MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)

PUBLIC INVOLVEMENT PLAN (PIP) UPDATE

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TROY MCDONALD, MPO CHAIRMAN

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1.0 INTRODUCTION

In 1962, the Federal-Aid Highway Act was established, which mandated that all urbanized areas with a population greater than 50,000 establish a continuous, cooperative and comprehensive (3C) planning process in order to be eligible to receive US Department of Transportation funding. Following this, the 1974 Federal Aid Highway Act formalized this process by outlining the creation of Metropolitan Planning Organizations (MPOs) with the purpose of involving local governments in the transportation project development and funding process.

FEDERAL AND STATE MPO REQUIREMENTS

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) strengthened the role of MPOs in the multi-modal transportation planning process. ISTEA was landmark legislation that introduced a comprehensive approach to address transportation issues by emphasizing innovation, intermodal planning and flexibility in the transportation program.

The approach begun in ISTEA was continued in 1998 with the adoption of the Transportation Equity Act for the 21st Century (TEA-21), which further increased the authority of MPOs relative to the programming of federal transportation funds. The TEA-21 transportation planning to involvement process that public notice, and supports the public in developing plans recent federal transportation entitled, Safe Accountable Transportation Equity Act: A Legacy for Users (SAFETEA-LU) followed in 2005 and reinforced a 3C planning process and carries forward with a strong federal emphasis on public participation programs and creation of an MPO’s Public Involvement Plan (PIP). The most recent federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law on July 6, 2012. MAP-21 is a milestone for the U.S. economy and the Nation’s surface transportation program. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds upon many of the highway, transit, bike and pedestrian programs and policies established in 1991. MAP-21 introduces national goals in seven areas: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Deliver Delays. To achieve these goals, MAP-21 emphasizes a streamlined, performance-based, and multi-modal approach to transportation planning and project implementation.

This Public Involvement Plan (PIP) is intended to outline the expectations for public participation during transportation planning and decision-making activities. In particular, the PIP outlines the intent, tools, and expectations for public outreach and education on transportation issues. It also includes the strategies that will consistently be used to engage the public in the MPO’s transportation planning process and a variety of outreach techniques available to the MPO. This public involvement plan is
intended to define how the Martin Metropolitan Planning Organization (Martin MPO) will engage the public and gather public input. The PIP was developed through the MPO process and went through the advisory committees and public meetings prior to being adopted by the MPO Policy Board in December 2009. Since then, the PIP has been revised regularly and made public at local libraries prior to the adoption of revisions for public comment. For public involvement inquiries, please contact Bolivar Gomez, Public Involvement Coordinator at 772-288-5412 or at bgomez@martin.fl.us.

**TITLE VI/NONDISCRIMINATION COMPLIANCE**
Title VI of the Civil Rights Act of 1964 was enacted to prohibit discrimination on the basis of race, color, and national origin; and other federal and state authorities forbid discrimination based on sex, age, disability, religion and family status. Derived from Title VI of the Civil Rights Act of 1964 and established in Presidential Executive Order 12898, the term “Environmental Justice” refers to the impact of transportation plans or projects on a minority or low income communities, populations that may have traditionally been underserved or left out of the transportation planning process. The intent of the Environmental Justice policy is to ensure public involvement of low income and minority groups and prevent disproportionately high or adverse impacts on those populations. Similarly, Title VI and Executive Order 13166, require meaningful access to government programs, services and activities to those who are Limited English Proficient (LEP). Those with questions or concerns about Martin MPO’s nondiscrimination compliance or those requiring alternate language services should contact Bolivar Gomez, Planner (Title VI/Non-discrimination Contact) at (772) 288-5412 or blandry@martin.fl.us for more information.

In regard to the compliance with Title VI and environmental justice, any formal complaint of discrimination may be submitted to the FDOT according to the Title VI Program and Related Statutes Implementation and Review Procedure. The Martin MPO will continue to effectively implement all of the Florida Department of Transportation (FDOT) Title VI and related statutory requirements and will demonstrate that good faith efforts have been made toward achieving them. The Martin MPO also adheres to Martin County purchasing procedures and requirements, including the Disadvantaged Business Enterprise program in the hiring of contractors and vendors. To access the Martin MPO Title VI and Other Nondiscrimination Policy and Plan, visit: [https://www.martinmpo.com/documents/](https://www.martinmpo.com/documents/)
2.0 MARTIN MPO RESPONSIBILITIES

Established in 1993, the Martin MPO is governed by a Policy Board and serves a Metropolitan Planning Area with a 2010 population of 146,318. Planning tasks of the Martin MPO include regional coordination, bicycle and pedestrian planning, mobility management, demographic research, air quality planning, and PIP processes and updates. As an agency, the Martin MPO also serves its primary function as the coordinator for multi-modal transportation project planning and funding in and through the county with various state agencies responsible for transportation and land use plans as well as adjacent MPOs. On specific issues, the Martin MPO partners with the St. Lucie TPO, the Indian River County MPO, and the Palm Beach MPO.

LONG RANGE TRANSPORTATION PLAN (LRTP)

The Long Range Transportation Plan (LRTP) identifies transportation improvements necessary to maintain adequate mobility and accommodate anticipated growth in the region. Because of the comprehensive and intensive nature of the LRTP, a separate public participation plan will explain how public input will be solicited and incorporated into the LRTP. Throughout the development of the LRTP, public workshops, focus groups, public meetings, and website announcements will be utilized to present information to the public as well as gather their comments and suggestions. The public involvement process will coincide with the major components and milestones of the LRTP. Once all of the components of the Draft document are completed, a public notice will be advertised to announce the 30 day public review and comment period prior to its adoption by the MPO Board.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The MPO Transportation Improvement Program (TIP) contains all federally funded and regionally significant transportation projects planned for the upcoming five years. The TIP is updated annually with funding priority given to the highest ranked projects from the LRTP Cost Feasible Plan. This priority-ranked list is addressed in a Public Hearing prior to being submitted to FDOT for consideration in the Draft Tentative Work Program. The TIP is based on funding data contained within the FDOT Tentative Work Program, which is developed annually and made public by FDOT prior to the development of the TIP. The MPO TIP is particularly important in that it establishes the priorities for scheduling improvements to the Strategic Intermodal System (SIS), including freight and Intelligent Transportation System (ITS) strategies, federal interstate highway system, local roadways and MPO priorities concerning transit, pedestrian and bicycle-friendly environments and
transportation demand management programs.

When a Draft TIP is completed a public hearing notice is advertised announcing that the Draft TIP is available at the MPO office, at all six Martin County libraries and on the Martin MPO website for a 45 day public review period. During the public review process the Draft TIP is presented at public meetings in conjunction with the Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), and the Bicycle and Pedestrian Advisory Committee (BPAC). After the 45 day review period the Draft TIP is brought before the MPO Board for a public hearing and final approval.

LRTP/ TIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

Once adopted by the MPO Board, the LRTP and the TIP may be modified by amendment or administrative modification. Amendments are revisions that involve a major change, including an added or deleted project, a significant change to project cost (increase of 20% and greater than $2 million), or major change to a project scope. Administrative modifications are revisions that include minor changes to project costs, funding sources, and project initiation dates.

Once an amendment is created, it will be advertised for 15-30 days on the MPO website and in the local newspaper for a public review and comment period prior to the approval by the MPO Board. During this review and comment period, it will be brought before the MPO Advisory Committees for review and approval. Administrative modifications do not require a public review and comment period. However, they will be brought before the MPO Advisory Committees, whenever feasible, and the MPO Board for final review and approval.

UNIFIED PLANNING WORK PROGRAM (UPWP)

The MPO Unified Planning Work Program (UPWP) is the document that defines the transportation planning activities and products to be developed by the MPO and partner transportation planning agencies for a two year period. Updated biennially (every other year), the UPWP is the basis for allocating federal, state, and local funds for transportation planning activities.

PUBLIC INVOLVEMENT PLAN (PIP)

The MPO maintains a Public Involvement Plan (PIP) to meet the requirements of state and federal laws by providing opportunities for public involvement and input in the multi-modal transportation planning process. The purpose of a Public Involvement Plan (PIP) is to outline the expectations for public participation during transportation planning and decision-making activities. This PIP describes the process followed to capture citizen input in the development of MPO plans (the Regional Long Range Transportation Plan [LRTP] and the Transportation Improvement Program [TIP]) and documents (the Unified Planning Work Program [UPWP], Project Priorities Lists, and special projects and studies) required by SAFETEA-LU and Florida Statutes, and subsequent amendments.
As required by federal law, the Public Involvement Plan, and subsequent revisions, will be made available for public review and comment for 45 days prior to its adoption by the MPO Board. The PIP is reviewed annually to determine if update to the Plan is needed.

**PIP SUBSTANTIVE UPDATES AND ADMINISTRATIVE MODIFICATIONS**

Once adopted by the MPO Board, the PIP may be updated for substantive updates or administrative modifications. Substantive updates are defined as changes which affect the goals, objectives or strategies or change the general intent of the plan. Administrative modifications will be limited to changes required by Federal or State agencies, language revisions that provide clarity to its readers or corrections to typographical errors.

Administrative modifications do not require a public review and comment period. However, they will be brought before the MPO Advisory Committees, whenever feasible, and the MPO Board for final review and approval.

**TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP)**

The TDSP is a three-year implementation plan, with annual updates developed by the CTC and the planning agency which contains the provisions of service delivery in the coordinated transportation system. The plan shall be reviewed and recommended by the local Coordinating Board.

The TDSP is prepared in accordance with the requirements of Chapter 427, Florida Statutes, Rule 41-2, Florida Administrative and the guidelines provided by the Commission for the Transportation Disadvantaged. In addition, the Federal Transit Administration (FTA) requires the development and adoption of a “Coordinated Public Transit-Human Services Transportation Plan” (CPTHSTP) for recipients of FTA Section 5316 (Job Access/Reverse Commute), Section 5317 (New Freedom) and Section 5310 (Elderly and Persons with Disabilities) grant funding programs.

