Target:** Florida’s target for fatality rate is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatality rate per 100M VMT on Florida’s roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

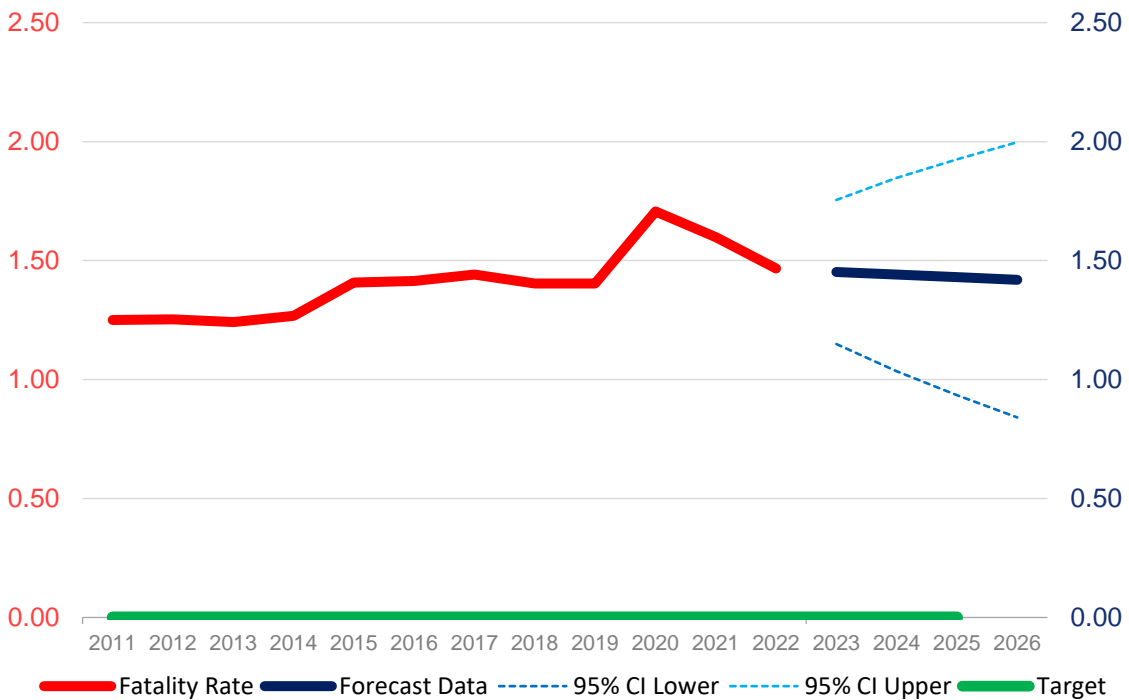
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-3	Fatality rate per 100 VMT	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1.75	1.85	1.93	2.00
			Lower	1.15	1.03	0.93	0.84

- **Strategy:** The data forecast indicates Florida’s five-year rolling average for fatality rate could trend slowly downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

**Five-Year Rolling Average Graph: Fatality Rate**—The chart below reflects the five-year rolling average for fatality rate per VMT for each year and the data forecasts for 2023 through 2026.



**Actual Annual Graph: Fatality Rate**—The chart below reflects the annual fatality rate per VMT for each year and the data forecasts for 2023 through 2026.





## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Bicycle-Pedestrian Advisory Committee (BPAC)
<b>Meeting Date:</b>	January 23, 2025
<b>Item Number:</b>	6e
<b>Item Title:</b>	Public Participation Plan (PPP) Major Update
<b>Item Origination:</b>	Unified Planning Work Program (UPWP)
<b>UPWP Reference:</b>	Task 5.1 - Public Participation, Education & Outreach
<b>Requested Action:</b>	Recommend adoption of the PPP Major Update, recommend adoption with conditions, or do not recommend adoption.
<b>Staff Recommendation:</b>	Because the Community Participation Plan (CPP) supports the community's role in decision-making for TPO plans, programs, and activities, it is recommended that the draft CPP be recommended for adoption by the TPO Board.

### Attachments

- Staff Report
- Draft CPP



## MEMORANDUM

**TO:** Bicycle-Pedestrian Advisory Committee (BPAC)

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Marceia Lathou  
Transit/ACES Program Manager

**DATE:** January 14, 2025

**SUBJECT:** **Public Participation Plan (PPP) Major Update**

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### BACKGROUND

Public participation is an intentional, dynamic process supported by all stages of development for TPO plans, programs, and activities. The public participation process is outlined in the TPO's Public Participation Plan (PPP). The PPP acknowledges that no single public participation tool or strategy is likely to meet everyone's needs. Success is generally found by combining in-person and digital strategies. The FY 2024/25 – FY 2025/26 Unified Planning Work Program (UPWP) includes a task to conduct a major update of the PPP.

### ANALYSIS

Meaningful public participation is not simply public education; it is an opportunity for stakeholders to influence what will happen in their communities. The attached draft Community Participation Plan (CPP), a major update of the PPP, represents the process the TPO will use to help ensure the greatest degree of community influence when considering transportation priorities and funding. The term "community" refers to all of us who work, live, and play in the St. Lucie TPO area, both residents and visitors.

After the CPP is adopted by the TPO Board, an annual evaluation of the effectiveness of the CPP in accomplishing its goals will be conducted. Effectiveness will be determined by using performance targets for participation

strategies grouped by category of influence: inform, consult, involve, collaborate, and empower. Evaluating groups of strategies versus individual strategies allows for flexibility in meeting community needs. The strategies will be updated as needed, and the targets will be updated based on annual U.S. Census population estimates or other methods. The tables proposed to be used for the CPP Evaluation are shown below.

Participation Output Measure	Target	Result	Target Met?
Total Participation (online)			
Total Participation (in-person)			
Minority Population*			
Limited Language Proficiency (LEP) Population*			
Population with incomes below poverty line*			
Population 20-64 years old with disabilities*			
Households without a vehicle*			
Senior (65+) population*			

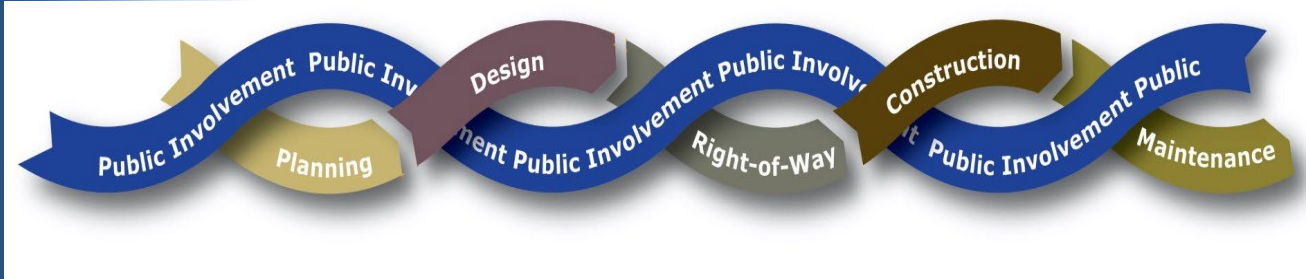
\*Based on St. Lucie TPO Community Profiles

Level of Influence Category	Number of Participation Methods Used	Target*	Result*	Target Met?
Inform		20%		
Consult		20%		
Involve		20%		
Collaborate		20%		
Empower		20%		
<b>TOTAL</b>		100%	100%	

\*Percentage of total number of participation methods used

**RECOMMENDATION**

Because the Community Participation Plan (CPP) supports the community's role in decision-making for TPO plans, programs, and activities, it is recommended that the draft CPP be recommended for adoption by the TPO Board.



# COMMUNITY PARTICIPATION PLAN (CPP)

DRAFT  
December 20, 2024



**St. Lucie**

Transportation  
Planning  
Organization

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APPENDIX F: Public Notice Example

## 1.0 Introduction

### 1.1 Background

The St. Lucie Transportation Planning Organization (TPO) is responsible for short and long-range transportation planning for all of St. Lucie County. The TPO's governing body, the TPO Board, comprises elected officials representing the City of Fort Pierce, the City of Port St. Lucie, St. Lucie County, St. Lucie Village, and the School Board. The TPO is the designated metropolitan planning organization (MPO) for planning and prioritizing funding for the development of sidewalks, roadways, bridges, and bicycle facilities for the TPO area, the location of which is shown on the map in Appendix A. A list of acronyms is included in Appendix B. An acronym is a word consisting of parts of full words. For example, TPO is an acronym for Transportation Planning Organization (TPO).

The TPO's Community Participation Plan (CPP) represents the process the TPO uses to help ensure the greatest degree of community input and empowerment when considering transportation priorities and funding. The term "community" refers to all of us who work, live, and play in the St. Lucie TPO area, both residents and visitors.

Methods of community collaboration are continually evolving. Collaboration occurs both formally and informally, and online strategies offer opportunities to reach large, diverse audiences. Consequently, the goals and strategies for the TPO's CPP have evolved and are achieved by weaving both online and in-person efforts.

### 1.2 Community Participation Plan Requirements

Federal requirements set forth in 23 CFR 450.316 outline specific procedures for conducting transportation planning in an open process. MPOs are required to develop and use a documented participation plan that defines a process for providing interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The MPO must develop the participation plan in consultation with all interested parties and, at a minimum, describe explicit procedures, strategies, and desired outcomes.

The federal requirements are summarized below along with how the TPO complies with these requirements on a continuous, comprehensive, and cooperative basis, with the details provided in the referenced sections of this CPP:



- Provide adequate public notice of public participation activities and time for public review and comments at key decision points, including a reasonable opportunity to comment on the proposed Long Range Transportation Plan (LRTP) and the Transportation Improvement Plan (TIP).

*Input is sought from all interested parties (Section 4). Input may be sought through regular TPO Board and advisory committee meetings, surveys, focus groups, and any other effective means of communication with the public. Notices for meetings are posted at the site of the meeting and on the TPO's website (Section 3). Major transportation documents, as well as information on current events and studies, are made available on the TPO's website for review at key decision points (Section 5).*

- Provide timely notice and reasonable access to information about transportation issues and processes.

