

Pikes Peak Area Council of Governments

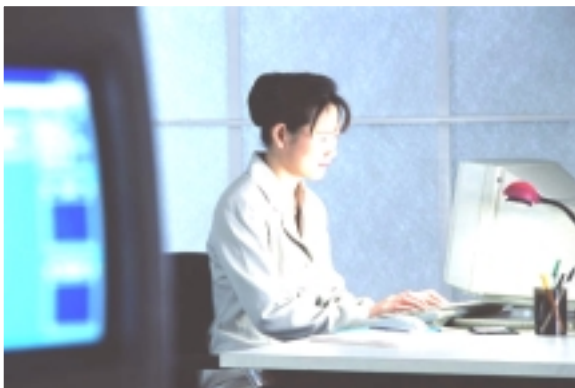
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**Public Involvement Plan**  
For the  
**Regional Transportation Plan**

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Including Preparation of:  
**2030 Long-Range Transportation Plan**  
**2005-2010 Transportation Improvement Program**

Approved September 10, 2003



**Prepared by**

**The Pikes Peak Area Council of Governments**

**In Cooperation with**

**City of Colorado Springs • City of Fountain  
City of Manitou Springs • City of Woodland Park  
Town of Green Mountain Falls • Town of Monument  
Town of Palmer Lake • El Paso County • Teller County  
Colorado Department of Transportation  
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# **1.0 Introduction**

## **1.1 Background**

The Pikes Peak Area Council of Governments is the designated Metropolitan Planning Organization (MPO) for transportation and the lead agency for air quality planning in the Colorado Springs Urbanized Area<sup>1</sup> (See Figure 1: PPACG Transportation Planning Area Boundary). As the MPO, PPACG is responsible for carrying out the “. . .continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals” (23 CFR 450.300). These responsibilities include the preparation of the long-range transportation plan, which addresses transportation system improvements for all modes for a planning horizon of 20 to 25 years, and the preparation of the transportation improvement program, which addresses transportation system improvements for a six-year time period.

The PPACG Board of Directors serves as the decision-making body for transportation planning concerns. Both citizen and technical advisory committees support the PPACG Board of Directors in its deliberations with regard to transportation and air quality planning.

It is the goal of the Pikes Peak Area Council of Governments (PPACG) “to provide an environment encouraging pro-active and continuous public involvement while establishing and maintaining trust in the planning process” as stated in the *PPACG’s Regional Transportation Planning Public Involvement Procedures*, adopted December 2002. The public involvement procedures describe the framework for accomplishing the cooperative transportation planning process among the MPO members, technical and citizen’s advisory committees, public agencies, elected officials and citizens in the MPO transportation planning area.

Federal Transportation legislation requires that the transportation planning process carried out by the MPO provide for public involvement in the development of its long-range transportation plan and transportation improvement program. MPO planning regulations developed by the U.S. Department of Transportation calls for a "pro-active public involvement process that provides complete information, timely

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<sup>1</sup> For transportation and air quality planning purposes, the term “Urbanizing Area” is used to refer to the geographic area that has urban densities plus that which is projected to develop urban densities within the 20-year planning horizon (Title 23 CFR, 450.308). El Paso and Teller Counties, the Cities of Colorado Springs, Fountain, Manitou Springs and Woodland Park, the Towns of Green Mountain Falls, Monument and Palmer Lake comprise the Colorado Springs Urbanized Area.

public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans"(Title 23 CFR 450.316).

## **1.2 Purpose and Scope**

During 2003 and through the first nine months of 2004, PPACG will prepare the 2030 Long-Range Transportation Plan for the geographic area covered by the Metropolitan Transportation Planning Process. The process to prepare the 2030 Long-Range Transportation Plan, also referred to as "2030 Plan," will also concurrently address the preparation of the 2005-2010 Transportation Improvement Program (TIP).