The State of Florida has received concurrence from the Federal Transit Administration to allow the Transportation Disadvantaged Service Plan to fulfill this requirement. Consistent with the direction given by the State of Florida Department of Transportation, the Commission for Transportation Disadvantaged, and the guidelines issued by the Federal Transit Administration, a TDSP (prepared as a CPTHSTP) is developed through a process that included representatives of public, private and nonprofit transportation and human services providers and participation by the public.

**TRANSIT DEVELOPMENT PLAN (TDP)**

A Transit Development Plan (TDP) is an FDOT required, 10-year horizon plan intended support the development of an effective multi-modal transportation system for the State of Florida. Public transit means the transporting of people by conveyances, or systems of conveyances, traveling on land or water, local or regional in nature and available for use by the public. The TDP serves as the basis for
defining public transit needs which is a prerequisite to receipt of state funds. The rule requires that the TDP be the provider’s planning, development and operational guidance document.

TDPs are intended to serve as strategic planning documents. They assist MPOs to define public transportation needs; solicit broad input by coordinating with other plans, involve substantial public participation, and explore community goals with decision makers and other stakeholders; define alternative courses of action, and develop a systematic plan and monitoring program. While required by FDOT, the greatest value from the TDP planning effort, gathered data, and resultant documents occurs when an agency uses the TDP to serve the local area and the traveling public by providing a logical, comprehensive basis for exploring near and mid-term public transit needs and opportunities.

Federal Transit Administration (FTA) Circular 9030.1E, issued January 16, 2014, requires public transportation operators to create a Program of Projects (POP) to be funded by FTA Section 5307 funds. This Circular allows that the MPO’s Transportation Improvement Program (TIP) public participation and approval process can serve to satisfy the requirements for public participation under Section 5307. For the Martin MPO, this Public Involvement Plan is intended to satisfy the public participation requirements for the POP required of Martin County Section 5307 grant recipients.

Public input received on the above planning documents is used to develop Goals and Objectives, means to collect data and also used to develop priority projects. Citizens play a key role in the transportation decision-making process and comments received are often included in planning document appendices, such as the 2040 LRTP and Bicycle and Pedestrian Safety Action Plan developed in 2016.
3.0  PIP GOALS, OBJECTIVES AND STRATEGIES

The Martin MPO maintains this Public Involvement Plan (PIP) to ensure opportunities for public involvement and input are provided in the transportation planning process. This document is an update of the Adopted PIP Dated December 21, 2009. The PIP outlines the MPOs approach to obtaining public involvement through traditional techniques as well as modern, technology-based tools.

This PIP is intended to achieve, through the guidance of the Goal, Objectives and Strategies described herein, the vision to expand public participation opportunities in order to work collaboratively with the public to design context-sensitive transportation facilities.

While the overall Goal is to establish an on-going process, this PIP includes objectives and strategies, as detailed in Table 1 - Martin MPO Goal, Objectives and Strategies below, which provide measureable targets to achieving the goal. In general a “goal” is the ultimate purpose for an activity, wherein “objectives” are components of that goal, and “strategies” are those efforts that can be made to measure progress toward an objective. In a later section of the PIP, measures of effectiveness (Performance “Measures”) will be outlined. These measures are the specific and measureable criteria for evaluation of performance.
Table 1 – Martin MPO Goals, Objectives and Strategies

<table>
<thead>
<tr>
<th>GOAL</th>
<th>To establish an on-going process through which citizen input is regularly identified and considered in the development of MPO plans and documents.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OBJECTIVE 1</strong>:</td>
<td>To hold regular public meetings with its standing Advisory Committees, to obtain their input on all documents, projects, and funding determinations prior to consideration by the MPO Board.</td>
</tr>
<tr>
<td>Strategy 1a</td>
<td>Advisory Committee positions are filled.</td>
</tr>
<tr>
<td>Strategy 1b</td>
<td>Advisory Committees receive meeting notices, agenda items and information at least 7 days prior to meetings.</td>
</tr>
<tr>
<td>Strategy 1c</td>
<td>Advisory Committee recommendations/actions are presented to MPO Board.</td>
</tr>
</tbody>
</table>

**OBJECTIVE 2**: To provide equitable access to information regarding transportation decision making.

| Strategy 2a | Meetings and events are held at convenient times and locations. |
| Strategy 2b | Persons with disabilities are provided access to information and participation opportunities. |
| Strategy 2c | Public involvement activities and events are geographically dispersed throughout the MPO area. |
| Strategy 2d | Public involvement activities and events target a diverse group of participants. |
| Strategy 2e | Public information is available in a format for traditionally underserved populations. |

**OBJECTIVE 3**: To engage the public early, often, and with clarity so that opportunities exist for public feedback in the transportation decision making process.

| Strategy 3a | Public information regarding MPO actions is available in different formats and easily accessible. |
| Strategy 3b | The MPO responds to public inquiries within 7 working days of the date of receipt. |
| Strategy 3c | Meeting notices and information are available at least 5 days prior to meetings. |
| Strategy 3d | MPO will provide follow-up information to groups on project process and comments received. |
| Strategy 3e | Public participation opportunities will be made available at key decision-making milestones. |
| Strategy 3f | Public feedback is incorporated into transportation decision making. |

**OBJECTIVE 4**: To use a variety of methods to involve and engage the public.

| Strategy 4a | The MPO utilizes varied public involvement techniques. |
| Strategy 4b | The MPO conducts surveys on the effectiveness of public outreach techniques. |
| Strategy 4c | Public information is available in languages other than English, as appropriate, or in other means to address disabilities. |
| Strategy 4d | The MPO uses varied website tools to provide information. |
| Strategy 4e | The MPO uses the website to track public interest in activities. |

**OBJECTIVE 5**: Public Input on Program of Projects for Martin County Public Transit

| Strategy 5a | Request the Martin County Section 5307 POP. |
| Strategy 5b | POP will be included with the MPO LOPP and presented at the CAC, TAC, BPAC and MPO Policy Board meetings in September. The public will have the opportunity to: |
| | - Provide input on the POP |
| | - Be involved in prioritizing of the POP for funding |
4.0 THE PUBLIC INVOLVEMENT PROCESS

Involving the appropriate agencies, governments and the general public is key to a successful public outreach effort, and most importantly, identifying transportation improvements that are accepted by the community intended to be served. The public involvement process outlined in this PIP will ensure maximum exposure of on-going projects and will raise community-wide awareness of current and relevant issues and concern through a pro-active approach.

Interested persons and groups will be targeted using various methods and strategies to distribute information concerning Martin MPO plans and programs; and provide opportunities for the public to ask questions and provide comment prior to action by the Board. This PIP is intended to emphasis the appropriate public outreach tools and techniques to be used to tailor-fit the project’s unique needs. Figure 1 – Public Outreach Process, illustrates the importance of how inclusive and collaborative relationships and partnerships developed during program development will result in a project that is not only economically feasible but is addresses the needs and demands and is supported by the community.

![Figure 1 - Public Outreach Process](image-url)
There are four incorporated municipalities within Martin County, the Town of Jupiter Island, the Town of Ocean Breeze Park, the Town of Sewall’s Point and the City of Stuart. Approximately 560 square miles consist of unincorporated lands. According to the 2015 5-year American Community Survey, Martin County has a total population of 151,586. About 82.9% of the population is 18 years and over and 28.8% of the population is 65 and over. While 87.1% of the population is White, and 5.6% is Black or African American, 12.9% of the population identified as Hispanic or Latino (of any race). According to the 2011-2015 American Community Survey, 7.3% of all families have had income below the poverty level within 12 months of the Survey; this was also true of 15.3% of families with children 18 or younger.

**THE PUBLIC AUDIENCE**

Described herein, this PIP documents the overall MPO public audience – its Boards and committees, regional agencies, the general public, younger generations, and those populations that are traditionally under-served in the transportation decision making process.

**BOARDS AND COMMITTEES**

The MPO consists of a Policy Board and four standing committees:

- **MPO Board**
  - The Martin MPO Policy Board membership is comprised as follows:
    - 4 County Commissioners
    - 2 City of Stuart Commissioners
    - 1 Town of Sewall’s Point Commissioner
    - 1 Department of Transportation (DOT) (non-voting) Representative
    - 1 Indiantown CRA (non-voting) Representative

In addition to the Policy Board, the MPO relies on four advisory committees. Decisions made by the Policy Board are based on recommendations received from the following committees:

- **Citizen Advisory Committee (CAC)**
  - The Citizens Advisory Committee (CAC) is a continuing forum for citizen input to the transportation planning process, consisting of 11 individuals representing various public interests (see Appendix B: Committee Membership). Members are appointed by the MPO Board. The CAC provides a basic level of citizen input to plans, programs, community needs and funding decisions, as well as serves as an early indicator of public opinion. The CAC meets on a regular basis to consider transportation plans as well as priorities and provide comments from the citizen’s viewpoint. These meetings are open and provide opportunities for public comments.

- **Technical Advisory Committee (TAC)**
  - The Technical Advisory Committee (TAC) is comprised of 15 representatives of agencies that contribute to the implementation and planning of the transportation systems developed by the MPO (see Appendix B: Committee Membership). The TAC provides an early technical review of plans, programs, community needs and funding decisions. These meetings are open and provide opportunities for public comments.
• Bicycle Pedestrian Advisory Committee (BPAC)
  o The Bicycle Pedestrian Advisory Committee (BPAC) focuses on non-motorized forms of population movement and is comprised of 15 members (see Appendix B: Committee Membership). The BPAC is scheduled to meet six times a year, every other month. In FY 2009, the BPAC members became directly involved in the data collection and design related to updating the Martin County Bicycle Map. Meetings are open and provide opportunities for public comments.

• Local Coordinating Board for the Transportation Disadvantaged (LCB-TD)
  o Local Coordinating Board for the Transportation Disadvantaged (LCB-TD) assists in the development of transportation service planning as well as overseeing the administration of the Transportation Disadvantaged Trust Fund for the area. The committee includes 17 members, meets quarterly, and meetings are open to the public (see Appendix B: Committee Membership). Public Hearings are held before the LCB-TD annually to share information and give the public an opportunity to comment on Transportation Disadvantaged (TD) services. Transportation assistance is provided to members of the public who wish to attend.