*Public meetings are held for review and consideration of the LRTP, TIP, and transportation issues and processes at key decision points (Section 5), and notices for them are posted generally one week prior to the meetings. Notices also are posted at the site of the meeting and on the TPO's website (Section 3). The LRTP process also uses public open houses/input sessions, with notices of times and locations published and posted. In addition, the LRTP development uses focus groups which include interested members of the public (Sections 5 and 7).*

- Employ visualization techniques to describe LRTPs and TIPs.

*Numerous graphs, charts, maps, and photographs are used in the LRTP and TIP to enhance understanding of the information being presented. The TPO also uses a Geographic Information System (GIS) for analysis and presentation of information (Sections 5 and 7).*

- Make public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.

*Meeting notices and agendas, as well as major documents and information on current projects and studies, are available on the TPO's website (Sections 3, 5 and 7).*

- Hold any public meetings at convenient and accessible locations and times.

*TPO Board, LCB, TCCME and TPO advisory committee meetings are held at various times for the convenience of stakeholders at the TPO Office at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida, which is accessible by multiple forms of transportation including transit (Section 3). Public open houses and input sessions are held at accessible locations on public transit routes and at different times of day to attract a broader audience (Sections 3 and 7).*

- Demonstrate explicit consideration of and response to public input received during the development of the LRTP and TIP.

*Public input received on either document are distributed to and discussed by the TPO Board and Advisory Committees at key decision points (Section 5). Comments are responded to and documented (Section 5).*

- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

*Notices of meetings are sent to organizations serving these populations (Section 4). Sight, reading, and language assistance is provided at public input sessions, open houses, and public hearings for individuals who request it at least 48 hours in advance (Section 5).*

- Provide an additional opportunity for public comment, if the final LRTP or TIP differs significantly from the version that was made available for public comment by the TPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.

*In cases of major changes to the draft LRTP or TIP, the TPO will allow for additional time for the public to view said changes and offer comments (Section 5).*

- Coordinate with the statewide transportation planning public involvement and consultation processes.

*The TPO's public participation processes are coordinated with the Statewide public participation processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs (Section 7).*

- Periodically review the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

*The CPP undergoes a mid-year review and a formal annual evaluation and is updated as needed (Section 8).*

- When significant written and oral comments are received on the draft LRTP and TIP, a summary, analysis, and report on the disposition of comments shall be made as part of the final LRTP and TIP.

*Comments received on either document are distributed to and discussed by the TPO Board and Advisory Committees at key decision points (Section 5). Comments are responded to and documented (Section 5).*

- Minimum public comment period of 45 days before the community participation process is initially adopted or revised. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

*The TPO provides the public at least 45 days to comment on the CPP adoption or major revisions (Section 5). Copies of the approved participation plan are distributed and posted in accordance with federal guidelines (Section 7).*

- Consult with agencies and officials responsible for other planning activities within the metropolitan area.

*While developing the LRTP and TIP, the TPO will consult at key decision points with the agencies affected by transportation. This includes agencies associated with economic development, tourism, natural disaster risk reduction, freight movements, airport, non-profits, other governmental operations, and environmental protection operations (Sections 4 and 5).*

- When the planning area includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

*The Seminole Tribe of Florida is a federally recognized tribe with a reservation in Fort Pierce. Because the participation of the Seminole Tribe of Florida is essential to plan for future growth in the TPO area, the TPO actively seeks to keep the tribal government informed of major decisions affecting their geographic area. In addition, the TPO communicates with tribal leaders on an ongoing basis to identify issues of common concern (Sections 4 and 5).*

- When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

*The TPO area is home to several Federal public lands; therefore, the TPO submits drafts at key decision points of the LRTP and TIP development processes to the FHWA Eastern Federal Lands Highway Division for distribution to the applicable Federal agencies for review and comment (Sections 4 and 5).*

- MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies.

*The process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies is documented in the CPP and can be found in Section 5.*

The above procedures are reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) during certification reviews for the St. Lucie TPO to ensure that full and open access is provided throughout the TPO decision-making process.

### 1.3 Development of the Community Participation Plan

The CPP was developed in cooperation with the member agencies of the TPO (Fort Pierce, Port St. Lucie, St. Lucie County, St. Lucie Village, and the St. Lucie County School District). In addition, the CPP was developed in consultation with FHA, FTA, and the Florida Department of Transportation (FDOT) as well as the general public. The CPP is approved by the TPO Board and the appropriate state and federal agencies.

The TPO used the principles of nondiscrimination and equity in the preparation of the CPP and is responsive to Title VI of the Civil Rights Act of 1964 as well as other Federal requirements including the Infrastructure Investment and Jobs Act, commonly known as the Bipartisan Infrastructure Law (BIL).

The principles of nondiscrimination and equity, also known as environmental justice, are as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

The draft CPP was made available for public review through the TPO website, the TPO advisory committees, the LCB, an open public comment period, social media, and other means. This comment period was posted on the TPO web site ([www.stlucietpo.org](http://www.stlucietpo.org)). All notices mentioned when and where copies of the draft documents were available for viewing. The notices also mentioned how and where to send comments.

Social media was a focus of outreach based on the results of a recent survey of local residents that indicated three top ways residents received information about transportation projects: social media, friends/family, and radio/television.

In addition, TPO staff coordinated with local government media specialists to continue taping and airing TPO meetings that included consideration of the CPP on local government and public access television channels. TPO meeting broadcasts are available for viewing at the TPO website and are closed-captioned for the hearing impaired.

Once the public review period ended, the staff reviewed all public comments. All public comments and staff recommendations were presented to the TPO Board for review and appropriate action. This meeting of the TPO Board adhered to the meeting format identified for TPO Board meetings in Section 4.

## 2.0 TPO Roles and Responsibilities

An effective community involvement process is important for ensuring successful implementation of TPO plans, not the least of which is eliminating transportation projects with fatal flaws due to lack of community support or significant environmental impacts, and for meeting Federal and State requirements. The following sections describe the function of the St. Lucie TPO so that the public can better understand the transportation planning process.

The St. Lucie TPO is a metropolitan planning organization (MPO), an association of local agencies that coordinate transportation planning and development activities within a metropolitan area. The Federal-Aid Highway Act of 1962 created the Federal requirement for urban transportation planning largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. The Act required that transportation projects in urbanized areas with populations of 50,000 or more be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments.

Ensuring community input is one of the key reasons the federal government established the metropolitan transportation planning process. As detailed in Section 1.2, the process must provide for adequate, timely public notices; visualization techniques; information made available in electronic formats; meetings held at convenient and accessible locations and times; and explicit consideration and response granted to public input received.

The St. Lucie TPO is the designated MPO serving the City of Fort Pierce, the City of Port St. Lucie, St. Lucie Village, and unincorporated areas of St. Lucie County. The TPO is responsible for ensuring that the allocation of funding for transportation projects and programs is based on a continuing, cooperative, and comprehensive planning process. Community involvement is an important component of this process.

The TPO Board is the decision-making body for the TPO. Decisions are made based on recommendations from the general public, interested parties, and the TPO's advisory committees, some of which are open to membership from the general public.

The day-to-day operations of the TPO are conducted by a staff of transportation planners and other professionals that provide technical assistance and services on a wide variety of issues impacting the TPO area. The staff collects, analyzes, and evaluates demographic, land use, and

transportation data to gain a better understanding of the transportation needs of the area. Staff prepares materials for use at TPO Board and committee meetings and administers the planning, community involvement and Environmental Justice processes for the TPO. In addition, staff members represent the TPO in the planning activities of its partners and stakeholders within the region.



## 3.0 TPO Boards and Committees

Prior to review and action by the TPO Board, all plans, programs, and major actions are subject to review and comment by the following standing committees: the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle-Pedestrian Advisory Committee (BPAC). The TPO also serves as the planning agency for the Local Coordinating Board for the Transportation Disadvantaged (LCB) and staff for the Treasure Coast Scenic Highway Committee (TCSHC).

Not every meeting conducted by the St. Lucie TPO contains policy actions, but members of the public are afforded opportunities to participate regardless of the topic of discussion. The following section further describes the TPO Board and committees, details these public participation opportunities, and outlines the format of the various board and committee meetings conducted by the TPO.

The public's participation on committees is welcomed and encouraged. To participate on a TPO advisory committee, the LCB, or the TCSHC, an application must be completed and submitted to the TPO for consideration by the TPO Board. The application can be found in Appendix C.

### 3.1 TPO Board

The TPO is governed by a board, which is composed of elected officials from the three municipalities and a representative from the St. Lucie County School Board. There are 11 voting members on the TPO Board:

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

<b>Schedule:</b>	Bimonthly
<b>Location:</b>	TPO Offices
<b>Participation:</b>	The meetings begin with an opportunity for all persons to address the Board.
<b>Notifications:</b>	1 month prior: Date and time of meeting are posted to TPO website ( <a href="http://www.stlucietpo.org">www.stlucietpo.org</a> ). 1 week prior: Agenda of meeting is posted at meeting site and to TPO website and e-mailed to member government public information officers.



### 3.2 Technical Advisory Committee (TAC)

The TPO has established a broad-based TAC for the purpose of advising and providing technical expertise as part of the decision-making process. 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.

<b>Schedule:</b>	Bimonthly
<b>Location:</b>	TPO Offices
<b>Participation:</b>	The meetings begin with an opportunity for all persons to address the Committee.
<b>Notifications:</b>	1 month prior: Date and time of meeting are posted to TPO website ( <a href="http://www.stlucietpo.org">www.stlucietpo.org</a> ). 1 week prior: Agenda of meeting is posted at meeting site and to TPO website and e-mailed to member government public information officers.

### 3.3 Citizens Advisory Committee (CAC)

The CAC facilitates a broad range of public involvement in the transportation planning process. The CAC provides community collaboration on planning proposals, comments with respect to the concerns of various segments of the population and recommends projects and funding allocations for consideration. The CAC plays a significant role in implementing public involvement activities in the planning process. Membership on the CAC is open to the general public.