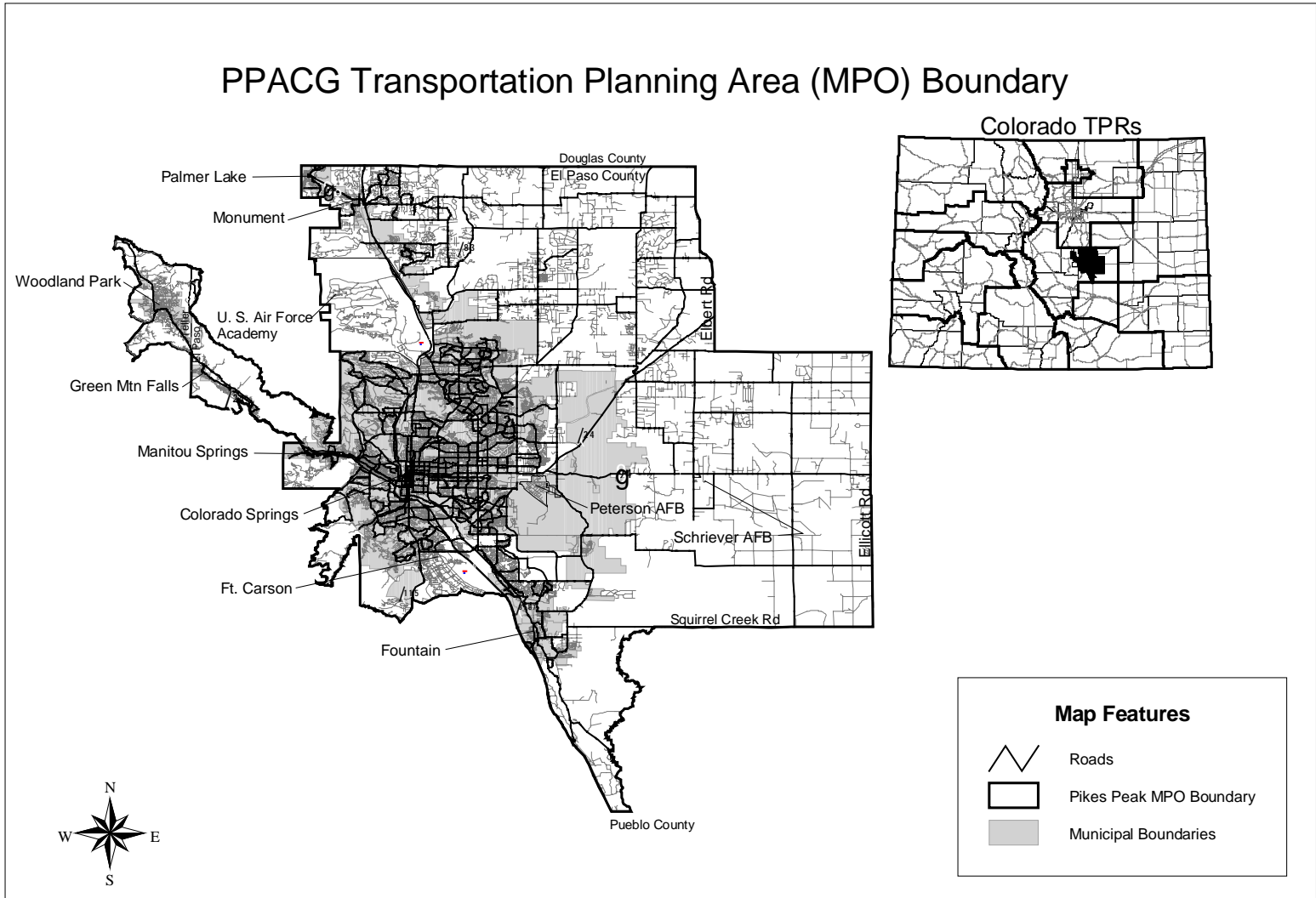
Throughout this document, references to the process to develop the 2030 Plan also refer to the development of the 2005-2010 TIP.

PPACG has developed public involvement procedures that are used to guide public participation in its regional planning and programming process. The *Regional Transportation Planning Process Public Involvement Procedures* are updated on a periodic basis, the latest update having been adopted by the PPACG's Board of Directors in December 2002.

The PPACG's updated public involvement procedures served as the basis for the preparation of this document, the purpose of which is to communicate the specific components and activities of the process to prepare the 2030 Long-Range Transportation Plan. Within this document a brief overview of the transportation planning responsibilities of PPACG is provided, key decision points in the Plan and TIP development process are presented to heighten public awareness of time periods when specific outreach and/or public involvement activities can be expected to occur; and public involvement techniques are listed. Finally, measures to evaluate the 2030 Long-Range Transportation Plan and TIP development process are discussed.