**REGIONAL COORDINATION**
On a regional perspective, the Martin MPO partners with the St. Lucie TPO, the Indian River MPO, the Palm Beach MPO, and the Treasure Coast Regional Planning Council on issues of regional and interagency significance. Together, the Martin, St. Lucie and Indian River MPOs, in conjunction with the Treasure Coast Regional Planning Council, coordinate on updates to the regional long-range transportation plan to ensure a regional voice articulates transportation priorities and funding, enhances information sharing between the MPOs, and creates a regional decision-making process for the Treasure Coast. The Quarterly Treasure Coast Transportation Committee meetings consist of transit planners, transit providers and operators and CTCs from Martin, St. Lucie and Indian River Counties.

The Martin MPO also frequently interacts and coordinates with the Treasure Coast Regional Planning Council (TCRPC) on large-scale developments, and a staff member of the TCRPC is a member of the TAC. The 2035 Long Range Transportation Plan was developed in coordination among the Martin and St. Lucie MPOs and ensured adequate projections of the transportation needs to the year 2035, as well as included regional public outreach efforts. As the 2040 Regional Long Range Transportation Plan is developed, the three Treasure Coast M/TPO’s (Martin, St. Lucie & Indian River) are working together to determine needs on a region-wide basis and to ensure that a regional transportation network is identified.

Regional transportation network needs and facilities are also periodically discussed with the Palm Beach County MPO. Informal meetings between the Chairmen staff of the Martin MPO and the Palm Beach MPO have occurred regularly. These discussions have considered potential transit, regional roadway, and greenway partnerships. As a major regulatory and funding agency supporting the MPO and transportation facilities in the county, FDOT District IV is a regular member of the TAC and an ex-officio member advisor of the MPO Policy Board.
Steering committees and coordination with Martin County Community Redevelopment Agencies (CRAs) for specific projects, plans and programs often include MPO involvement. The Indian River County MPO has also participated in regional planning efforts. On April 10, 2006, all three MPOs entered into an inter-local agreement forming the Treasure Coast Transportation Council (TCTC). The TCTC is comprised of the Chair and Vice-Chair of two members from each of the M/TPOs and serves to review the State Transportation Regional Incentive Program (TRIP) funding decisions. The TCTC meets at least twice a year, or as needed, to consider regional planning issues, projects and funding.

**STATE COORDINATION**

At a statewide level, the Martin MPO coordinates with a number of other agencies at the local, regional and statewide levels as a member of the Metropolitan Planning Organization Advisory Council (MPOAC). Annually, the MPO also coordinates with FDOT District 4 staff to determine and review the MPO's list of project priorities. This partnership is critical in the execution of projects identified in the MPO's planning products and also helps to construct FDOT's 5-year Work Program. State personnel also serve in an advisory capacity to the MPO Policy Board and attend the Technical Advisory Committee (TAC) meetings. Further, FDOT staff have recently played a role in assisting the MPO develop Plans, such as the Long Range Transportation Plan (LRTP) and Bicycle and Pedestrian Safety Action Plan (FY 2016). Information and data collected also assists FDOT in statewide planning efforts. District 4 staff has also played a key role in the distribution of federal and state information/legislation to the MPO's.

**GENERAL PUBLIC**

The best planning decisions and processes are made within the context of citizen participation. It is by this understanding that the MPO will make every effort to create an open process for the community to receive information, provide comments and receive a response by providing a full opportunity for citizens to be involved in the funding decision-making process.

The MPO seeks to gather input from more than those people represented on agency boards and committees, but also those residing throughout the Metropolitan Planning Area. By ensuring that all interested persons have access and greater ability to participate in transportation decisions, the MPO staff and its Board will have input to assist in critical transportation planning and funding decisions for the County and the region.

In order to participate on a committee as a member, all interested applicants are asked to fill out an application that can be found at the Martin County MPO website at martinmpo.com/committees. After filling out the form, the application must be emailed to mbrassar@martin.fl.us. The MPO staff will review the application and determine if the applicant is eligible to serve on the committee that they have applied for. If the applicant is selected, they will receive an email with an informational packet regarding what that committee is responsible for, the bylaws and any other information that would be beneficial to the applicant. To access the advisory committee application, visit: [https://www.martinmpo.com/wp-content/uploads/2016/01/Application-for-Appointment-to-MPO-Committees-Color.pdf](https://www.martinmpo.com/wp-content/uploads/2016/01/Application-for-Appointment-to-MPO-Committees-Color.pdf)
Members of the public who do not wish to sit on a committee can also get involved in the transportation planning process in a number of different ways. Open Houses held in various locations within the county for specific projects allow for individuals to come for five minutes or stay the entire duration. Electronic comments can also be submitted or if one does not have a computer, can drop suggestions off at the County Administrative building. Public Hearings for documents such as the TIP and LRTP allow for citizens to indicate projects they support or disprove of. All advisory committee and MPO Board meetings are also open to the public for any citizen wishing to attend.

**Younger Generation**

The MPO wants to engage members of the younger generations and encourage their involvement in the transportation planning process. Instilling in younger generations the importance of transportation decisions will ensure a more informed community and a more civic-minded community in the future.

The MPO will expand public outreach to our future leaders and decision makers. This outreach will include all generations from elementary school age children, college students, to young professionals. The purpose of this expanded outreach is threefold: it enables information to be passed to households through their children; it encourages stewardship of the community for future generations and it provides a clear perspective of emerging needs and trends. This planned outreach may engage the younger generation by utilizing the tools and techniques discussed in this PIP. Type of outreach may include Speakers Bureau, small group meetings and MPO notices and information on student “take home” packages, Teach-In classroom sessions, college bulletins and civic associations for young professionals.

**Traditionally Under-Served Populations**

The MPO continues to expand efforts to seek and consider the needs of the traditionally underserved and underrepresented groups using the existing transportation system.

An example of an under-served population is households without a vehicle. According to the 2015 American Community Survey 5 year estimate, there are approximately 2,860 households without a vehicle. That accounts for 4.6% of Martin County households. These households rely on the public transit system, as well as other alternative methods of travel to get to and from locations. Recognizing this population and learning where they are can be beneficial to identify other needs.

These populations may be those with Limited English Proficiency (LEP), the Elderly, or low income/transportation disadvantaged. Within the Martin MPO area, these populations include elderly communities, household without access to a vehicle, and Spanish-speaking residents in the Indiantown, Golden Gate and Port Salerno areas.
In regards to persons with Limited English Proficiency (LEP), the US Department of Transportation (Federal Register/ Volume 70, Number 239) provides guidance on public outreach to populations whose primary language is other than English. This policy outlines four factors to be considered in determining when the MPO should produce materials or make efforts to translate information into other languages:

1. The number and proportion of LEP persons in the area;
2. The frequency with which LEP persons come in contact with the program;
3. The importance of the service provided by the program; and
4. The resources available and overall MPO cost.

The LEP Policy gives the MPO flexibility in determining when and what language assistance is appropriate based on local characteristics and consideration of the four factors listed above.

In regards to the elderly and low income/transportation disadvantaged populations (households without access to a vehicle), the MPO will determine when and what assistance necessary to convey MPO information and gather input. In some cases, this may be audio information for the visually impaired or written information for the hearing impaired, or access to information for the physically disabled. To ensure involvement of these diverse and traditionally underserved populations, the MPO provides the following:

- Audio tapes of each advisory committee and policy board meeting
- Meetings held in ADA accessible buildings
- Agendas and other documents available in Spanish when appropriate
- Website availability of documents and publications
- Televised MPO Board meetings
- Continued evaluation of transportation services to the transportation disadvantaged population

**SPECIAL INTEREST GROUPS**

The MPO will engage interested parties and encourage their participation and input in MPO actions. Special interest groups serve as a project stewards, assist in the dissemination of timely and relevant project information, and can provide valuable feedback. Careful consideration will be made to the MPO proposed action to ensure that appropriate special interest groups are identified and involved. These groups could include civic, institutional, businesses and neighborhood interests.

A brief example of the special interest groups that the MPO will target includes:

- Neighborhood Advisory Committees (NAC)
- Martin County Interagency Coalition
- Chamber of Commerce
- Council on Aging
- Business Organizations
- Local Trucking and Freight Companies
- AAA
- Recreational Users (Bike, Run, Walk)
• Economic Council of Martin County
• Neighborhoods – Neighborhoods including Indianwood HOA, Banner Lake and Vista Pines communities.
5.0 OUTREACH TOOLS AND TECHNIQUES

The MPO will continue to employ a variety of outreach tools and techniques to reach the targeted populations. These outreach activities may apply to multiple audiences, or be tailored to a specific group. As various public outreach tools and techniques are used, if a particular technique is not a success, the MPO staff can discuss the use of other techniques and include those in subsequent updates of the plan. This will ensure the best techniques are being employed by the MPO.

The outreach tools and techniques described in this PIP are divided into five distinct categories:

1. **Program Management**
   Program management consists of the community focused relationship developed by the MPO throughout project development. This consists of day-to-day contact with the community by the MPO Policy Board, the Advisory Committee and staff.

2. **Public Participation**
   Public Participation is vital to the successful completion of any project. The MPO can use various methods to inform the public. Formats could include public workshops, radio, television and newspaper advertisements or Public Service Announcements.

3. **Public Notification**
   In order to allow members of the public access to project related information, be aware of upcoming workshops or events or provide feedback/comments on projects, the MPO will use the most appropriate methods to disseminate project related information i.e. maintain contact mailing database.

4. **Public Feedback**
   To maintain a two-way line of communication between the MPO and the public, it is important for the public to feel comfortable to provide feedback on the project process, purpose and needs and proposed alternatives. These outreach tools and techniques can be used to engage the public and solicit feedback.

5. **List of Project Priorities Meeting**
PROGRAM MANAGEMENT

ADVISORY COMMITTEES
In addition to the Policy Board, the MPO relies on its four advisory committees to gather public input and disseminate information. All advisory committee meetings are open to the public and public notice is provided in the Stuart News as well as posted on the County and MPO websites (www.martinmpo.com). Meeting schedules are established for the year and are available on the website or by contacting the MPO directly. Occasionally, special sub-committee meetings are scheduled.