<b>Schedule:</b>	Bimonthly
<b>Location:</b>	TPO Offices
<b>Participation:</b>	The meetings begin with an opportunity for all persons to address the Committee.
<b>Notifications:</b>	1 month prior: Date and time of meeting are posted to TPO website ( <a href="http://www.stlucietpo.org">www.stlucietpo.org</a> ). 1 week prior: Agenda of meeting is posted at meeting site and to TPO website and e-mailed to member government public information officers.

### 3.4 Bicycle Pedestrian Advisory Committee (BPAC)

The BPAC provides recommendations regarding bicycle and pedestrian planning and programming activities and coordinates with local and state agencies. Membership on the BPAC is open to the general public.

- Schedule:** Bimonthly
- Location:** TPO Offices
- Participation:** The meetings begin with an opportunity for all persons to address the Committee.
- Notifications:**
  - 1 month prior: Date and time of meeting are posted to TPO website ([www.stlucietpo.org](http://www.stlucietpo.org)).
  - 1 week prior: Agenda of meeting is posted at meeting site and to TPO website and e-mailed to member government public information officers.



### 3.5 Transportation Disadvantaged Local Coordinating Board (LCB)

The LCB implements 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 Chairperson is appointed by the TPO Board. Membership on the LCB is open to the general public.

- Schedule:** Quarterly
- Location:** TPO Offices
- Participation:** The meetings begin and end with opportunities for all persons to address the Board.
- Notifications:**
  - 1 month prior: Date and time of meeting are posted to TPO website ([www.stlucietpo.org](http://www.stlucietpo.org)).
  - 1 week prior: Agenda of meeting is posted at meeting site and to TPO website and e-mailed to member government public information officers. Notice published in newspaper.

### 3.6 Treasure Coast Scenic Highway Committee (TCSHC) Meetings

The TCSHC explores available opportunities for enhancing the Treasure Coast corridor of the Florida Scenic Highway. The members of the TCSHC include representatives from the local jurisdictions and State and local agencies. Membership on the TCSHC is open to the general public.

- Schedule:** Quarterly
- Location:** TPO Offices
- Participation:** The meetings begin with opportunities for all persons to address the Committee.
- Notifications:**
  - 1 month prior: Date and time of meeting are posted to TPO website ([www.stlucietpo.org](http://www.stlucietpo.org)).
  - 1 week prior: Agenda of meeting is posted at meeting site and to TPO website and e-mailed to local government public information officers.



### 3.7 Emergency Meetings

Meetings of the TPO Board and Committees are occasionally scheduled on shorter-than-usual notice to take action on matters critical to the health, safety, and welfare of the community.

- Schedule:** As needed in emergencies
- Location:** TPO Offices
- Participation:** The meetings begin with an opportunity for all persons to address the Board or Committee.
- Notifications:** As soon as possible prior to the meeting, the date, time, and agenda of the meeting are posted at the meeting site and to the TPO website ([www.stlucietpo.org](http://www.stlucietpo.org)) and e-mailed to member government public information officers.

### 3.8 Virtual Meetings

The TPO Board and Advisory Committees may meet virtually through technological means as provided by Florida statutes permitting a quorum to be present by means other than in-person and/or by relevant Executive Orders of the Governor of Florida lawfully suspending the in-person requirement for constituting a quorum during a declared state of emergency.

**Schedule:** As needed

**Location:** Online

**Participation:** The meetings begin with an opportunity for all persons to address the Board or Committee.

**Notifications:** 1 month prior: Date and time of meeting are posted to TPO website ([www.stlucietpo.org](http://www.stlucietpo.org)).

7 days prior: Agenda of meeting is posted at meeting site and to TPO website and e-mailed to member government public information officers.

Or depending on the state of emergency, as soon as possible prior to the meeting, the date, time, and agenda of the meeting are posted at the meeting site and to the TPO website ([www.stlucietpo.org](http://www.stlucietpo.org)) and e-mailed to member government public information officers.

## 4.0 Identification of Interested Parties

The TPO develops its plans, programs, and activities in consultation with all interested parties. An interested party is anyone who has an interest in or is impacted by the outcome of a project. The parties to be involved in a planning project will vary depending on the type of participation goal. The participation of interested parties is accomplished through early, frequent, and thorough communication.

An important element of the community participation process is the identification of all interested parties at the onset of a project. There are three different methods the TPO uses to identify such parties:

1. Self-Identification—Anyone who has exhibited previous interest through public meeting attendance, written comments, or contact with the TPO.
2. TPO Identification—Agencies, organizations, and members of the general public identified from the TPO's Community Profiles, current mailing lists, field reviews, or public records.
3. Third-Party Identification—Members of the general public and private groups as identified through known stakeholders.

### 4.1 Categorical Representatives

There are federal requirements directing MPOs on whom they must provide reasonable opportunities to be involved in the transportation planning process. Some required groups are reached through targeted outreach efforts during plan updates or through participation on the TPO Board and various advisory committees. The TPO makes every effort to include the following representatives:

- General public
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers and providers of freight transportation services
- Public ports
- Private providers of transportation
- Representatives of users of public transportation and intercity bus operators
- Employer-based commuting programs

- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of persons with disabilities
- The tourist industry
- Native American tribal governments
- Natural disaster risk reduction officials
- Community-based mobility advocacy groups
- Recipients of assistance under Title 49 USC Chapter 53
- Recipients of assistance under Title 23 USC Chapter 201-204
- Federal land management agencies
- Governmental agencies and non-profits that receive federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services

## 4.2 Governmental Units

Various units of government play a vital role in the transportation planning process and are thus considered to be interested parties. These agencies include:

- City of Fort Pierce
- City of Port St. Lucie
- St. Lucie County
- St. Lucie Village
- Indian River County
- Martin County
- Okeechobee County
- Treasure Coast Regional Planning Council
- Seminole Tribe of Florida
- Florida Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- Various environmental agencies

## 4.3 Traditionally Underserved Populations

Traditionally underserved populations, also known as Environmental Justice (EJ) or Title VI populations, are identified by the federal government as low-income or minority populations. As part of its planning process, the TPO is required to evaluate the impact its projects have on these populations. 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 maps to assist in identifying and building better relationships with the community.

The locations of traditionally underserved households are depicted on maps in Appendix A. The map series was developed for the TPO area to identify disadvantaged communities and ensure these populations are provided with various opportunities to meaningfully engage in the transportation planning process. These resources also ensure that there is not a significant disparity of impacts in accessibility to and delivery of transportation facilities and services. 2020 Census data and 2018-2022 American Community Survey data were utilized in the Geographic Information System (GIS) to identify Census Block Groups where one or more of the following thresholds (percentage equaling 1.5 times the County average) were met:

Demographic Variables	County Average	1.5x Threshold
<b>% minority population</b>	46.2%	69%
<b>% Limited English Proficiency (LEP) population</b>	7.3%	11%
<b>% population with incomes below poverty line</b>	12.5%	19%
<b>% population 20-64 years old with disabilities</b>	11.5%	17%
<b>% households without a vehicle</b>	4.5%	7%
<b>% senior (65+) population</b>	24.4%	37%

The thresholds were established based on industry standards, previous studies, and a degree of discretion. Larger multipliers, and therefore higher thresholds, generally result in smaller areas being selected. Setting a threshold of 1.5 times the County average ensured the selected areas had statistical significance while resulting in a reasonable number of block groups. The six variables above were overlain on a map of the TPO area to determine the disadvantaged score for each Census Block Group, a process depicted in the Community Profiles Map Series in Appendix A.

By overlaying proposed projects from the TPO's Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP) on the Community Profiles Maps, it may be determined if significant disparities of impacts in accessibility to and delivery of transportation facilities and services exist among these communities. In addition, the maps allow future outreach efforts to be tailored to specific communities to optimize the results of these efforts and to obtain comprehensive and meaningful public input. For example, some TPO workshops are specifically designed to attract racial/ethnic minority and low-income populations and are thus held at times and locations that are most convenient for the communities served. In addition, members of these communities are recruited to participate in community-wide events.

#### 4.4 Native American Tribal Governments

The TPO area includes property owned by the Seminole Tribe of Florida. The TPO maintains contact with the Executive Office of the local Seminole Tribe, through which communications regarding TPO plans, programs, and activities are regularly sent to the tribal government. The TPO dialogue with the Seminole Tribe remains open and outreach efforts are continually expanding. The location of Indian tribal lands is depicted on a map in Appendix A

#### 4.5 Federal Land Management Agencies

The Federal government owns millions of acres of land throughout the United States that is managed by Federal agencies. Four agencies -- the Bureau of Land Management (BLM), the Fish and Wildlife Service (FWS), the National Park Service (NPS) in the Department of the Interior, and the Forest Service in the Department of Agriculture -- manage most of these federal lands.

The TPO area includes lands that are owned and managed by the Federal government as depicted on the map in Appendix A. Therefore, the TPO will submit drafts at key decision points of the LRTP and TIP to the FHWA Eastern Federal Lands Highway Division for distribution to the applicable Federal agencies for review and comment.



## 5.0 Interested Party Consultation and Public Comment

As an agency, the TPO's primary function is to coordinate multimodal transportation project planning and funding. In addition to the development of the TIP and LRTP, planning tasks of the TPO include regional coordination, bicycle and pedestrian planning, mobility management, demographic data collection, and CPP processes and plan updates. 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. The TPO also works closely with the Martin and Indian River MPOs and collaborates with the MPOs of Palm Beach, Broward, Miami-Dade, and the Heartland Region in larger regional discussions of transportation and mobility.

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

Effective outreach requires timely notice of the TPO's activities to allow the public adequate opportunity to review and comment at key decision points, from development of the plan/activity to meetings of the TPO's boards and committees.

A public review and comment period is conducted prior to the adoption of major TPO plans or programs by the TPO Board. During comment periods, draft documents are available on the TPO's website, and 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 commentary at other locations as well.

In its communications to the public, the TPO adheres to the "plain language" principles required by Federal and State government. As outlined in FDOT's *Public Involvement Handbook* (October 2023), specific requirements include:

- Use of common language instead of technical jargon
- Providing only the pertinent information in an organized manner
- Use of short sentences and active voice
- Layout and design that are user friendly

## 5.1 Planning Documents/Programs, Key Decision Points, and Public Comment Periods

The following recurring documents and programs result from the TPO's planning process. Each has its own key decision points and target public comment periods, which are listed below.