The Community Advisory Committee and the Transportation Advisory Committee reviewed this proposed process to develop the 2030 Long-Range Transportation Plan. The PPACG Board of Directors approved this public involvement program for the 2030 Long-Range Transportation Plan development process September 10, 2003.

Figure 1



### **1.3 Overview of the Regional Transportation Planning Process**

As stated in the introduction, PPACG is the designated Metropolitan Planning Organization (MPO) in the Colorado Springs Urbanized Area. One of the main responsibilities of an MPO is to prepare and update on a regular basis the long-range regional transportation plan. Completed and adopted in 2001, *Destination 2025: A Mobility Plan for the Pikes Peak Region*, is the current, official multi-modal transportation plan. *Destination 2025* provides a comprehensive strategy for addressing transportation needs in the Colorado Springs Urbanized Area through 2025.

PPACG also prepares the regional transportation improvement program (TIP), the purpose of which is to implement the long-range transportation plan. The TIP is a staged, multiyear, multi-modal program of transportation projects and must be consistent with the long-range transportation plan. The TIP must show conformity with air quality standards and be fiscally constrained. PPACG's TIP is updated at least every two years, and covers the ensuing six-year period. The most recent update to the TIP was prepared and approved in FY-2003: the 2004-2009 TIP was approved by PPACG on July 9, 2003. A new TIP, based on plan recommendations, will be prepared as part of the process to develop the 2030 Long-Range Transportation Plan.

### **1.4 Key Decision Points of the 2030 Long-Range Transportation Plan Development Process**

Key decision points are listed in Figure 2 to provide general information regarding the time frame in which decisions will be reached regarding components of plan development. A detailed schedule of activities is provided as supplement to this document.

### **1.5 Time Period for Public Review of the Draft 2030 Long-Range Transportation Plan and 2005-2010 Transportation Improvement Program**

The draft 2030 Long-Range Transportation Plan and 2005-2010 Transportation Improvement Program will be available for formal public review for a period of 30 days prior to approval by the PPACG Board of Directors. During the 30-day review period, a public meeting will be held. A final public hearing will be conducted at the PPACG Board of Directors meeting when the 2030 Plan and TIP are presented for final Board action, tentatively set for September 8, 2004.

**Figure 2**

**2030 Long-Range Transportation Plan and  
2005-2010 Transportation Improvement Program  
Key Decision Points**

<b>Decision</b>	<b>Discussion and Input Time Frame</b>	<b>PPACG Board Decision</b>
<b>Prepare Planning Framework: Develop Vision, Goal and Objectives Prepare Project Selection Criteria</b>	August through November 2003 August through December 2003	December 10, 2003 January 14, 2003
<b>Develop Estimates of Available Resources by Funding Category</b>	September-October 2003	October 8, 2003
<b>Preliminary Recommendation of Projects, Strategies and Actions</b>	October 2003 through April 2004	May 14, 2004
<b>Recommended 2030 Plan/TIP Released for Public Review</b>	March through June 2004	June 9, 2004
<b>Public Review Period</b>	June 10 through July 9, 2004	--
<b>Final Adoption by PPACG</b>	July through August 2004	September 8, 2004

## **2.0 Public Involvement Components for Development of the 2030 Long-Range Transportation Plan**

### **2.1 Media Program**

1. **Briefings** - Media briefings can be conducted to provide the media with information regarding the transportation planning process and to answer any questions in regard to transportation issues. Information should be tailored for clear communication to the public.
2. **Media Interviews and Talk Shows** - Local media interviews, including print, television and radio talk shows are important means of conveying information about transportation planning objectives and progress. These interviews provide the opportunity to discuss planning elements in further detail and to address questions from the media and the public. Media interviews may be coordinated with press releases to increase public interest. Television call-in surveys are useful to get input on popular or controversial issues. Public access channels may be used as means to publicize and/or broadcast meetings.
3. **Press Releases and Public Service Announcements** - Press releases and/or public service announcements (PSA) will be used to inform the media about upcoming transportation planning activities or events. Press releases will be dated and double-spaced to allow editors to easily make notes or changes.

Public service announcements may be used to publicize specific public meetings or other participation activities. The PSA should include the complete text of message, which should be brief and provide only specific information such as meeting purpose, time, place and ADA accessibility information. Non-English speaking outlets often will translate the press release or PSA information for their audiences for little or no charge.