MPO materials are sent by electronic mail to committee and policy board members as well as the county administrator and various other interested parties. These materials are also available on the MPO website.

Information regarding MPO projects, initiatives, and document updates will be summarized in and published in an annual report and made available to all interested parties. A copy of the annual report will be also be posted on the MPO website, and hardcopies will be available at select libraries and at the MPO office.

For any MPO meeting, persons with questions or concerns about nondiscrimination, or who require special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact Bolivar Gomez, Planner (Title VI/Non-discrimination Contact) at (772) 288-5412 or bgomez@martin.fl.us. Hearing impaired individuals are requested to telephone the Florida Relay System at #711. Transportation assistance for disabled persons may be arranged by calling 1-866-836-7034. An agenda of items to be considered will be available to the public in the Administrator’s Office, 2401 SE Monterey Road, Stuart, Florida. Items not included on the agenda may also be heard in consideration of the best interests of the public health, safety, welfare, and as necessary to protect every person’s right of access.

If any person decides to appeal any decision made with respect to any matter considered at the meetings or hearings of any board, committee, agency, council, or advisory group, that person will need a record of proceedings and, for such purpose, may need to insure that a verbatim record of the proceedings is made, including testimony and evidence upon which the appeal is based.

The MPO coordinates with the County’s General Counsel’s office to provide presentations to the MPO Board and Advisory Committees on the Florida Sunshine Law. The “Florida Commission on Ethics”, “Guide to the Sunshine Amendment” and “Code of Ethics for Public Officers and Employees” booklets are made available to all committee members and the public.
PUBLIC PARTICIPATION

PUBLIC MEETINGS/OPEN HOUSES
The MPO and its advisory committees will conduct public meetings/open houses on a periodic basis to present information and receive input on transportation planning and projects. The meetings can be associated with a regularly scheduled board or committee meeting. Meetings will also be held at other times and places to accommodate the audience for a project or program. Formal public hearings to receive comments will be held prior to adoption of work products such as the LRTP, or as required by law, and will be duly advertised in the Stuart News (see Appendix C: Sample Public Notice). The work programs are made available to the public in Public Libraries, at the MPO office, and on the MPO website. By request, or as needed, meeting information can be presented in Spanish.

Comment forms will also be distributed to the public to receive input on specific programs or projects as appropriate, and are available at MPO Board meetings, public or special meetings and often included in the distribution of newsletters on general or specific topics (see Appendix D: Comment Forms). The forms request contact information and a summary of the question or comment to be made. This information may be obtained in a summary report in the future, through an interface of the MPO website and the County GIS database.

VISUALIZATION
Clear and easy to understand graphic are important in communicating ideas, particularly to those who are not familiar with the project and/or the transportation planning process. Visualization tools such as display boards, maps, photographs, 3-D graphics, and other illustrative renditions of transportation concepts will be used to help the community make informed decisions. Graphics for newsletters, mailings, advertisements, websites, information displays and boards, PowerPoint presentations will also be utilized. During the development of the 2040 LRTP, it was important to provide easy to understand and comprehensible material for the general public. The 2040 LRTP Cost Feasible Plan broke down base revenue forecast via pie charts to easily display dollar amount percentages (i.e. where the funds come from and types of facilities it funds). In addition, the TDSP contained easy to understand concept charts which displayed populations that qualify as Transportation Disadvantaged and how overlap can occur.
CHAMBER MEETINGS
The MPO actively participates with the Martin/Stuart Chamber of Commerce providing information on MPO plans and programs, as well as funding issues. Twice per year, and as requested, the MPO attends the Chamber of Commerce’s Transportation Sub-Committee Meeting. Chamber of Commerce directors and staff are also included on the Martin MPO mailing list and receive information about workshops, meetings, and surveys. The MPO Director will also address the Martin County Economic Council at least annually and as requested.

TRAINING
When necessary the MPO coordinates workshops or training sessions for committee members and local agencies of the MPO, as needed. Federal and state transportation information resources highlighting successful initiatives implemented by the Martin MPO will continue to be used. The MPO staff will maintain an Outreach Log that captures attendance/trainings course offered by the MPO and a list of attendees at those trainings. In addition, MPO staff will participate in Title VI/Nondiscrimination training offered by FHWA/FDOT and will maintain a log of when trainings occurred.

TEACH-IN
To target outreach to school-age children (and their families) and the younger generation, the MPO may work with the Martin County School District, colleges and school transportation coordinators (as appropriate) to organize an MPO Teach-In. This effort will involve MPO-staff providing a short lesson plan to students on the role of the MPO, and the importance of public participation in the transportation, decision-making process.
STUDENT TAKE-HOME PACKAGES
In addition to the Teach-In as a means of targeting school-age children (and their families), the MPO may request that MPO notices and information be included in student “take home” packages. The MPO will solicit the assistance of the Martin County School District and school transportation coordinators to determine what information will be included in student “take home” packages. It is envisioned that this effort will be done once per school year, and perhaps include the MPO calendar of meetings, critical issues facing the region, and information on how students and parents can be more actively involved in the MPO. This information will also be available on the MPO website under a heading of information of interest to young people.

PUBLIC NOTIFICATION

MAILING AND EMAIL LISTS
The MPO will continue to utilize an extensive mail and email database to convey information to the public, publicize upcoming meetings and events and solicit input. Since Martin County and the MPO work in close coordination, an existing mail and email database maintained by Martin County will also be used by the MPO. This will ensure that one master list exists and is as comprehensive as possible. Notifications, when necessary, will be sent via electronic and/or direct mail to members in the Martin County/Martin MPO community database.

OUTREACH LOG
The MPO staff maintains an Outreach Log that captures various public outreach activities and actions. As requests for speaking engagements, presentations, etc. are made of the MPO, staff will log those on the Outreach Log. The Log not only records events but also provides general information about the purpose of the event, general attendance, and outcome. This enables the MPO to record public outreach actions and input that effect transportation decisions.

NEWSLETTERS/FLYERS
During the study process, newsletters will be prepared. The newsletter may include information concerning the overall schedule for the proposed project, updates to the study process, dates for upcoming public meetings, and contact information for stakeholders to submit questions/comments to the project team. The newsletters will be mailed to all stakeholders on the current mailing list and placed on the project website. Additional copies will also be sent to the Florida Division of Blind Services and the Talking Book Library Service, for the visually impaired. Upon request, copies will be made available to local businesses, churches, community centers, and other service agencies for display and distribution. The county’s E-newsletters also serve as a source to inform the public of MPO activities.
RADIO
MPO staff will use radio broadcasting as a means of providing information to the public about upcoming MPO events and traffic safety related information. The MPO uses Public Service Announcements (PSA) to provide notice of meetings as well as participates in on-air interviews with local media related to transportation planning and decisions. The WQCS Radio Reading Service will also be used, when applicable, as a means of providing information to the visually impaired in the area.

TELEVISION
Board and committee meetings are broadcast live and also re-aired on MCTV Channel 20 on Comcast and Channel 99 on AT&T U-verse (locally). The MCTV studio is located on site at the County Administration Building, near the MPO Offices. The MPO has also used MCTV to tape special MPO public service announcements; for example, the 2040 LRTP Kickoff video was taped and replayed on MCTV in addition to the MPO webpage. Further, MCTV publishes a schedule of programming that is available on the Martin County website, as well as displays an electronic billboard on Channels 20 and 99 when there is no scheduled programming. A complete schedule of MPO televised meetings is available for public information.

PUBLIC FEEDBACK

INTERACTIVE GROUP ACTIVITIES
Interactive Group activities are an emerging tool for visioning purposes. Alternative scenarios are presented to attendees and are asked to solve transportation related issues. These activities are intended to expand public understanding and awareness of the project process.

REQUEST FOR SERVICE (RFS) SYSTEM
The MPO is also connected by email to Martin County’s “Request for Service” (RFS) System to assist in recordation and follow-up of requests received by post, telephone, e-mail, fax, and in person. Reports drawn from the RFS system will assist in assessing public outreach needs of the MPO and in more efficiently responding to daily public requests. It is also a useful tool for reporting the requests and assessing the effectiveness of the Public Involvement Plan (PIP) eliminating the need to compile this information by hand. Response to public inquiries is made within 7 working days of the date of receipt.
SPEAKERS BUREAU
A public information presentation has also been developed and is available for staff, MPO consultants and members of the Policy Board and Advisory Committees. The presentation is delivered to community groups who wish to obtain basic information about the authority and responsibility of the Martin MPO and its Public Involvement Process. This presentation can be used for impromptu requests for the Martin MPO to address a community group and for outreach meetings scheduled by the MPO. The MPO staff will maintain an Outreach Log that captures attendance/presentations at events, meeting, etc.

BOOTH EVENTS
The MPO will continue to seek opportunities to host a booth at local events in an effort to reach additional people. These booth events may be project specific or more general in nature, about overall MPO activities. Specifically, the MPO will seek to host an event booth at places such as Indian River State College. The purpose of this booth event is to disseminate information and gather input from people, who might not normally seek out MPO meetings to attend.

SURVEYS
The MPO uses surveys to gather feedback from the public on plans and programs, as well as on the effectiveness of various public outreach techniques. At meetings, the MPO will use brief surveys of
attendees to track participant interest, demographics and the effectiveness of meeting notices, handouts, website, etc. In addition, the MPO has access to an online survey system known as “Survey Monkey” which can be used to conduct online surveys through the MPO website to obtain public feedback on transportation and regional planning issues.

WEBSITE
The MPO website has been enhanced to ensure it has both a user-friendly interface (capable of being easily updated by the MPO) as well as the latest technologies for gathering/disseminative information. The home page includes basic information about the MPO including the Policy Board and a statement of purpose from the organization. The contact page lists detailed contact information for the MPO office, such as address, phone/fax numbers, and e-mail addresses. A simple e-mail form will allow users to send comments or questions to the MPO. Users could include their contact information should they need a follow-up or reply by the MPO.