### 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 affordable highway, transit, pedestrian, bicycle, trail, airport, and Intelligent Transportation System projects for the next 25 years.

*Key Decision Points: Scope adoption, needs assessment, alternatives development, project prioritization, draft document review, and amendments*

*Target Public Comment Review Period: 14 days*

*Review Meetings: Workshops, TPO Board, LCB, and advisory committees*

### Transportation Improvement Program (TIP)

The TIP is updated annually and is used as a short-term transportation programming document. The TIP contains a list of upcoming transportation projects over the next five years. The TPO must coordinate these priority transportation projects with Federal, State, and local governments.

*Key Decision Points: Project prioritization, draft document review, and amendments*

*Target Public Comment Review Period: 14 days*

*Review Meetings: TPO Board and advisory committees*

### Community Participation Plan (CPP)

The Community Participation Plan (CPP) is a resource document that guides public participation for all TPO activities and events with a comprehensive approach to public outreach methods and monitoring. The CPP's development is based on public input, including surveys. The development of the CPP is an important step in clarifying and documenting the TPO's commitment to public input and impact into the transportation planning process.

*Key Decision Points: Draft document review*

*Target Public Comment Review Period: 45 days*

*Review Meetings: TPO Board, LCB, and advisory committees*

### Congestion Management Process (CMP)

The CMP identifies areas of significant congestion and provides recommendations for improvements to mitigate those concerns. Recommendations from the CMP 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.

*Key Decision Points: Needs assessment, alternatives development, project prioritization, and draft document review*

*Minimum Public Comment Review Period: 14 days*

*Review Meetings: TPO Board and advisory committees*

### 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 every two years and is revised as needed. The work program describes the planning tasks to be fulfilled in the specific year, costs associated with each activity, and the responsible agencies.

*Key Decision Points: Call for Planning Projects, draft document review, and amendments*

*Target Public Comment Review Period: 14 days*

*Review Meetings: TPO Board, LCB, and advisory committees*

### Title VI Plan

Title VI of the Civil Rights Act of 1964 mandates non-discrimination by race, color, or national origin in connection with programs and activities receiving Federal financial assistance. 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, or family status. The TPO has developed a Title VI/ Nondiscrimination Policy, Plan and Program to provide an opportunity for all persons to participate in the planning process. The Policy and Plan includes Americans with Disabilities Act (ADA) and Limited English Proficiency (LEP) plan components.

The Limited English Proficiency (LEP) Plan, a component of the TPO's Title VI Plan, outlines 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 languages. However, the TPO does not intend for its LEP Plan to exclude anyone requiring language assistance and will attempt to accommodate all requests for assistance.

*Key Decision Points: Draft document review*

*Target Public Comment Review Period: 14 days*

*Review Meetings: TPO Board, LCB, and advisory committees*

### 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. The TDSP is developed jointly by TPO staff and St. Lucie County transit staff.

*Key Decision Points: Draft document review*

*Target Public Comment Review Period: 14 days*

*Review Meetings: LCB*

### Transit Development Plan (TDP)

The TDP is the public transportation provider's strategic guide for public transportation over the next 10 years. The TDP identifies public transportation service improvement priorities, determines the operating and capital costs to implement these service improvement priorities, and outlines a strategy for implementation.

*Key Decision Points: Needs assessment, alternatives development, project prioritization, and draft document review*

*Target Public Comment Review Period: 14 days*

*Review Meetings: Workshops, TPO Board, LCB, and advisory committees*

### Special Projects and Programs

In addition to plans, programs, and activities that address Federal and State planning requirements, the TPO often undertakes one-time planning studies to investigate and better understand specific transportation problems and to help define the best possible solutions. Examples are corridor analyses and interested party requests to address specified local needs and issues.

*Key Decision Points: Scope adoption, draft document review, and any other items of consideration required by the project/issue*

*Target Public Comment Review Period: 14 days*

*Review Meetings: Varies according to the project/issue*

## **5.2 Consideration of Public Comments**

The TPO demonstrates explicit consideration and response to community input received during the development of the LRTP, the TIP, and other major documents. The TPO provides additional opportunities for public comment if the final version of these documents differs significantly from the version that was made available for public comment by the TPO and raises new material issues that interested parties could not reasonably have foreseen from the community participation efforts. When written and oral comments are received during this participation process on the draft plans or programs, such as the LRTP and TIP, a summary report on how those comments were addressed is included in the final document. An example of a comment summary is provided in Appendix D.

## 6.0 Public Participation Strategies

### Why is Public Participation Important?

Public participation ensures the community has a voice in the decision-making process. The information and perspectives gained through community participation assist decision-makers and result in more meaningful and comprehensive planning. Effective public involvement allows for the identification of issues, such as lack of community support or significant environmental impacts, early in the planning process.

Federal and State regulations require that all metropolitan planning organizations develop an inclusive public involvement process. The TPO satisfies this requirement as well as various nondiscrimination laws and regulations including Title VI of the Civil Rights Act.

### Coordination with the Statewide Public Participation Process

The following Guiding Principles for Public Involvement, derived from FDOT's *Public Involvement Handbook* (October 2023), summarize FDOT's approach to incorporating community input into the planning process that the TPO supports. In addition, further coordination occurs through the Florida Metropolitan Planning Organization Advisory Council (MPOAC) and FDOT's non-voting memberships on the TPO Board, TAC, and BPAC.

#### *Early and Continuous Engagement*

Develop and promote effective and efficient opportunities for public engagement at every stage of the plan or project, starting from the early phases and continuing throughout the entire process.

#### *Community-Centric Approach*

Emphasize a community-centric approach that incorporates the views and local preferences of the community when making key decisions.

#### *Established Procedures*

Rely on established procedures outlined in relevant handbooks and manuals. Develop a Project Record that describes the public process used to guide key project decisions and community-based outcomes.

#### *Relationship Building*

Enhance relationships with all transportation partners, including affected residents, businesses, State agencies, statewide organizations, community leaders, and other stakeholders.

### *Tailored Engagement Methods*

Utilize a variety of methods to engage and collaborate with the community and public, providing multiple opportunities for participation and input.

### *Effective Communications*

Use plain language to clearly communicate information and ensure that it is easy to understand for the community, making the information as accessible as possible.

### *Strengthening Partnerships*

Proactively and collaboratively strengthen partnerships with all those involved in the transportation process, fostering constructive relationships and mutual cooperation.

## Coordination with the Federal Public Participation Process

The U.S. Department of Transportation (DOT) published a guidebook entitled *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making* (2023) to assist agencies in incorporating the voice of communities into transportation decision making. One of the recommendations in the guidebook is to use a framework for participation, such as the International Association of Public Participation (IAP2) Public Participation Spectrum, which outlines the level of influence the public might have on the decision or action being considered through community engagement efforts. Potential levels of public influence can vary from low (informing the public of a decision) to medium (seeking public input for a decision made by the organization) to high (empowering the public to make the decision).

The U.S. DOT *Equity Action Plan* highlights work that the DOT will undertake to expand access and opportunity while focusing on underserved, overburdened, and disadvantaged communities. The Plan highlights metrics and actions that fall under five focus areas, or "Pillars," described along with their anticipated outcomes below.

### *Wealth Creation*

Upgrade skills, grow entrepreneurs, increase incomes, expand net asset ownership, and foster social well-being for underserved communities through direct procurement, infrastructure projects, community wealth building, and industry at large.

### *Power of Community*

Ensure individuals and communities have a greater voice in transportation decisions affecting them.

### *Proactive Intervention, Planning and Capacity Building*

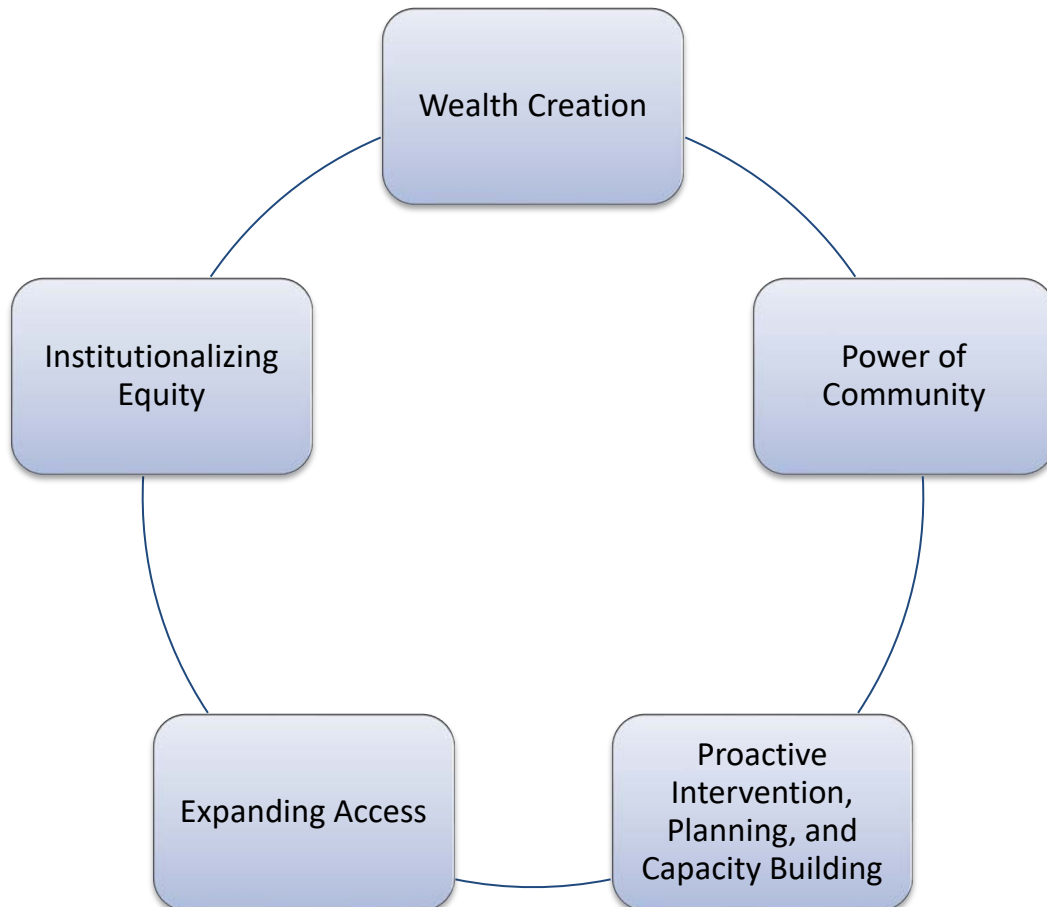
Ensure historically overburdened and underserved communities in urban and rural areas benefit from access to a generational investment in the nation’s infrastructure through direct, hands-on technical support for transportation projects with local impact.