4. **Calendar of Events** - The PPACG's website and local calendars of events will be notified of upcoming public participation events.
5. **Advertisements** - Paid advertisements will be used to notify the public about public meetings and/or public hearings. Paid advertisements regarding meetings where public transportation projects will be discussed will include the following text: "This public notice also serves as public notice for the Federal Transit Administration Sections 5307, 5310, and 5311 programs of projects." All paid advertisements will include contact information for persons needing special accommodations and will state that arrangements can be made for accessible accommodations to be provided with 24-hour advance notice.

## **2.2 On-going Communications**

1. PPACG's Internet Web Site – The Pikes Peak Area Council of Governments maintains an Internet website: <<http://www.ppacg.org>>. A web page specifically for 2030 Plan development news will be maintained on PPACG's website. The web page will contain timely information such as upcoming meetings, input opportunities, maps and draft planning documents. Summaries of public comments made during the planning process will be listed and responses to those will be provided to the extent possible. Appropriate links to other organization's sites will be included. Descriptions of PPACG's programs, contact information, economic and demographic information, employment information and links to other organizations websites are also available.
2. Updated Mailing List - To increase the participation of citizens and organizations in the transportation planning process, PPACG has developed and will maintain a contact/mailling-list database. The database will be updated as needed and expanded to include those groups and communities not now actively involved in the process and others as noted in Federal and state legislation/regulations. In addition to groups identified in legislation, PPACG will add those interested parties requesting placement on this mailing list. Participants on the list may be asked to verify their ongoing interest by returning a postcard or calling PPACG.
3. Newsletters - Newsletters have been shown to be an effective communication tool and is a preferred method to communicate information. Newsletters may be used to provide timely information on the planning process, answer frequently asked questions, announce meetings, present key issues, offer alternatives or provide draft plan concepts under consideration, and promote use of the telephone comment line and publicize website and other contact information. It will offer another avenue to provide input by soliciting "letters to the editor." The newsletter will be sent out to those on the mailing list and made available at repositories, meetings and presentations.
4. Fact Sheets - Fact sheets will be provided to help translate into layman's language the background, regulatory requirements, network alternatives, and other technical aspects of transportation planning. These fact sheets may be coordinated by subject area (i.e., mass transit, bicycle and pedestrian transportation, planning approaches used by other areas) or by the stages of the planning process.
5. Mapping Products - Maps and other geographic information system (GIS) products will be used to help define an area of concern, illustrate system problems or portray transportation system alternatives. Maps can be included in information packets, as illustrations on fact sheets, in publicity materials and on

- the website. They may also be produced in a large format for display at public meetings or other events.
6. Information Packets - Information packets will be used for media briefings, elected official briefings, and speaker's bureau presentations and for distribution to interested members of the general public. Typically, these information packets could include copies of press releases, project brochures, newsletters, fact sheets, maps and other materials developed for a particular event.
  7. General Brochure - A general brochure designed to give a succinct overview of the entire transportation planning process and to describe how citizens can participate throughout will be used as an outreach tool. It can be mailed out, included in packets, placed in repositories, and generally widely distributed. Project contact information will be included and the brochure will include a mail-back card to solicit mailing-list additions.
  8. Flyers - One-page flyers will be used to announce meetings and other public involvement elements. These can be posted and/or distributed at community centers, libraries, and grocery stores; used as newspaper inserts; and distributed to neighborhood organizations and those on the mailing list.
  9. Information Repositories - PPACG will continue to use the following locations to provide copies of project materials for the public:
    - Libraries to include Penrose Public Library, East Library and Information Center and CU Springs Library,
    - Administrative offices of PPACG, and
    - Other locations as deemed appropriate for the particular plan in progress.
  10. Acknowledge Comments - PPACG Staff will acknowledge public comments received throughout public involvement activities on an ongoing basis and in the final plan. A record of all public comments will be maintained at PPACG.
  11. Final Plan Documentation - Summaries of comments received during the formal 30-day plan review period and responses to those comments will be included in final 2030 Plan and 2005-2010 TIP documentation.

### **2.3 Outreach to Under-Served Populations**

These public involvement procedures contain measures intended to reach a broad section of the community. The PPACG's transportation planning process is structured to ensure that all comments and input are given fair consideration. A publication by the U. S Department of Transportation, *Public Involvement Techniques for Transportation Decision-making, 1996*, is recommended as a reference for techniques reach and involve under-served populations.