The website includes a list of all MPO Board Meetings and MPO Advisory Committee meeting dates with a link to the full agenda item packet. The agendas are formatted to allow the download of all pertinent material for a meeting or event selected by the user. Projects, documents, maps, and brochures will be available and cross-referenced when necessary to provide the most up-to-date information in specific areas of interest. The MPO will include basic information such as “related links” and specific details about the MPO, its Advisory Committees and its operations. In addition, links connected to official information about priority projects will be posted when the information is made available to the MPO. The MPO uses website software to track visits made to the MPO website and pages. This data provides staff an additional method of monitoring public involvement.

Well-equipped computer rooms are available throughout the county. At present, all county libraries have computers equipped with high-speed Internet access and are staffed with personnel, making the MPO website available to all income groups. These resources allow for greater access to information and the availability of this tool will greatly enhance how the MPO can assess the public’s involvement. These tools ensure all neighborhoods within Martin County have participation opportunities.
SOCIAL MEDIA
The MPO will evaluate the use of social media and other viral marketing tools to reach out to the public, publicize public meetings and workshops, exchange ideas and information and to solicit feedback as appropriate. Social media and viral technology that can be used may include: Facebook, LinkedIn and YouTube. In recent years, the MPO has utilized Social Media to engage the public. *Moving Martin Forward*, a Facebook page was created during the development of the 2040 Long Range Transportation Plan (LRTP). Announcements, scheduled open house dates and materials were all posted on MMF. A public service announcement video was also created for the 2040 LRTP and is located on a YouTube platform: [https://www.youtube.com/watch?v=TxZr56wjLP4](https://www.youtube.com/watch?v=TxZr56wjLP4). The county’s twitter page has also been utilized to welcome public attendance at open houses and also how to become acquainted with the MPO process.

TRACKING/FEEDBACK MECHANISMS
The MPO will track and assess the extent to which information received from the public successfully links with the planning and decision-making processes. Involving the public early and on a continuous basis during the planning process will enhance the success and viability of the project, reduce the potential for conflict and minimize project stopping issues that would result in costly delays and overruns during project implementation.
Outreach tools will be devised to ensure that all comments are high-quality input, add value to the process and help to build consensus. Feedback received as a result of all surveys, questionnaires, comment forms etc. will be analyzed and provided to the Martin MPO Policy Board, consultants and the public when appropriate and/or upon request. Rationale will be given and distributed to the public to explain the basis for incorporating or not incorporating recommendations.

Understanding that the public is taking the time and energy to participate in the planning process, the MPO will acknowledge receipt of comments received so that interested parties are made aware that their comments were considered as a part of the planning process.

**LIST OF PROJECT PRIORITIES (LOPP) MEETING CORRESPONDANCE**

Martin MPO staff will email Martin County Public Transit annually and no later than June 1 to request the Program of Projects for the following fiscal year in order to assist them in the public participation requirements from Federal Transit Administration.
6.0 MEASURES OF EFFECTIVENESS

The PIP provides guidance for evaluating MPO public involvement techniques. Each year, the MPO assesses the effectiveness of its techniques and strategies to ensure that funds and time are invested efficiently and only after consultation with the public on regular and as-needed basis. The MPO measures its overall performance by conducting a Public Involvement – Annual Report. This report reviews the five Objectives and strategies listed below and assesses if/when they are met on an annual basis. The 2015 Public Involvement Plan – Annual Report was approved by the MPO Policy Board in February 2016 and can be found here: https://www.martinmpo.com/wp-content/uploads/2016/12/PIP-Annual-Report_15_final.pdf.

The overall goal of the PIP is to establish an on-going process through which citizen input is regularly captured that guides the development of MPO plans, programs, documents, and funding decisions. The overall PIP goal is restated, followed by objectives and measures of effectiveness. The intent of these measures is to provide tangible targets to ensure strategies and objectives are being met. In addition, these measures will assist the MPO in determining which public outreach techniques are more effective than others allowing outreach to be refined overtime. On the following pages, Table 2 – Measures of Effectiveness outlines each PIP objective and its strategies with identified measures. These measures provide tangible targets to evaluate which public outreach techniques are most effective.

Goal: To establish an on-going process through which citizen input is regularly identified and considered in the development of MPO plans and documents.
Table 2 – Measures of Effectiveness

<table>
<thead>
<tr>
<th>OBJECTIVE 1 – Advisory Committee Participation and Involvement</th>
<th>STRATEGY</th>
<th>TOOL</th>
<th>MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>To hold regular public meetings with its standing Advisory Committees, to obtain their input on all document, project, and funding determinations prior to submitting them to the MPO Policy Board.</td>
<td><strong>Strategy 1a</strong> Advisory Committee positions are filled.</td>
<td>● Program Management ● Public Notification</td>
<td>● Maintain 80% of all Committee positions filled during the course of the year.</td>
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<tr>
<td><strong>Strategy 1b</strong> Advisory Committees receive meeting notices and information at least 7 days prior to meetings.</td>
<td></td>
<td>● Program Management ● Public Notification</td>
<td>● 80% of Advisory Committee meeting notices and information were sent at least 7 days prior to the meeting. (Documentation) ● Martin MPO Staff members meet at least twice annually with the Palm Beach MPO staff members to discuss regional issues and provide that input to the Advisory Committees. (Outreach Log) ● Martin MPO Staff members meet at least once per year with the Chamber of Commerce / Economic Development Council to discuss transportation issues and provide that input to the Advisory Committees. (Outreach Log)</td>
</tr>
<tr>
<td><strong>Strategy 1c</strong> Advisory Committee recommendations / actions are presented to MPO Board.</td>
<td></td>
<td>● Program Management ● Public Participation</td>
<td>● 100% of Advisory Committee recommendations or actions are logged and subsequently presented to MPO Board. (Documentation)</td>
</tr>
<tr>
<td><strong>Strategy 1d</strong> The MPO shall strive to continuously improve the Public Involvement Plan to ensure that public feedback is considered in the transportation decision making process.</td>
<td></td>
<td>● Program Management ● Public Participation</td>
<td>● The MPO shall continuously evaluate the public participation activities and techniques in the PIP and prepare an annual report to the MPO Board that will contain an evaluation of the effectiveness of the PIP. ● The Public Involvement Plan shall be reviewed and adopted, with revisions if necessary, every two (2) years. (Documentation)</td>
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### OBJECTIVE 2 – Information Accessibility

<table>
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<tr>
<th>STRATEGY</th>
<th>TOOLS</th>
<th>MEASURE</th>
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<tbody>
<tr>
<td><strong>Strategy 2a</strong>&lt;br&gt;Meetings and events are held at convenient times and locations.</td>
<td>• Public Participation&lt;br&gt;• Public Notification</td>
<td>• At least 75% of participants and invitees stated the meeting or event was held at a convenient time and location. (Survey)&lt;br&gt;• Attend or sponsor at least two public events on a weekend. (Documentation)&lt;br&gt;• Project or Plan Specific Public Meetings are held neighborhood facilities located within the study area. (Outreach Log)&lt;br&gt;• MPO staff will participate in at least three (3) speaking engagements per year. (Outreach Log)</td>
</tr>
<tr>
<td><strong>Strategy 2b</strong>&lt;br&gt;Persons with disabilities are provided access to information and participation opportunities.</td>
<td>• Public Notification&lt;br&gt;• Public Participation&lt;br&gt;• Public Feedback</td>
<td>• 100% of disabled persons who requested accommodations were provided accommodation to meet their needs. (Survey, Comment Forms)&lt;br&gt;• 100% of meetings, events and project-related information sources are accessible to persons with disabilities. (Documentation)</td>
</tr>
<tr>
<td><strong>Strategy 2c</strong>&lt;br&gt;Public involvement activities and events are geographically dispersed throughout the MPO area.</td>
<td>• Public Participation&lt;br&gt;• Public Feedback</td>
<td>• Meeting for the LRTP and TIP, special public meetings and/or workshops are provided in at least 3 separate areas of the MPO region. (Documentation, Maps)&lt;br&gt;• At least one meeting or opportunity is located in each affected area in the MPO region (pertains to corridor or area-specific actions). (Documentation, Maps)</td>
</tr>
<tr>
<td><strong>Strategy 2d</strong>&lt;br&gt;Public involvement activities and events target a diverse group of participants.</td>
<td>• Public Participation&lt;br&gt;• Public Feedback</td>
<td>• Number of Public Meetings specifically designed and held for targeted and underserved groups, i.e. elderly, disabled, low-income and other minorities. (Outreach Log)&lt;br&gt;• Conduct at least one (1) Teach-In class per year. (Outreach Log)&lt;br&gt;• Develop at least one (1) class plan with the Martin County School District or local university. (Outreach Log)&lt;br&gt;• MPO staff will present MPO plans or programs at a minimum of three (3) Neighborhood Advisory Committee (NAC) Meetings to obtain feedback and engage diverse communities. (Outreach Log)</td>
</tr>
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</table>
| **Strategy 2e**  
Public information is available in a format for traditionally underserved populations. | • Public Notification  
• Public Feedback | • At least 75% of those surveyed at the NAC meetings agree that the presentation was effective in providing information and gathering input. (Survey)  
• For specific geographic areas, materials are produced in other languages. (Documentation, Samples)  
• Translators are available at public meetings, events, booths, outreach activities in areas where a high proportion of the population is non-English speaking. (Documentation)  
• For specific disabled groups, materials are produced for their use, for example audio information for the visually impaired or written information for the hearing impaired. (Documentation, Samples)  
• Increase the number of organizations contacted to increase targeted and underserved participation at Public Meetings. (Documentation) |
**OBJECTIVE 3 – Feedback in the Process**