*Expanding Access*

Increase social and economic opportunity for disadvantaged and underserved communities through the provision of affordable multi-modal transportation options and the development of a transportation cost burden measure.

*Institutionalizing Equity*

Continuously provide resources to embed equity, civil rights, and social justice initiatives into the Department’s decision-making processes—including meaningful public involvement—and ensure that equity is a core part of the Department’s mission and culture.





## 7.0 Participation Methods

This CPP demonstrates the TPO's strong commitment to community involvement. To ensure continuous improvement in our efforts and to continuously identify new avenues to involve all interested parties in our efforts, the TPO urges you to contact us through one of the methods identified below with any feedback or suggestions you may have.

Email: TPOadmin@stlucieco.org  
Facebook: St. Lucie TPO  
X: @StLucieTPO  
Phone: 772-462-1593  
Address: Coco Vista Centre  
466 Port St. Lucie Boulevard, Suite111  
Port St. Lucie, FL 34953

### 7.1 Tools and Techniques

The TPO reaches out to the community and partnering agencies on an ongoing basis and through a variety of methods. Public input on outreach methods informs how we develop and implement our comprehensive and continuous outreach activities. With an emphasis on early and transparent outreach, the TPO tailors the way we reach different sectors of the public using the following tools and techniques.

#### [Advisory Committee Meetings](#)

The TPO Board Advisory Committees include the Bicycle Pedestrian Advisory Committee (BPAC), Citizens Advisory Committee (CAC), and Technical Advisory Committee (TAC). The Advisory Committees meet prior to TPO Board meetings and review and provide recommendations to the Board on transportation plans and programs.

#### [Career Fairs](#)

As the field of transportation planning is multidisciplinary and dynamic, TPO staff support career fairs to assist jobseekers by providing information on the range of transportation career paths.

## Comments Summaries

The TPO's major plans and studies include summaries of significant comments which describe where the comments were addressed in the plan or study.

## Community Facilitators

The TPO seeks to identify community facilitators, experienced residents of a project area who act as liaisons to bring in community members to enhance, support and reinforce public involvement in the transportation decision-making process.

## Community Participation Evaluations

The TPO regularly evaluates the effectiveness of the CPP strategies in maximizing the public's role in transportation decision-making. The evaluations occur both formally and informally. An annual evaluation of the CPP is presented to the TPO Board and its Advisory Committees.

## Eblasts/Direct Mail

The TPO sends out periodic updates to subscribers who have opted-in to receive emails or direct mail. These communications announce upcoming community participation opportunities and report news that may be of interest to TPO stakeholders.

## Email, Mail, Telephone, In-Person

The TPO encourages public comment and interaction and has created a form (available in English, Spanish and Haitian-Creole) for community members to use when providing comments. The form is included in Appendix E.

## Environmental Justice Analyses of TPO Plans

The TPO engages in a process whereby historically disadvantaged communities are identified along with the degree to which TPO plans serve the needs of those communities.

## Events/Presentations

The TPO participates in community events and may set up informational booths to engage the public. Pop-up engagement techniques at places like flea markets, libraries, and health centers are used to solicit informal

feedback on planning efforts. The TPO sometimes makes formal presentations at these events.

### Focus Groups

A focus group is a group interview in which a select number of persons sharing similar characteristics or common interests are led into a discussion on a predetermined topic by a facilitator. The TPO occasionally initiates focus groups to obtain the community's input on specific transportation issues.

### Gamification

The TPO develops interactive games or gamifies surveys to increase participation and engagement in a fun and informative way.

### Immersive Technologies

Virtual reality technologies can be used for virtual project exploration or augmented reality experiences in which project information is overlaid on real-world environments. Such technologies enable the TPO to better communicate to stakeholders the impacts of particular plans and projects, and they also enable community members to provide more thorough feedback.

### Information Galleries and Kiosks

The TPO maintains a gallery space in its offices where informational maps and videos can be viewed during normal business hours and during open house events. Information is also provided to partner organizations to display at their bulletin boards, break rooms, kiosks, etc.

### Interactive Maps

The TPO uses an interactive community engagement map platform that allows the public to make place-based comments in real time. The platform includes the Long Range Transportation Plan, the Transportation Improvement Program, and other transportation needs and project initiatives for public viewing.

### Library Outreach

The TPO often conducts public outreach at branch libraries. Libraries nationwide are increasingly being developed according to a community center model where patrons can access a wide variety of programs, a

development that has likely contributed to a recent Pew Research Center survey showing that lower income persons and communities of color are more likely to see libraries as community anchors. The survey also showed that these persons are likely to be frequent users of libraries. The TPO therefore considers branch libraries to be an effective site for outreach to all communities within the TPO area.

### Posters/Flyers/Brochures

The TPO creates posters, flyers, and brochures for distributing information about the TPO and major planning efforts. The TPO also produces maps such as the bicycle facilities map available for download on the TPO website.

### Press Releases

The TPO creates press releases to inform the community about important projects and opportunities for the public to get involved.

### Public Events/Presentations

The TPO hosts and attends public events as well as delivers presentations to community groups upon request.

### Public Meetings

The TPO holds public meetings routinely throughout the year, exemplified whenever the TPO advisory committees make recommendations on plans or projects or when the TPO Board or LCB act on plans or projects. All meetings comply with Florida Government-in-the-Sunshine laws, and all are held in ADA accessible locations. Translation or sign language services are available upon request.

Comments received during public comment periods at the public meetings are included in meeting summaries, and public comments are considered by the advisory committees, TPO Board or LCB prior to adoption of plans or projects. An example of a comment summary is shown in Appendix D. All TPO Board, LCB, and advisory committee meetings, times, agendas, and locations are announced online according to the schedule outlined in Section 3. Notices of meetings are also posted at the TPO office. An example of a public notice is shown in Appendix F. Video recordings of the TPO Board meetings are available through the TPO website.

## Questionnaires, Polls, and Surveys

The TPO uses public comment forms, surveys, and questionnaires to encourage the community to provide input and suggestions concerning transportation planning activities. These tools are provided in-person and online for planning efforts of all scales. Because current U.S. Census estimates indicate that nine percent of households in St. Lucie County lack broadband access at home, in-person interviews are conducted where people tend to congregate, such as at transit hubs. Printed surveys are distributed at meetings, workshops, and events and are often accompanied by an online option for those who prefer to complete surveys on their smartphones using a QR code. At a recent, large-scale event that attracted the general population, one-third of survey participants opted for the use of paper surveys over the online option, and those who preferred the paper surveys were generally senior citizens.

## Radio and Television

TPO staff seek opportunities to speak about transportation projects on local radio and television stations.

## Site Visits

Site visits are trips to proposed or existing project areas, corridors, or affected properties. Also known as field visits or site tours, these excursions provide TPO staff and other attendees with first-hand knowledge of a site. They can include community members, officials, agencies, organizations, and consultants.

## Social Media

The TPO uses social media platforms such as X and Facebook to post announcements, meeting/workshop schedules, safety reminders, and planning activities with engagement opportunities.

## Stakeholder Interviews

Stakeholder interviews are one-on-one discussions with subject matter experts who have an interest in a particular topic. A facilitator guides the interviewee in a structured set of questions. The TPO uses stakeholder interviews to obtain in-depth input on a wide variety of initiatives.

## Virtual Rooms

Virtual rooms display project information in a manner that is similar to that of a physical open house but adapted to an online format. Virtual rooms enable the dissemination of important project information to those who may be unable to attend in-person open houses and facilitate the TPO's goal of fostering meaningful public input among all the communities in the TPO area.

## Visualization/Infographics/3D Animations

The TPO uses visualization, infographic, and 3D animation techniques to clarify complex information. Maps, graphics, and videos are used extensively in documents and supplemental materials to illustrate existing and future conditions of transportation systems and to depict the movement of pedestrians, bicyclists, and vehicles.

## Website/Website Accessibility

The TPO website is continuously updated with meeting notifications, public comment opportunities, interactive surveys when appropriate, and links to video-recorded Board meetings. The website also provides access to planning data through maps, studies, and plans.

To ensure electronic communications are accessible to persons with disabilities, the TPO uses accessibility plugins that enable users to alter the presentation of the website on demand. The TPO uses tools to ensure all content posted to the website meets accessibility standards and makes every attempt to meet accessibility requirements for all third-party engagement applications used on its website.

## Workshops/Open Houses

Public workshops are useful in providing the community with opportunities to offer input regarding specific projects and plans. Materials provided at workshops may include maps, fact sheets, project documents, surveys, and other related project materials.

Workshops can be conducted as informal, open house formats where attendees are invited to arrive at their convenience, browse a collection of displays, ask questions or make comments, and then leave when they wish. The TPO often collaborates with community-based organizations in low-income and minority communities to recruit participation.

## 7.2 Levels of Influence

Each of the participation tools and techniques will be considered for use based on the level of influence such participation might have on the decisions or actions of the TPO. The levels of influence, which range from low to high influence, are categorized as follows:

**Inform:** Distribute information to the community.

**Consult:** Obtain community feedback with the community seeing the results of its participation.

**Involve:** Understand and consider the concerns and needs of the community with the community seeing the results of its participation.

**Collaborate:** Partner with the community in the refinement of alternatives and solutions to address the needs and concerns of the community with the community seeing the results of its participation.

**Empower:** Partner with the community in the development of community-initiated alternatives and solutions to address the needs and concerns of the community with the community seeing the results of its participation.