Specific outreach efforts will be made to encourage participation by ethnic, minority, and low-income groups, persons with disabilities and elderly persons in the transportation planning and decision-making process. To facilitate such involvement, community-based organizations representing these populations will be contacted for input and guidance into removing barriers to participation. When choosing public meeting locations and times, special needs will be considered, including availability of public transit. Meeting materials and documents will be prepared in accessible formats upon request. Press releases to media organizations targeting minority and ethnic populations will be utilized to announce public participation opportunities.

All public meetings will be announced at least ten days prior to the meetings by one or more of the following means: media release, paid advertisements in regional newspapers, flyers to neighborhood associations and mailing-list participants, PPACG's website <<http://www.ppacg.org>>, and other appropriate notification means. Where feasible, public meetings of similar issues, plans, and programs will be coordinated with the statewide public involvement process. All public meetings will be held in locations that are Americans with Disabilities Act (ADA) accessible and to the extent possible near alternative modes of transportation, in particular, transit services. This accessibility includes (but is not limited to) deaf interpreters, wheelchair-accessible buildings, and translators or Braille documents, which may be provided if requested in advance. Paid advertisements will include contact information for persons needing special accommodations and will state that arrangements can be made for accessible accommodations to be provided with 24-hour advance notice.

## **2.4 Target Audiences**

PPACG will seek to inform the following groups and individuals regarding activities and processes related to development of the 2030 Long-Range Transportation Plan:

- Airport authorities,
- Businesses,
- Faith-based organizations,
- Citizens,
- Citizen groups,
- Civic organizations,
- Freight operators,
- Emergency response organizations,
- Governmental entities and officials,

- High school and college students,
- Homeowners associations,
- Human service agencies,
- Low-income populations,
- Media,
- Military installations,
- Minority populations,
- Native Americans,
- Neighborhood associations,
- Organizations and agencies that represent the needs of persons with disabilities,
- Parent teacher associations,
- Persons with disabilities,
- Public and Private transportation providers,
- Regulatory agencies,
- School districts,
- Senior populations and organizations,
- Tourist organizations, and
- Youth service organizations.

PPACG maintains a mailing list of persons and organizations representing the above groups as well as a number of individual citizens who have expressed an interest in transportation-related matters. Flyers mailed to the mailing list will be the primary method of contact used to inform these organizations and individuals of ongoing 2030 plan activities.

## **2.5 Public Interaction**

The public interaction techniques listed below provide the opportunity for early and continuous input into the 2030 Plan development process. Where possible, public meetings will be coordinated with statewide and/or local governments' transportation-related public involvement activities to enhance the public's consideration of issues, plans, and programs and to reduce redundancies and costs.

1. PPACG Advisory Committee Structure - PPACG's standing advisory committees provide an ongoing opportunity for the public to be involved in the Long-Range Transportation Plan development process. PPACG ensures that its committee meetings are open and accessible to the public; and that opportunity for members of the public to share their views is included on every committee agenda.

All PPACG committee meetings are open to the public; and most committees maintain a regular monthly or quarterly schedule of meetings. During the 2030 Long-Range Transportation Plan development process, the Air Quality Technical

Committee, the Transportation Advisory Committee (TAC) and the Community Advisory Committee (CAC) meetings will include Plan-related items on their agendas each month. The PPACG Board of Directors will consider components of the 2030 Long-Range Transportation Plan throughout the course of its development. The following table provides a calendar showing when PPACG’s advisory committees and the PPACG Board of Directors will meet during the 2030 Long-Range Transportation Plan development process.

<b>Committee /Board</b>	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
<b>AQTC</b>	27	24	29	26	31	28	25	31	28	26	30	28	25	29
<b>CAC</b>	20	17	15	19	17	21	18	17	21	19	16	21	25	15
<b>TAC</b>	21	18	16	20	18	15	19	18	15	20	17	15	19	16
<b>TES (quarterly)</b>			3			2			2			2		
<b>PPACG</b>	13	10	8	12	10	14	11	10	14	12	9	14	11	8

Meeting dates are subject to change. PPACG requests that citizens check the PPACG website for updated schedule and meeting information or by calling PPACG at (719) 471-7080.