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<tr>
<th>STRATEGY</th>
<th>TOOLS</th>
<th>MEASURE</th>
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<tbody>
<tr>
<td><strong>Strategy 3a</strong>&lt;br&gt;Public information disseminated is clear, informative and explains MPO actions.</td>
<td>• Public Notification</td>
<td>• Annually evaluate how attendees or respondents:&lt;br&gt; o Heard about the meeting&lt;br&gt; o Aware of the MPO process and responsibilities&lt;br&gt; o Understands the issue(s) to be resolved&lt;br&gt; o Believe their comments were/are incorporated in decisions</td>
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<tr>
<td><strong>Strategy 3b</strong>&lt;br&gt;The MPO responds to public inquiries within 7 working days of the date of receipt.</td>
<td>• Public Notification&lt;br&gt; • Public Feedback</td>
<td>• 75% of all responses to public inquiries are made within 7 working days of the date of receipt. (Documentation)&lt;br&gt; • 75% of all responses to media inquiries are made within 1 working day of the date of receipt. (Documentation)</td>
</tr>
<tr>
<td><strong>Strategy 3c</strong>&lt;br&gt;Meeting notices and information is available at least 5 days prior to meetings.</td>
<td>• Public Notification&lt;br&gt; • Public Feedback</td>
<td>• 80% of public meeting notices were sent at least 5 days prior to the meeting. (Documentation)&lt;br&gt; • 80% of public meeting information was made available at least 5 days prior to the meeting. (Documentation)</td>
</tr>
<tr>
<td><strong>Strategy 3d</strong>&lt;br&gt;MPO will provide follow-up information to groups</td>
<td>• Public Participation&lt;br&gt; • Public Feedback</td>
<td>• Public Involvement Summary will include a narrative describing how public comment shaped the selected alternative.&lt;br&gt; (Documentation, Presentation)&lt;br&gt; • MPO will make publications and documents available to the public at least 15 days at locations that are ADA accessible and centrally located. (Documentation)&lt;br&gt; • MPO staff will provide follow-up notices to groups in the form of meetings, flyers or update to the website. (Documentation)</td>
</tr>
<tr>
<td><strong>Strategy 3e</strong>&lt;br&gt;Public participation opportunities will be made available at key decision-making points.</td>
<td>• Public Participation&lt;br&gt; • Public Feedback</td>
<td>• Visualization tools and easy to understand graphics will be used to illustrate plans and concepts. (Documentation)&lt;br&gt; • MPO staff will be available to provide project related information.&lt;br&gt; • 100% of public meeting comments are logged, summarized and analyzed and distributed to applicable staff, Board and Committees. (Documentation)</td>
</tr>
</tbody>
</table>
| **Strategy 3f:** Public feedback is incorporated into transportation decision making. | • Public Participation  
• Public Feedback | • A record of public comments and how they were integrated into the transportation planning process is maintained by MPO staff. (Documentation)  
• MPO staff will conduct annual surveys to evaluate public needs and recommend revisions to MPO work products. |
## Objective 4 – Public Outreach Tools and Techniques

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<thead>
<tr>
<th>Strategy</th>
<th>Tools</th>
<th>Measure</th>
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<tr>
<td><strong>Strategy 4a</strong>&lt;br&gt;The MPO utilizes varied public involvement techniques.</td>
<td>• Program Management&lt;br&gt;• Public Notification&lt;br&gt;• Public Feedback</td>
<td>• At least three (3) separate techniques are used to involve/engage the public in decision making. (Documentation i.e. ads, website, meetings)&lt;br&gt;• All MPO announcements and meeting materials are posted to the MPO website at least 5 days prior to meetings and events. (Documentation)&lt;br&gt;• MPO participates in one (1) Teach-In event with school-age children. (Documentation)&lt;br&gt;• Information about the MPO and activities is made available for the Student Take Home Packages once (1) during the school year. (Documentation)&lt;br&gt;• The MPO participates in at least two (2) community events per year. (Documentation)</td>
</tr>
<tr>
<td><strong>Strategy 4b</strong>&lt;br&gt;The MPO conducts surveys on the effectiveness of public outreach techniques.</td>
<td>• Program Management&lt;br&gt;• Public Feedback</td>
<td>• Once per year, the MPO staff conducts a survey of the public on how well outreach techniques are working. (Documentation, Survey)&lt;br&gt;• 50% of those surveyed agreed that MPO public outreach techniques were effective in providing information and gathering input. (Documentation, Survey)&lt;br&gt;• 50% of those surveyed agree that [a specific technique] was effective in notifying them of MPO actions. (Survey, Questionnaire at meeting)&lt;br&gt;• The MPO will track rate of return for all surveys, questionnaires and/or comment forms. (Documentation)&lt;br&gt;• 100% comments are logged, summarized and analyzed and distributed to applicable staff, Board and Committees. (Documentation)</td>
</tr>
</tbody>
</table>
### Strategy 4c
Public information is available in languages other than English, as appropriate, or in other means to address disabilities.

- **Public Participation**
- **Public Notification**
- **Public Feedback**

- Within 72 hours’ notice, the MPO will provide meeting notices in other languages or means to address disabilities. (Documentation, Samples)
- In specific geographic areas and for specific community meetings, 100% of presentation materials are produced in a language other than English. (Documentation, Samples)
- MPO staff utilizes maps and other visual techniques to convey information.

### Strategy 4d
The MPO uses varied website tools to provide information and gather input.

- **Public Participation**
- **Public Notification**
- **Public Feedback**

- At least 3 separate website tools are used to involve/engage the public in decision making, for example, online surveys, online comment form, interactive calendar, online idea submissions and discussions, electronic documents available, etc. (Website Documentation)
- MPO will attempt to use social media to provide information, capture input and provide responses to public comment.

### Strategy 4e
The MPO uses the website to track public interest in activities.

- **Public Participation**
- **Public Notification**
- **Public Feedback**

- Monthly, the MPO tracks the number of ‘hits’ and referral sources (where hits are coming from) to the website. (Website Tracking, Documentation)
- Key Using Google Translate, all pages of the MPO website are available in languages other than English. (Documentation)
- Project specific web pages are developed and tracked as a method to gather public feedback.
| OBJECTIVE 5 – Public Input on Program of Projects for Martin County Public Transit |
|---------------------------------|---------------------------------|---------------------------------|
| **STRATEGY**                    | **TOOLS**                       | **MEASURE**                     |
| To provide opportunities for the public to provide input on the Martin County Section 5307 Program of Projects (POP). | **Strategy 5a** Request the Martin County Section 5307 POP | • Correspondence  
• List of Project Priorities (LOPP) annual meeting between FDOT and MPO staff.  
• Request annually (by June 1) Martin County Section 5307 POP for the following fiscal year  
• Request annually (by August 15) a copy of the Section 5307 POP advertisement in the local newspaper |
|                               | **Strategy 5b** POP will be included with the MPO LOPP and presented at the CAC, TAC, BPAC and MPO Policy Board meetings in September. The public will have the opportunity to:  
• Provide input on the POP  
• Be involved in prioritizing of the POP for funding | • Program Management and Public Feedback | • Request (by August 15) a representative from Martin County Public Transit attend the September CAC, TAC, BPAC and MPO Policy Board meetings when the LOPP and POP are discussed  
• Request (by 14 days prior) a representative from Martin County Public Transit attends the CAC, TAC, BPAC and MPO Policy Board meetings when a TIP Amendment for public transit funding is considered. |
7.0 PROGRAM EVALUATION

Table 3 – Public Outreach Tools and Techniques Evaluation Matrix, on the following page, will be used to help consider and identify the most appropriate and feasible outreach tool and technique and can be used to determine the tools and techniques effectiveness in engaging the public.

Table 3 – Public Outreach Tools and Techniques Evaluation Matrix

<table>
<thead>
<tr>
<th>OBJECTIVE 1</th>
<th>OBJECTIVE 2</th>
<th>OBJECTIVE 3</th>
<th>Objective 4</th>
<th>OBJECTIVE 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>To hold regular public meetings with its standing Advisory Committees, to obtain their input all documents, projects and funding determinations prior to submitting them to the MPO Policy Board.</td>
<td>To provide equitable access to information regarding transportation decision making.</td>
<td>To engage the public early, often and clearly as well as incorporate public feedback in transportation decision making.</td>
<td>To use a variety of methods to engage the public</td>
<td>To provide opportunities for the public to provide input on the Martin County Section 5307 Program of Projects (POP).</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Program Management</th>
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<tr>
<td>Advisory Committee</td>
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<table>
<thead>
<tr>
<th>Public Participation</th>
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<tbody>
<tr>
<td>Public Meetings/Open Houses</td>
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<tr>
<td>Visualization</td>
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<tr>
<td>Chamber of Commerce Meetings</td>
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<tr>
<td>Training</td>
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</tbody>
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<thead>
<tr>
<th>Public Notification</th>
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<tbody>
<tr>
<td>Emails</td>
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<tr>
<td>Outreach Log</td>
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<td>Newsletters/Flyers</td>
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<td>Radio</td>
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<td>Television</td>
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## Public Feedback

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<tbody>
<tr>
<td>Interactive Group Activities</td>
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<td>Request for Service (RFS)</td>
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<td>Booth Events</td>
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<td>X</td>
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<td>Surveys</td>
<td>X</td>
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<td>Website</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Social Media</td>
<td>X</td>
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</table>

## List of Project Priorities Meeting

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<tbody>
<tr>
<td>Correspondence</td>
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</table>
APPENDIX A: OUTREACH LOG
<table>
<thead>
<tr>
<th>Date</th>
<th>Request (Inquiry/Event)</th>
<th>Staff Person</th>
<th>Purpose/Action</th>
<th>Questions/Comments/Notes</th>
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APPENDIX B: COMMITTEE MEMBERSHIP
Appendix B: Committee Membership

The Citizens Advisory Committee (CAC) – The function of the Citizens Advisory Committee is to provide public involvement and input to the MPO. It is referred to as the CAC and advises the MPO by reviewing, reacting to, and providing comment on transportation planning issues and needs. The CAC consists of 11 voting members appointed by the MPO.

Membership is comprised of eight citizens residing in the following areas.

* 5 – Unincorporated Martin County – appointed one by each Martin County Commissioner
* 1 – City of Stuart – appointed by the City of Stuart Commission
* 1 – Town of Sewall’s Point – appointed by the Town of Sewall’s Point Commission
* 1 – Town of Jupiter Island – appointed by the Jupiter Island Commission
* 3 – Citizens at large, including a minimum of one disabled or 65 years or older citizen and one racial minority citizen appointed by the MPO.