The resulting level of influence will be evaluated as an Outcome Measure when reviewing the effectiveness of the CPP (Section 8).

## 8.0 Reviewing the Effectiveness of the CPP

The CPP is evaluated at least annually to determine how effective it was in accomplishing its goals. The effectiveness of the CPP is determined by using performance measures, setting targets for those measures, and comparing the measurable results to the targets. The participation methods of the CPP subsequently are selected and/or updated based on the evaluation.

The performance measures of the CPP Evaluation align with the Engagement Output and Outcome Measures described in *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making* (2023) The Output Measures are assessed after the participation methods are completed and are easily measured such as event attendance, online engagements, and engagement of the traditionally underserved. The Outcome Measures identify the level of influence of the participation methods such as how public input received by the method was used by the TPO and affected the resulting end products.

The following Output Measures will be assessed as part of the CPP Evaluation:

Participation Output Measure	Target	Result	Target Met?
Total Participation (online)			
Total Participation (in-person)			
Minority Population*			
LEP Population*			
Population with incomes below poverty line*			
Population 20-64 years old with disabilities*			
Households without a vehicle*			
Senior (65+) population*			

\*Based on St. Lucie TPO Community Profiles (Section 4.3)

Demographics in the table above will be determined through self-identification using surveys with optional demographic questions. Incentives may be provided to survey respondents who answer these questions. To the greatest extent possible, surveys will be distributed in geographic areas known to include disadvantaged populations.

The Outcome Measures will be assessed as part of the CPP Evaluation by summarizing the level of influence of each participation measure that was used as follows:

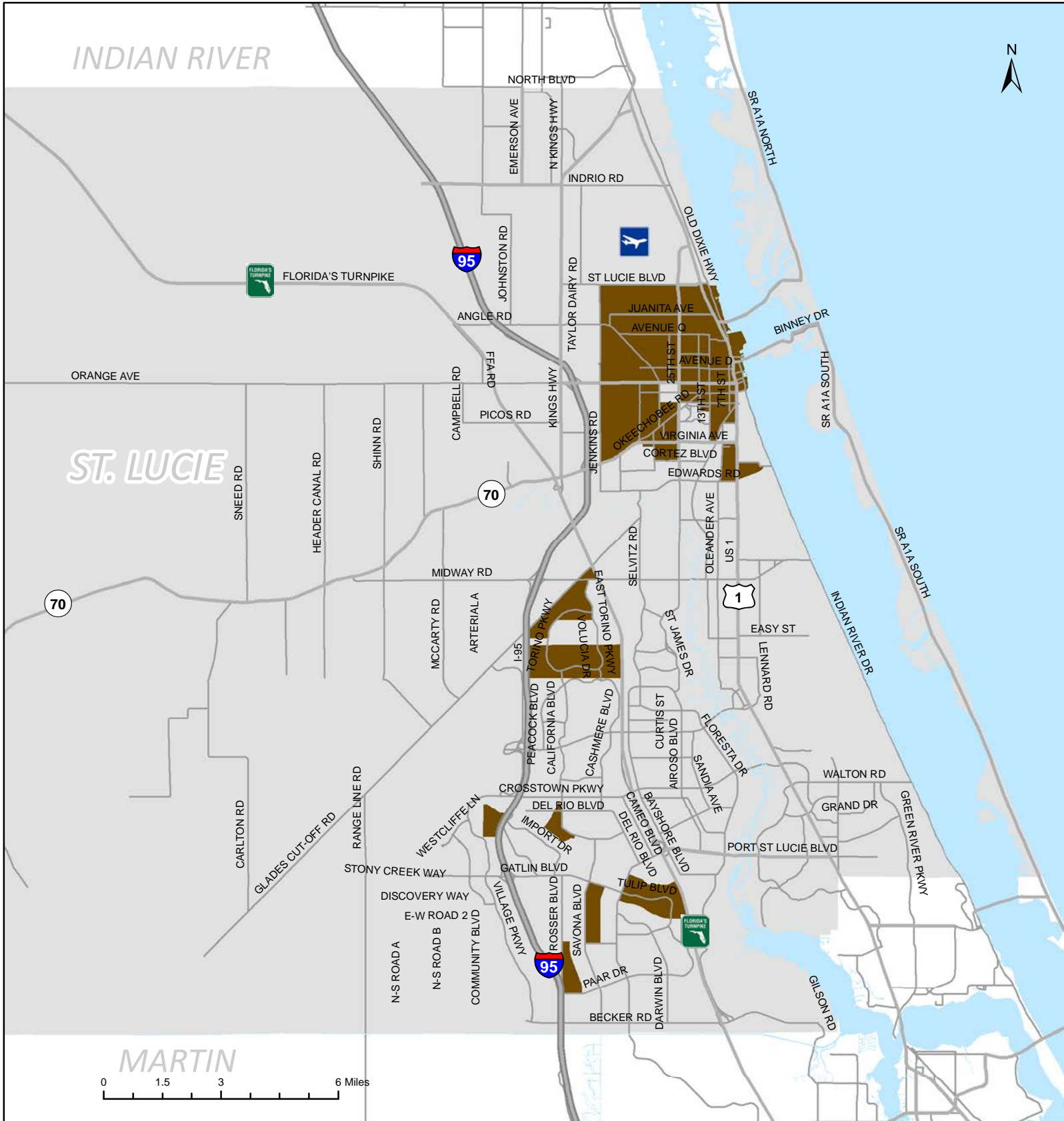


Level of Influence Category	Number of Participation Methods Used	Target*	Result*	Target Met?
Inform		20%		
Consult		20%		
Involve		20%		
Collaborate		20%		
Empower		20%		
<b>TOTAL</b>		100%	100%	


\*Percentage of Total Number of Participation Methods Used

The participation methods used for future outreach/engagement efforts will be selected and/or updated based at least in part on the Output and Outcome Measures meeting the targets.