Members of the public may address committees at the appropriate point on the agenda on all action items. Each committee agenda also includes an item where members of the public can address the committee on items not on the agenda. PPACG has prepared a document that provides general guidance for the conduct of regular committee meetings at PPACG, which is included in the *Regional Transportation Planning Process Public Involvement Procedures*, Appendix D and on the PPACG Internet website: <<http://www.ppacg.org/pubmtg.htm>>.

2. Focus Groups - Focus groups are conducted by an impartial or neutral facilitator as an additional interactive method for obtaining meaningful input at critical milestones and to gain understanding of perceptions, concerns and level of knowledge about the issues. Participants for focus groups may be selected in two ways: 1) solicited from the general public at random, and, 2) selected to help elicit a particular position or point of view. Selection techniques can be varied to result in focus groups made up of people knowledgeable in transportation issues and those who are solely users of the transportation system
  
3. Public Opinion Surveys – Public opinion surveys may be used to obtain input from the general population of the region, including those who traditionally do

not attend public meetings. Formal public opinion surveys are conducted using a scientific methodology on a statistically representative sample of the population or of specific areas or population groups. Informal surveys may be administered through the website, the newspaper or at public meetings and serve as an aid to solicit input and feedback. Public opinion surveys, whether formal or informal, should be used in concert with other public involvement techniques and with the goals of the survey and its role in the public involvement process clearly identified. When formal surveys are used, professional consultant assistance is generally used to help ensure accuracy of results and guard against bias.

4. Facilitated Workshops - These workshops provide education and solicit input through facilitated sessions. As with the focus groups, they provide a mechanism for a higher level of participation in the planning process. The opportunity to receive information in advance of the facilitated workshop meeting can be provided.
5. Open House Public Meetings - The open-house format for general public meetings offers another means to enhance two-way communication by talking with citizens one-on-one and soliciting their input on the planning process. Information stations with displays and other supporting materials will be used and comment forms made available. A station will be provided for individuals to record comments. Open houses may be combined with other meetings that include a more formal assembly or public forum.
6. Elected Official Briefings: These briefings offer education and updates on the status of the transportation planning process so that the officials may be able to answer questions from their constituency. These briefings may occur during PPACG Board of Directors' meetings or may be provided at the member entity council, commission or board meetings. The same information as presented through the speaker's bureau and other general outreach could be used.
7. Mall Displays - Appropriate shopping malls throughout the region may be selected for displays. These displays could contain materials such as project brochures, newsletters, fact sheets, comment forms, any reports available for the public, boards and eye-catching signage. These displays could include interactive computer displays, staffed displays, or stand-alone displays. Special activities held at malls may provide additional outreach opportunities and may be utilized when appropriate.

8. Public Fairs/Special Events - Information can be provided to the public on the planning process and/or plans in progress utilizing various community events, such as SpringsSpree, career and local government fairs, home and garden shows, or media events. A “traveling display” may be assembled to take to these community events. Short survey forms that can be filled out quickly by participants, mailing list sign-up forms and other information appropriate for the event could be provided. Small gifts or premiums may also be provided.
9. Speaker's Bureau: Implementing a speaker’s bureau is a proactive outreach effort to a greater number of citizens not already directly involved through the transportation-related committee structure. The speaker maximizes audience input using comment and meeting summary forms. Targeted groups include, but are not limited to, those listed in Section 3, organizations such as civic-related classes in high schools, parent-teacher associations, neighborhood groups, community centers, and chambers of commerce. Key project staff form the core group of speakers to educate these groups on the process and issues involved in transportation planning and to seek out comments on transportation proposals. Efforts will be made to bring in experts for community-wide lectures on various issues.
10. Internet E-mail - PPACG’s website, <<http://www.ppacg.org>>, will be utilized to solicit email comments and to provide information on meetings, document availability, and general information on the 2030 Long-range Transportation Plan development process. The website address will be included in plan publicity materials.
11. Meeting Summary Form - This form will be used to provide a medium for members of the public to record their comments at the various input opportunities or meetings. The form is adapted from the meeting summary form in Appendix D of the *Regional Transportation Planning Process Public Involvement Procedures*.
12. Mapping Products - Maps and other geographic information system (GIS) products will be used to help define an area of concern, illustrate system problems or portray transportation system alternatives. Maps can be included in information packets, as illustrations on fact sheets, in publicity materials and on the website. They will also be produced in a large format for display at public meetings or other events.
13. Fact Sheets and Information Packets - Information packets will be used for media briefings, elected official briefings, and speaker’s bureau presentations and for distribution to interested members of the general public. Typically, these will

include copies of press releases, project brochures, newsletters, fact sheets, maps and other materials developed for a particular event. These items, as appropriate, will also be included on the 2030 Plan web page in downloadable format.