All CAC members must reside within Martin County jurisdictional boundaries. The CAC meets every other month or as needed to provide public input on all matters prior to MPO action.

The Technical Advisory Committee (TAC) – The responsibility of the Technical Advisory Committee, is to serve the MPO in an advisory capacity on technical matters, including promoting communication among members, promoting coordination of transportation planning and programming, reviewing technical sufficiency, accuracy, and completeness of appropriate studies, making priority recommendations for transportation plans and program implementation, and providing technical responses on other transportation planning issues.

The TAC is composed of 14 voting members and an undesignated number of non-voting members. The voting member sponsoring agencies are as listed below.

1. Martin County Engineering
2. Martin County Growth Management
3. City of Stuart Planning
4. City of Stuart Public Works
5. Town of Sewall’s Point
6. Town of Ocean Breeze Park
7. Town of Jupiter Island
8. Witham Airport Management
9. Public Transit Provider
10. Florida Department of Environmental Protection
11. Treasure Coast Regional Planning Council
12. Florida Department of Transportation District IV Planning and Environmental Manager
13. Florida Department of Transportation District IV Office of Modal Development Manager
14. Transportation Director – Martin County School Board
The **Bicycle and Pedestrian Advisory Committee** (BPAC) - The function of the Bicycle and Pedestrian Advisory Committee is to provide public involvement and input to the MPO on all bicycle and pedestrian issues and advise the MPO by reviewing, reacting to, and providing comment on transportation planning issues and needs related to bicycle and pedestrian issues. The BPAC shall consist of 15 voting members appointed as follows.

Each member of the MPO Policy Board shall appoint one citizen.

The MPO Staff Director or his/her designee, shall appoint eight citizens representing bicycle and pedestrian interests and selected from representative groups such as those listed below.

5 Representatives Appointed by their district commissioners
- District 1
- District 2
- District 3
- District 4
- District 5

2 Representatives Appointed by the City of Stuart Commission
- Stuart 1
- Stuart 2

1 Representative Appointed by the Town of Sewall's Point
- Sewall’s Point

7 Representatives Appointed by the MPO Administrator with the intent of representing individuals with disabilities, merchants, the county parks and recreation department, the bicycling community, the elderly, neighborhood and homeowner associations, and a parent of a school child.
- Individuals with disabilities
- Merchants
- Parks and Recreation Department
- Bicycling Community
- The Elderly
- Neighborhood and Homeowner Associations
- Parent of a School Child

3 Non-voting members representing the Martin County Sheriff’s Office, the City of Stuart Police Department, the Town of Sewall's Point Police Department, or FDOT
- Martin County Sheriff’s Office
- City of Stuart Police Department
- Town of Sewall's Point Police Department
- FDOT
APPENDIX C: SAMPLE PUBLIC NOTICE
Notice is hereby given that there will be a public hearing held by the Martin Metropolitan Planning Organization (MPO). The purpose of this hearing is to amend the Public Involvement Plan (PIP) for the Martin MPO. This hearing will be held on May 20, 2013, by the Martin MPO Board during their regular meeting in the Commission Chambers on the first floor of the County Administration Building, 2401 S.E. Monterey Road, Stuart, Florida 34996. The regular meeting begins at 9:00 a.m. All interested persons are invited to attend and be heard. The PIP Amendment will be considered for adoption at this meeting.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact Bonnie Landry, Senior Planner (Title VI/Non-discrimination Contact) at (772) 223-7983 or blandry@martin.fl.us. Hearing impaired individuals are requested to telephone the Florida Relay System at #711. Transportation assistance for disabled persons may be arranged by calling 1-866-836-7034. An agenda of items to be considered will be available to the public in the Administrator’s Office, 2401 SE Monterey Road, Stuart, Florida. Items not included on the agenda may also be heard in consideration of the best interests of the public health, safety, welfare, and as necessary to protect every person’s right of access.

A copy of the PIP Amendment has been available to the public for its 45 day public review at the main receptionist desk on the first floor of the County Administration Building, 2401 S.E. Monterey Road, Stuart, Florida 34996, on the MPO Website at http://www.martinmpo.com and in the reference sections of the Blake Library, Peter & Julie Cummings Library, Elisabeth Lahti Library, Hobe Sound Public Library, Hoke Library, and Robert Morgade Library. 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 with respect to any matter considered at the meetings or hearings of any board, committee, agency, council, or advisory group, that person will need a record of the proceedings and, for such purpose, may need to insure that a verbatim record of the proceedings is made, which record should include the testimony and evidence upon which the appeal is to be based.

Español: Si usted desea recibir esta información en español, por favor llame al 772-221-1498.
APPENDIX D: SAMPLE COMMENT FORM
THE MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO) WELCOMES YOUR COMMENTS

Name______________________________________________________

City_________________________  Zip____________

Phone_______________________  Email_________________________________

Have you ever heard of the MPO before?    Yes_____  No_____

If yes, do you know what the MPO does?    Yes_____  No_____

Currently on MPO email list?    Yes_____  No_____

Would you like to be added to the email list?    Yes_____  No_____

Interests: circle all that apply:

Roadways    Sidewalks    Bike paths/lanes

MPO Agendas    MPO Minutes    Long Range Planning

Congested Intersections    Other: ______________________

Comments regarding Transportation Improvement Program (you may use backside):

________________________________________________________________________

________________________________________________________________________
APPENDIX E: SAMPLE PARTICIPANT SURVEY (ENGLISH AND SPANISH)
Martin MPO LRTP Online Survey Questions (January 2015)

1. Where do you live?
   - Stuart
   - Sewall's Point
   - Jensen Beach/Ocean Breeze Park
   - Jupiter Island/Hobe Sound
   - Indiantown
   - Palm City
   - Rio
   - Port Salerno
   - Golden Gate
   - St. Lucie County
   - Palm Beach County
   - Other

2. If you are employed (or a student), in what municipality or area is your primary job (or school) located?
   - Stuart
   - Sewall's Point
   - Jensen Beach/Ocean Breeze Park
   - Jupiter Island/Hobe Sound
   - Indiantown
   - Palm City
   - Rio
   - Port Salerno
   - Golden Gate
   - St. Lucie County
   - Palm Beach County
   - I am retired/unemployed.
   - Other
3. If you had control over the transportation budget, what is your priority improvement? Please rank the ten priorities listed in order of importance (10=HIGHEST priority, 1=LOWEST priority, use the “Comment” section for listing additional priorities):

<table>
<thead>
<tr>
<th>Priority</th>
<th>1</th>
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<th>10</th>
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<tbody>
<tr>
<td>Neighborhood traffic safety and calming</td>
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<td>Expanding existing bus service</td>
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<td>Maintenance of existing roadways/congestion management</td>
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<td>Sidewalk construction and repairs</td>
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<td>Waterways</td>
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<tr>
<td>Connected network of on-road bike lanes</td>
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<tr>
<td>Ridesharing and park-and-ride lots</td>
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<tr>
<td>Building new roads and bridges/roadway widening</td>
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<td>Tri-Rail commuter train station/service</td>
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<tr>
<td>Greenways and trails</td>
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Comment:

________________________________________________________________________

4. In your opinion, what percentage of total funds should be invested in various transportation improvements in Martin County?
   - Walking paths, bicycle lanes, and greenway trails
   - Public transit options, including bus and rail, and other rideshare options
   - Highway system by adding more lanes or new roads
   - Congestion management projects, improved traffic signal system, enhanced roadway maintenance
5. How important are these growth strategies for improving quality of life? Please rank the improvements in order of importance (10=MOST Important, 1=LEAST Important, use the “Comment” section for additional growth strategies):

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<tbody>
<tr>
<td>Repair and maintenance for existing roads, sidewalks, bridges, and other infrastructure</td>
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<tr>
<td>Preserve open space and farmland</td>
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<td>Preserve historic landmarks and neighborhoods</td>
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<tr>
<td>Encourage livable and walkable communities</td>
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<td>Focus growth around regional connection nodes such as the I-95/SR 76 interchange</td>
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<td>Encourage additional suburban development within the urban services boundary</td>
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<td>Encourage compact development where practical that supports a variety of multimodal transportation choices</td>
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<td>Mix complementary land uses (Housing, Retail, Office)</td>
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<td>Locate jobs and homes closer to one another</td>
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<td>Offer a variety of housing types</td>
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6. If additional funding for transportation improvements is needed to bridge the gap between what is needed and what can be funded, how likely would you be to support any of the following sources?