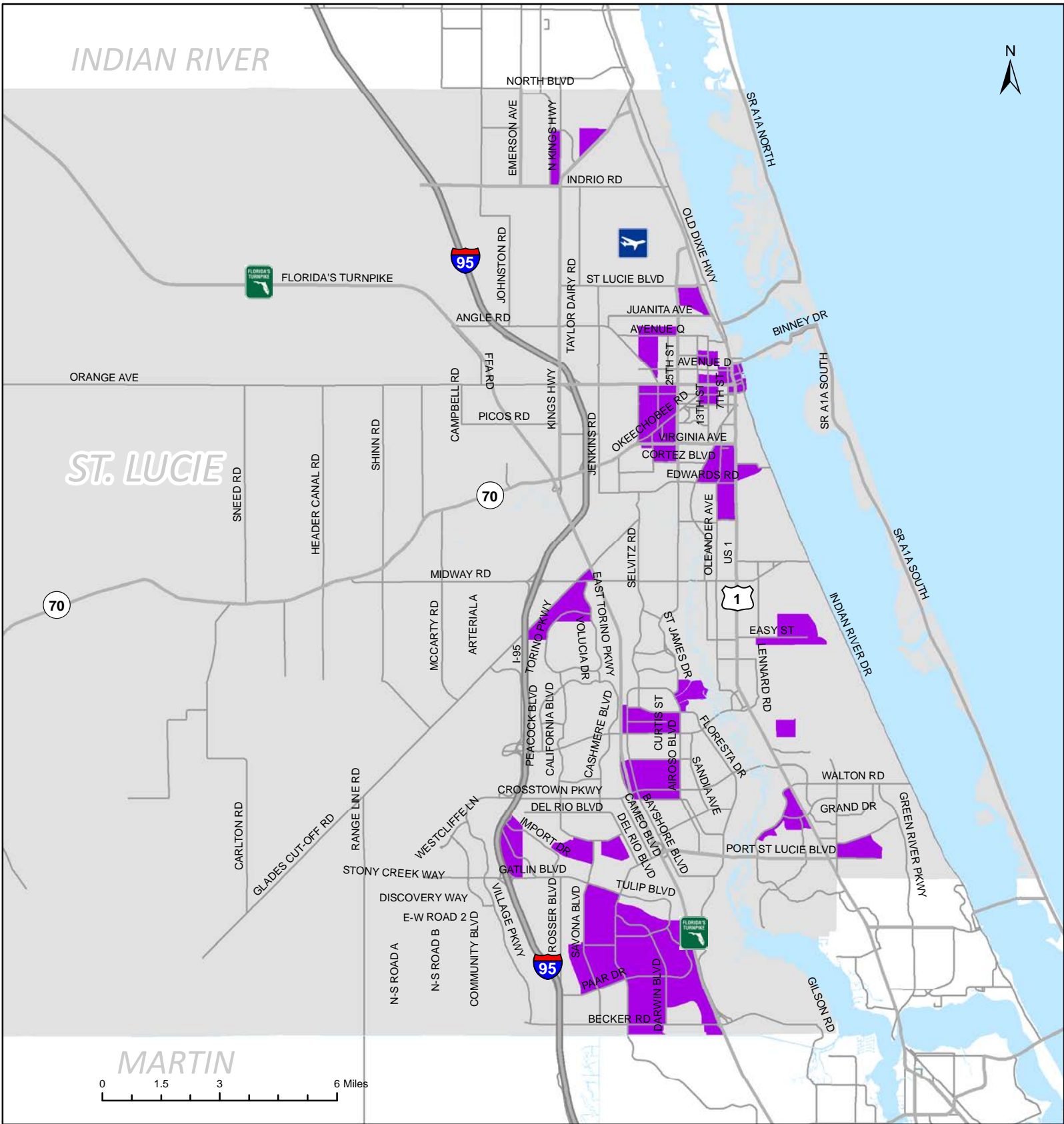
## APPENDICES




**St. Lucie** Transportation Planning Organization

 Percentage of "Minority Population" meet the threshold of 69.3%

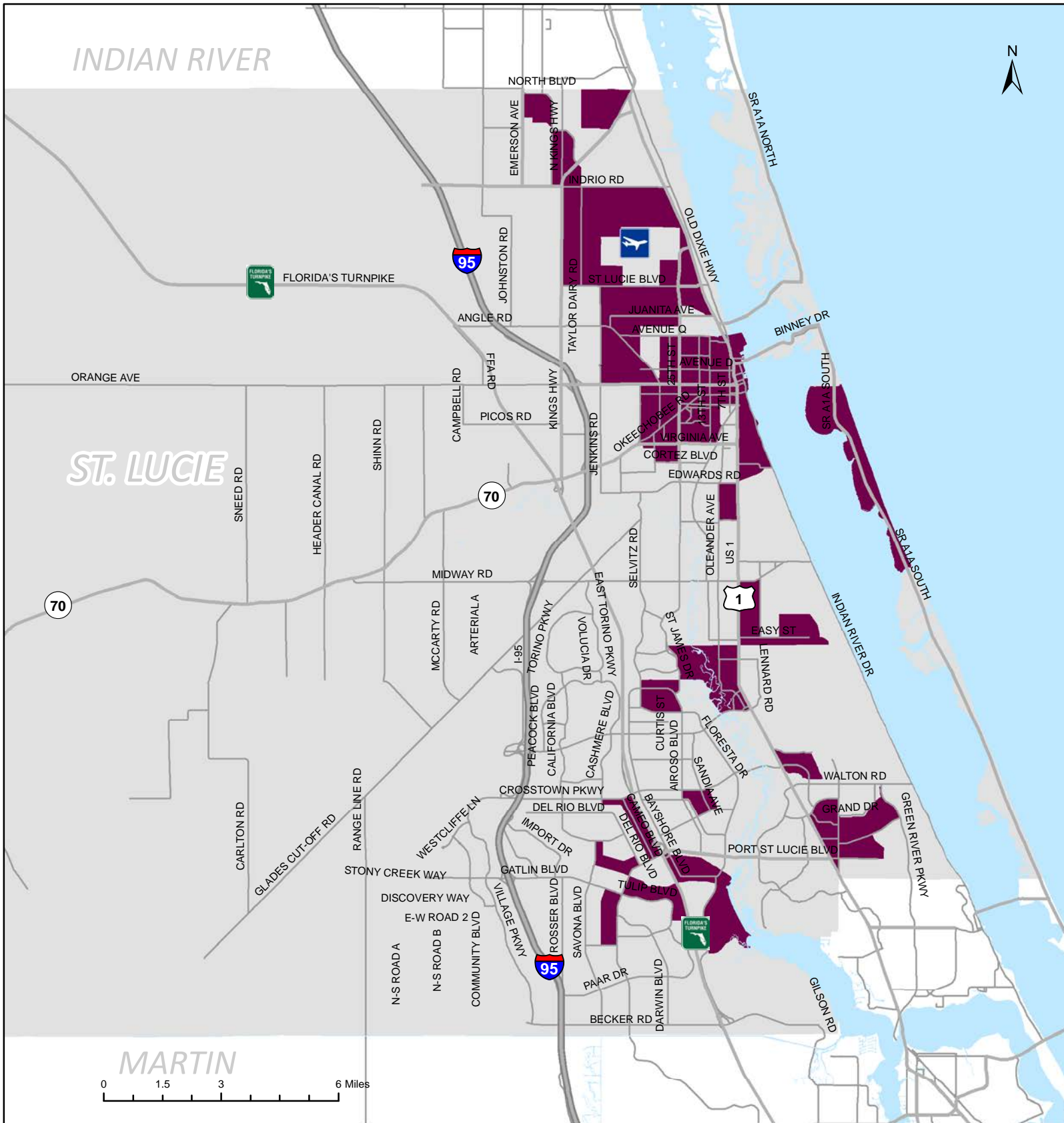
Source: ACS 5-Year Estimates (2018-2022)

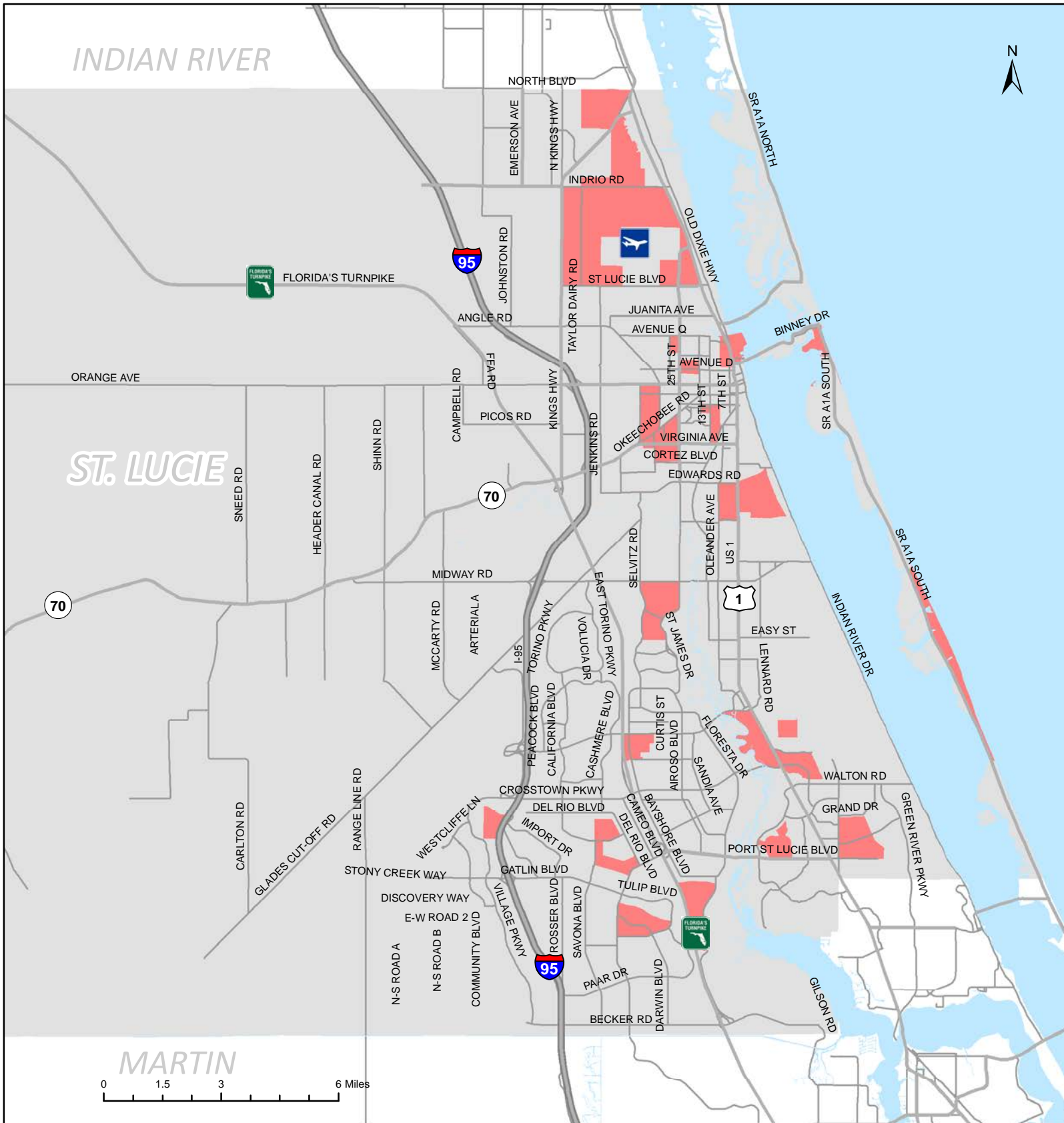


**Transportation**  
**St. Lucie Planning**  
**Organization**


 Percentage of "LEP Population" meet the threshold of 10.9%

Source: ACS 5-Year Estimates (2018-2022)