14. Information Repositories - In order to make the document accessible to the public, PPACG will ask the following libraries to place copies of the draft 2030 Long-Range Transportation Plan in their collections for public review during the 30-day formal review period:

- Penrose Public Library
- East Library and Information Center
- CU Springs Library

The draft 2030 Long-Range Transportation Plan and 2005-2010 Transportation Improvement Program document will be available in PPACG's administrative offices for the 30-day review period. The draft documents will also be placed on PPACG's website in downloadable format during the 30-day review period.

15. Final Public Hearing – A final public hearing opportunity will be conducted during the PPACG Board of Directors meeting at which the 2030 Long-Range Transportation Plan and 2005-2010 Transportation Improvement Program will be presented for final action. The hearing opportunity may be included during the agenda item to consider adoption or it may be conducted at the beginning of the meeting at the discretion of the PPACG Board Chairperson. The hearing opportunity will be conducted according to the *Procedures and General Information for Regular Committee Meetings at the Pikes Peak Area Council of Governments* which may be viewed and downloaded from PPACG's website: <http://www.ppacg.org/pubmtg.htm>.

16. Public Comments - Summarized oral comments will be recorded at public meetings, and forms for written comments will be provided at all public meetings with PPACG's mailing address and staff contact information. PPACG's Internet web site will provide the public an additional opportunity to provide comments.

PPACG Staff and advisory committees will expressly consider public input, which may result in revision to the draft 2030 Plan or to the 2005-2010 TIP if appropriate. Comment summaries will be provided to advisory and policy committees and at subsequent public meetings that are part of the 2030 Plan development process. Documentation of how the comments are addressed, i.e., changes made, text revised, and/or alternatives considered, will be prepared and

distributed at subsequent committee or public meetings. Subject to Staff resources, attempts will be made to respond to public comment in a timely manner. All comments submitted and responses thereto become part of the public record and may be published and/or cited by PPACG and PPACG member governments or other organizations as required by Federal or State law.

Articles featuring summarized comments may appear in newsletters or on the PPACG's Internet web site. Final documentation for plans and programs shall include a summary, analysis and report on the disposition of comments that were tendered during the official 30-day review process.

## **3.0 Evaluation of the 2030 Long-Range Transportation**

### **Plan Development Process**

To determine whether the public involvement program for development of the 2030 Long-Range Transportation Plan and 2005-2010 Transportation Improvement Program is accomplishing the established public involvement objectives, evaluation will occur throughout the duration and at the conclusion of the Plan development process. This evaluation process will help to determine program progress and whether adjustments are needed to better facilitate public involvement in the transportation planning process.

Information may be gathered from surveys, input solicitation and meeting evaluation forms, public comment, and from PPACG advisory committees. Throughout the 2030 Plan development process, public comments will be assessed by PPACG Staff to determine what provisions need to be made to make meetings more accessible and the information more understandable, and to determine what other measures could be undertaken to enhance public participation.

Suggested below are several methods that may be used to help obtain feedback from participants in order to gauge the effectiveness of the public involvement techniques:

- Comment forms at meetings, workshops, and displays;
- Meeting evaluation forms;
- Demographic information collected from surveys of public involvement activity participants;
- Telephone comments;
- Citizen letters;
- Internet E-mail;
- Recorded comments at public hearings.

#### **4.0 2030 Long-Range Transportation Plan Development Schedule**

The 2030 Long-range Transportation Plan and 2005-2010 TIP development schedule is attached as a supplement to this document. The schedule provides general guidance as to when PPACG advisory committees and policy boards are expected provide input or act on various components of the plan development process. It also serves as guide as to when PPACG Staff is expected to develop technical products to support the planning process. It should be noted that this schedule is subject to revision and the reader is encouraged to check PPACG's website, <http://www.ppacg.org>, for current information or contact PPACG at (719) 471-7080.