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<th></th>
<th>Very Likely</th>
<th>Somewhat Likely</th>
<th>Not Likely</th>
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<tbody>
<tr>
<td>Higher gas tax</td>
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<td>Higher sales tax</td>
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<td>Higher property tax</td>
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<td>Toll on roads</td>
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<td>Development impact fees</td>
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<tr>
<td>Transportation bond (borrowing)</td>
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<td>Do not support additional funding</td>
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<td>Other:</td>
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Comment:
7. What is your most common mode of transportation to work or school?
   - Walk
   - Bicycle
   - Drive alone
   - Carpool
   - Public transit
   - Other

8. In the future if expanded multimodal transportation choices are available, how would you prefer to travel to work or school? (Rank 1 to 3 for your top three choices)

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<tr>
<td>Walk</td>
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<tr>
<td>Bicycle</td>
<td></td>
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<tr>
<td>Drive alone</td>
<td></td>
<td></td>
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<tr>
<td>Carpool</td>
<td></td>
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<tr>
<td>Bus / Express Bus / Bus Rapid Transit</td>
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<tr>
<td>Tri-Rail Commuter Rail</td>
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<tr>
<td>Other:</td>
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</tbody>
</table>

9. Please list transportation needs that you are aware of around Martin County.
   (Examples: Need sidewalk on Main Street from Bus Avenue to Bicyclist Way; Need crosswalk at intersection of Car Terrace and Pedestrian Lane)

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

10. What is your gender?
    - Male
    - Female
    - Prefer not to answer

11. Which category describes your age?
    - Younger than 20
    - 20-29
    - 30-39
    - 40-49
    - 50-59
    - 60-69
    - 70 or older
    - Prefer not to answer
12. Other comments:

_________________________________________________________________________________

_________________________________________________________________________________

_________________________________________________________________________________
Martin MPO LRTP preguntas de la encuesta en línea (Enero 2015)

1. ¿Dónde vives?
   - Stuart
   - Sewall's Point
   - Jensen Beach/Ocean Breeze Park
   - Jupiter Island/Hobe Sound
   - Indiantown
   - Palm City
   - Rio
   - Port Salerno
   - Golden Gate
   - St. Lucie County
   - Palm Beach County
   - Otro (Por favor especifique)

2. Si está empleado (o un estudiante), ¿en qué municipio o área es su trabajo principal (o escuela) situada?
   - Stuart
   - Sewall's Point
   - Jensen Beach/Ocean Breeze Park
   - Jupiter Island/Hobe Sound
   - Indiantown
   - Palm City
   - Rio
   - Port Salerno
   - Golden Gate
   - St. Lucie County
   - Palm Beach County
   - Estoy jubilado /desempleado
   - Otro (Por favor especifique)
3. Si usted tiene control sobre el transporte presupuesto, ¿cuál es su prioridad? Clasifique las diez prioridades enumeradas en orden de importancia (10 =máxima prioridad, 1 =prioridad más baja, utilizar el "Comentario" sección de listado prioridades adicionales):

<table>
<thead>
<tr>
<th>Prioridad</th>
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<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
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</thead>
<tbody>
<tr>
<td>Barrio la seguridad del tráfico y calmante</td>
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<tr>
<td>Ampliar el servicio de autobuses existente</td>
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<tr>
<td>Mantenimiento de carreteras existentes / gestión de la congestión</td>
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<tr>
<td>Construcción acera y reparaciones</td>
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<tr>
<td>Waterways</td>
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<tr>
<td>Conectado a la red de carriles en en carretera en bicicleta</td>
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<tr>
<td>Compartir el viaje y park-and-ride</td>
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<tr>
<td>La construcción de nuevas carreteras y puentes / carretera ensanchamiento</td>
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<tr>
<td>Tri-Rail estación de tren / servicio</td>
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<tr>
<td>Greenways y senderos</td>
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<tr>
<td>Comentarios:</td>
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</table>

4. En su opinión, ¿qué porcentaje del total de fondos deben ser invertidos en diversas mejoras en el transporte en el condado de Martin?

- Rutas de senderismo, carriles bici y greenway senderos
- Opciones de transporte público, incluidas otras opciones para compartir el viaje de autobús y ferrocarril
- Sistema de carreteras mediante la adición de más carriles o caminos nuevos
- Proyectos de gestión de la congestión, la mejora del sistema de señales de tráfico, mayor mantenimiento vial
5. ¿Qué importancia tienen estas estrategias de crecimiento para mejorar la calidad de vida? Clasifique las mejoras en orden de importancia (10 =lo más importante, 1 =menos importante, utilizar el "Comentario" para las estrategias de crecimiento adicional):

<table>
<thead>
<tr>
<th>Estrategia</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
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<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
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</thead>
<tbody>
<tr>
<td>Reparación y mantenimiento de las carreteras existentes, aceras, puentes y otras infraestructuras</td>
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<tr>
<td>Preservar espacios abiertos y las tierras de labrantío</td>
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<tr>
<td>Preservar monumentos históricos y los barrios</td>
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<tr>
<td>Fomentar comunidades habitables y transitables</td>
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<tr>
<td>Enfoque regional crecimiento alrededor nodos de conexión como la I-95/SR 76 interchange</td>
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<tr>
<td>Alentar a otros en el desarrollo de los suburbios urbanos límite servicios</td>
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<tr>
<td>Fomentar desarrollo compacto en la medida de lo posible que es compatible con una gran variedad de opciones de transporte multimodal</td>
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<tr>
<td>Mezcla complementaria usos de la tierra (vivienda, comercio, Oficina)</td>
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<tr>
<td>Buscar empleos y casas más cerca uno del otro</td>
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<tr>
<td>Ofrecen una variedad de estilos de vivienda</td>
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Comentarios:__________________________________________________________________________

6. Si financiación adicional para las mejoras de transporte es necesario para reducir la brecha entre lo que se necesita y lo que puede ser financiado, ¿cuál sería la probabilidad que usted se de apoyo cualquiera de las siguientes fuentes?

<table>
<thead>
<tr>
<th>Fuente</th>
<th>Muy Probable</th>
<th>Algo Probable</th>
<th>No Es Probable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mayor impuesto a gasolina</td>
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<tr>
<td>Mayores impuestos sobre las ventas</td>
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<tr>
<td>Mayores impuestos a la propiedad</td>
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<tr>
<td>Peaje en carreteras</td>
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<tr>
<td>Honorarios de impacto de desarrollo</td>
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</tbody>
</table>
Bono de transporte (préstamo)  
No financiación adicional  
Otro (Por favor especifique):  

7. ¿Cuál es tu modo más común de transporte para ir al trabajo o a la escuela?  
   o Caminar  
   o Bicicleta  
   o Conducir solo  
   o Compartir coche  
   o Tránsito público  
   o Otro (Por favor especifique):  

8. En el futuro si se dispone de opciones de transporte multimodal ampliado, ¿Cómo prefiere viajar al trabajo o escuela? (Fila 1 a 3 para sus opciones de tres principales)  

<table>
<thead>
<tr>
<th>1</th>
<th>2</th>
<th>3</th>
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</thead>
<tbody>
<tr>
<td>Caminar</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicicleta</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conducir solo</td>
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<td></td>
</tr>
<tr>
<td>Compartir coche</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Autobús / Autobús expreso</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Viaje de Tri-Rail</td>
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<td></td>
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<tr>
<td>Otro (Por favor especifique):</td>
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</table>

9. Por favor lista necesidades de transporte que usted es consciente de en el condado de Martin. (Ejemplos: Necesitan acera en la calle principal de Bus Avenue a Bicyclist Way)  

<p>| | |</p>
<table>
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<tbody>
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</tbody>
</table>

10. ¿Cuál es tu género?  
    o Hombre  
    o Mujer  
    o Prefiero no contestar  

11. ¿Qué categoría describe tu edad?  
    o Más joven 20  
    o 20-29
12. Otros comentarios:

_________________________________________________________________________________
_________________________________________________________________________________
_________________________________________________________________________________
APPENDIX F: LIST OF ACRONYMS/TERMS
MPO ACRONYMS

AADT........Annual Average Daily Traffic
ADA..........Americans with Disabilities Act of 1990
AOR..........Annual Operating Report
AAR..........Administrative Approval Request
AADT.......Annual Average Daily Traffic
ARC..........Advocates for the Rights of Challenged
AARP.......American Association of Retired Persons
BCC.........Board of County Commissioners
BPAC.......Bicycle and Pedestrian Advisory Committee
BPSAP.....Bicycle and Pedestrian Safety Action Plan
CFR ..........Code of Federal Regulations
CIP..........Capital Improvement Program
CAC..........Citizens Advisory Committee
CMS..........Congestion Management System
CTC..........Community Transportation Coordinator
CTD..........Commission for the Transportation Disadvantaged
CTPP.......Census Transportation Planning Program
CR..........County Road
CRA..........Community Redevelopment Area
CUTR.......Center for Urban Transportation Research
DOPA.......Designated Official Planning Agency
EJ..........Environmental Justice
ETAT........Environmental Technical Advisory Team
ETDM.......Efficient Transportation Decision Making
FAA..........Federal Aviation Administration
FAC..........Florida Administrative Code
FCTS........Florida Coordinated Transportation System
FDOT.......Florida Department of Transportation
FHWA.......Federal Highway Administration
FPTA.......Florida Public Transportation Association
FS..........Florida Statutes
FSUTMS ...Florida Standard Urban Transportation Model Structure
FTA..........Federal Transit Administration
FTP..........Florida Transportation Plan
FY..........Fiscal Year
GIS-TM .....Geographical Information System - Transportation Modeling
GUI..........Graphic User Interface
HPMS.......Highway Performance Monitoring System
ITS..........Intelligent Transportation System
JPA.........Joint Participation Agreement
LCB.........Local Coordinating Board
LEP ........Limited English Proficiency
LGCP ........Local Government Comprehensive Plan
LOS ..........Level of Service
LRTP ..........Long-Range Transportation Plan
MPA ..........Metropolitan Planning Area
MPO ..........Metropolitan Planning Organization
MPOAC ......MPO Advisory Council
NAC ..........Neighborhood Advisory Committee
NEPA ......National Environmental Policy Act
OMD ........Office of Modal Development
PD&E ........Project Development & Environmental (Study)
PEA ..........Planning Emphasis Areas
PIP ..........Public Involvement Plan
PO ..........Program of Projects
RFP ..........Request for Proposal
SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEE ..........Sociocultural Effects Evaluation
SFRTA ......South Florida Regional Transportation Authority
SIS ..........Strategic Intermodal System
SR ..........State Road
STIP ..........State Transportation Improvement Program
TAC ..........Technical Advisory Committee
TAZ ..........Traffic Analysis Zone
TCQSM .......Transit Capacity and Quality of Service Manual
TCRPC ......Treasure Coast Regional Planning Council
TCSP ..........Transportation and Community and System Preservation (Grant)
TDM ..........Transportation Demand Management
TDP ..........Transit Development Plan
TD ..........Transportation Disadvantaged
TDSP ..........Transportation Disadvantaged Service Plan
TEA-21 ....Transportation Equity Act for the 21st Century
TIMAS ......Transportation Inventory Management and Analysis
TIP ..........Transportation Improvement Program
TITLE VI
TMA ..........Transportation Management Area
ULAM ......Urban Land use Allocation Model
UPWP ..........Unified Planning Work Program
USC ..........United States Code
USDOT ......United States Department of Transportation
UZA ..........Urbanized Area