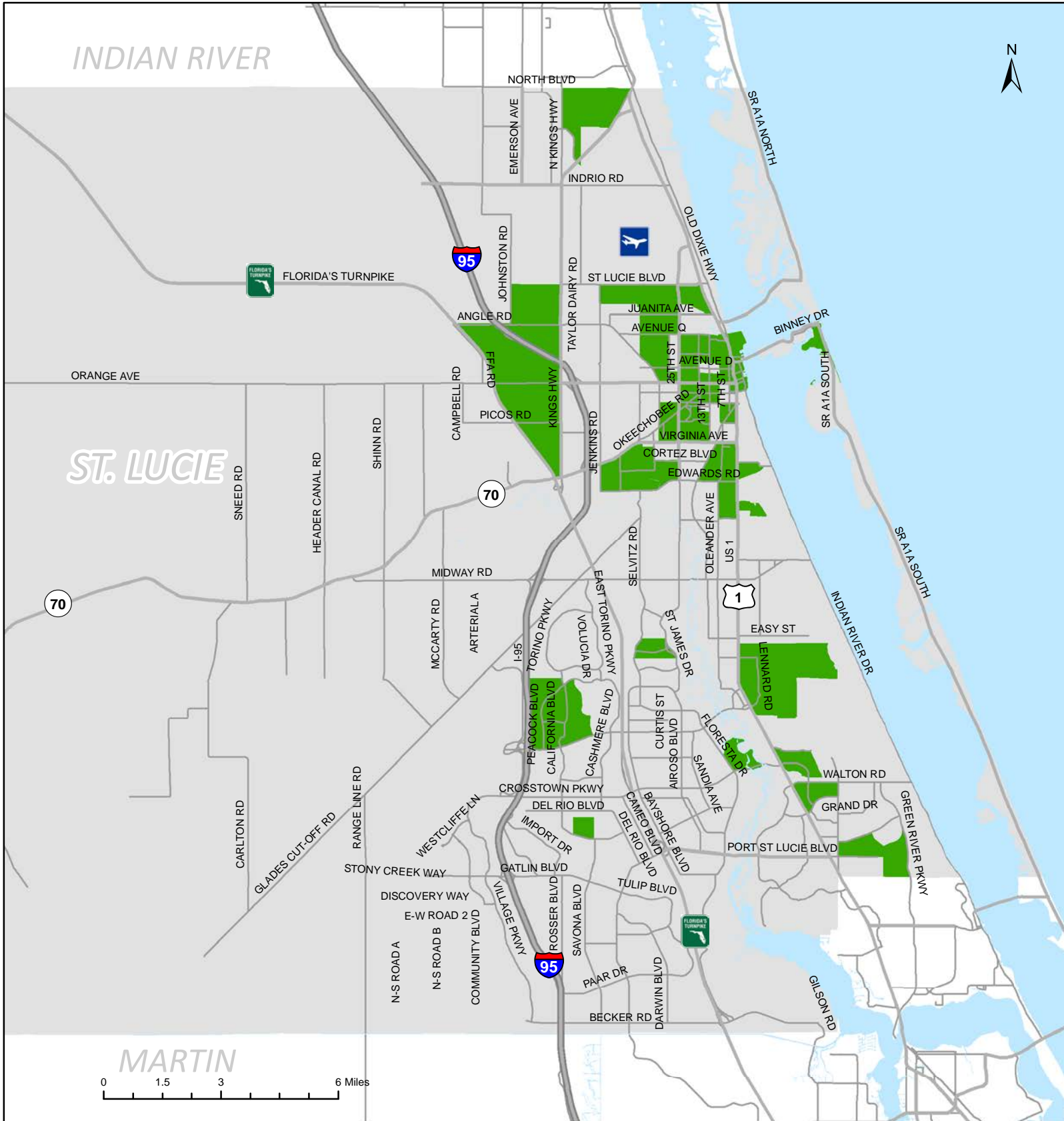




**Transportation**  
**St. Lucie Planning**  
**Organization**

 Percentage of "Population with Disabilities" meet the threshold of 17.3%

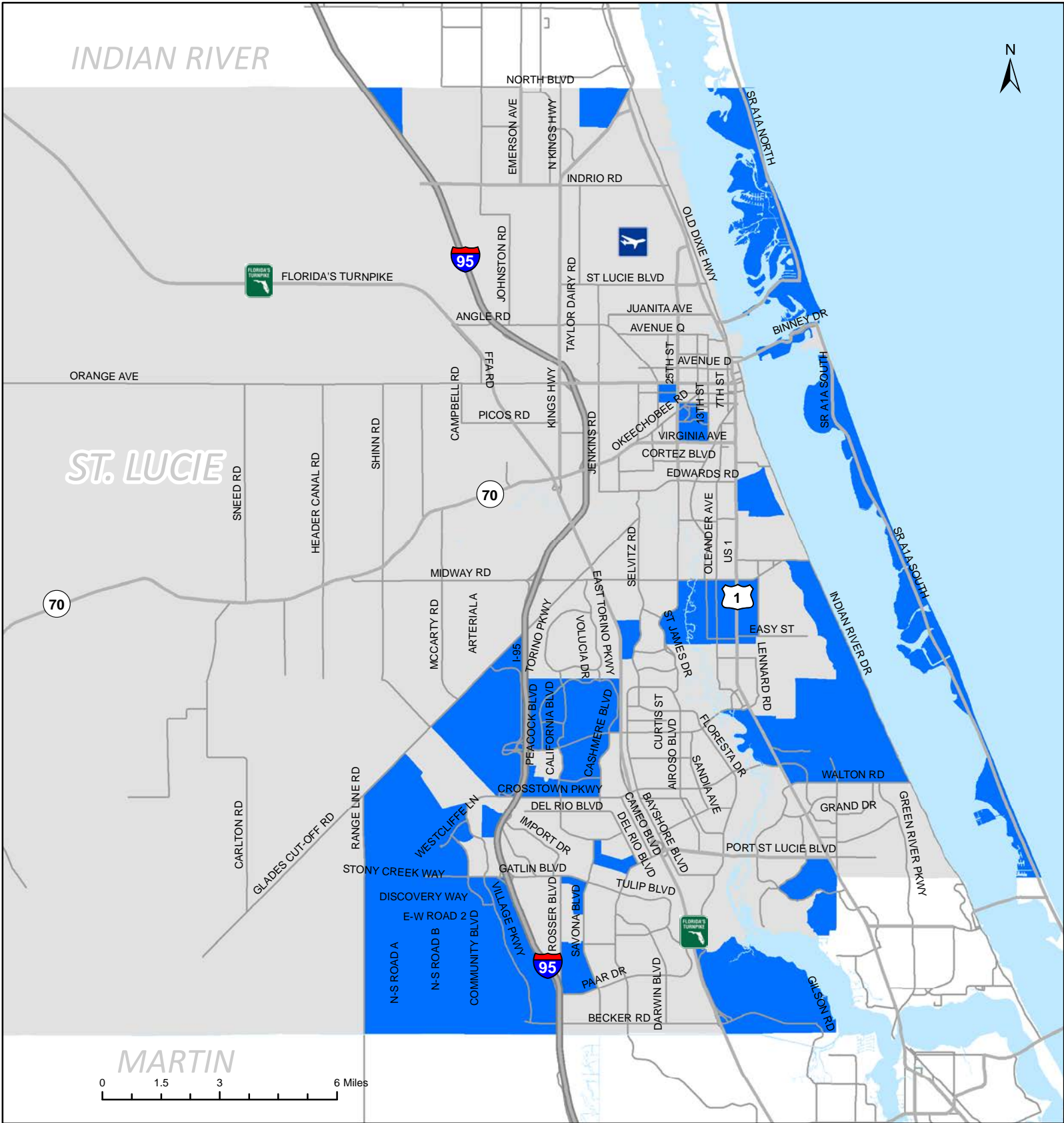
Source: ACS 5-Year Estimates (2018-2022)




**Transportation  
St. Lucie Planning  
Organization**

Percentage of "Household without Vehicle" meet the threshold of 6.8%

Source: ACS 5-Year Estimates (2018-2022)



**St. Lucie** Transportation Planning Organization

 Percentage of "Senior Population" meet the threshold of 36.6%

Source: ACS 5-Year Estimates (2018-2022)





## TRANSPORTATION ACRONYM LIST

ADA	Americans with Disabilities Act
BIL	Bipartisan Infrastructure Law
BOCC	St. Lucie Board of County Commissioners
BPAC	Bicycle Pedestrian Advisory Committee
CAC	Citizens Advisory Committee
CMP	Congestion Management Process
CPP	Community Participation Plan
CTC	Community Transportation Coordinator
F.A.C.	Florida Administrative Code
FCTD	Florida Commission for the Transportation Disadvantaged
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
F.S.	Florida Statute
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information Systems
ITS	Intelligent Transportation System
LCB	Local Coordinating Board for the Transportation Disadvantaged
L RTP	Long-Range Transportation Plan
MPO	Metropolitan Planning Organization
PPP	Public Participation Plan
SR	State Road
TAC	Technical Advisory Committee
TCCME	Treasure Coast Corridor Management Entity
TDM	Transportation Demand Management
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan

## TRANSPORTATION ACRONYM LIST

TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
US DOT	United States Department of Transportation
UPWP	Unified Planning Work Program



**St. Lucie** Transportation Planning Organization

**Coco Vista Centre**  
 466 SW Port St. Lucie Blvd, Suite 111  
 Port St. Lucie, FL 34953  
 772-462-1593 www.stlucietpo.org

**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):  
**Treasure Coast Scenic Highway Committee (TCSHC)**\_\_\_\_\_   
**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 or email to:

MAIL: St. Lucie Transportation Planning Organization  
466 SW Port St. Lucie Boulevard, Suite 111  
Port St. Lucie, FL 34953

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](mailto: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.



**St. Lucie Transportation Planning Organization**

Coco Vista Centre  
 466 SW Port St. Lucie Blvd, Suite 111  
 Port St. Lucie, Florida 34953  
 772-462-1593 www.stlucietpo

### 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:

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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

Email: TPOAdmin@stlucieco.org

Kreyòl Aisyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aisyen, tanpri rele nimewo 772-462-1593.

Español: Si usted desea recibir esta información en Español, por favor llame al 772-462-1593.

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.



## 2025 Community Participation Plan (CPP) Summary of Comments

Comment	Commenter	Date/Method Received	Incorporation into Study

Summary Completion Date: February 5, 2025



## **DRAFT COMMUNITY PARTICIPATION PLAN (CPP) PUBLIC REVIEW AND COMMENT OPPORTUNITIES**

The St. Lucie Transportation Planning Organization (TPO) is updating its Community Participation Plan (CPP), formerly known as the Public Participation Plan (PPP). The CPP informs the public of how they can impact transportation planning decisions. The TPO encourages you to review the draft CPP and to share feedback to ensure that the CPP reflects the needs of the public to the greatest extent possible.

The TPO has posted the draft CPP for public review for 45 days, beginning December 20, 2024. The public has until 1:00 pm, Wednesday, February 5, 2025, to provide comments on the CPP before it is reviewed for adoption by the TPO Board. As part of the approval process, the TPO will make changes to the draft CPP as necessary and summarize all significant comments submitted during the comment period and the revisions made to the CPP based on the comments.

### **To Obtain the CPP for Review**

- 1) Appear in person or write to the St. Lucie TPO at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953
- 2) Call 772-462-1593
- 3) Access the TPO website at [www.stlucietpo.org](http://www.stlucietpo.org)
- 4) Email [TPOAdmin@stlucieco.org](mailto:TPOAdmin@stlucieco.org)

### **To Provide Comments on the CPP**

- 1) Write to the St. Lucie TPO at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953
- 2) Call 772-462-1593
- 3) Email [TPOAdmin@stlucieco.org](mailto:TPOAdmin@stlucieco.org)
- 4) Appear in person at the following upcoming public St. Lucie TPO Board meeting:  
 Wednesday, February 5, 2025, 2:00 pm  
 St. Lucie TPO Office  
 466 SW Port St. Lucie Boulevard, Suite 111  
 Port St. Lucie, Florida

### **For Special Assistance**

Persons who require accommodations under the Americans with Disabilities Act (ADA) or who require translation services (free of charge) should contact Marceia Lathou, 772-462-1593, at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711. Anyone with a disability requiring transit accommodation to attend the above-referenced TPO Board meeting should contact Area Regional Transit (ART) at (772) 462-1778 at least 48 hours prior to the meeting.

### **Title VI/Nondiscrimination 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, Title VI/ADA Coordinator, St. Lucie TPO, at 772-462-1593 or [lathoum@stlucieco.org](mailto:lathoum@stlucieco.org).

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