



# Public Participation Plan

of the Corpus Christi Metropolitan Planning Organization

Public Participation Plan Policy Statement

Background

Governmental Requirements

Public Participation Process

Commonly Used Transportation Terms & Acronyms

Public Participation Plan Evaluation Guidebook

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## **“PUBLIC PARTICIPATION PLAN” POLICY STATEMENT**

It is a Corpus Christi Metropolitan Planning Organization (MPO) policy to support and encourage early and continuous public participation and input to the planning process and to adhere to the principles of Environmental Justice and Title VI of the Civil Rights Act as part of the metropolitan “3-C” planning process relating to transportation systems and facilities. The MPO’s public participation plan is designed to ensure early and continuous opportunities for the public to express its views on transportation issues and to become active participants in the regional planning and transportation “3-C” metropolitan decision making process.

A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." The MPO's Environmental Justice initiatives will strive to accomplish this by involving the potentially affected public through a Citizens Outreach Program. This program consists of MPO staff activities designed to develop partnerships with, and enhance the participation in the transportation planning process, by groups and individuals of “traditionally underserved” communities.

These communities include minorities, transit dependent citizens, low income, the elderly, and persons with disabilities. Staff activities include, but are not limited to; MPO staff participation in groups and coalitions serving within these communities, targeted communications with local media outlets, conducting meetings at times and locations that are accessible to transit dependant or non-driving individuals when possible, and publication of MPO documents in non-technical, web-based or other easily accessible formats as necessary and appropriate for purposes of obtaining input and comment into the long-range transportation planning process and for Transportation Improvement Program updates. In carrying out the participation plan, the MPO shall to the maximum extent practical – (i) hold any public meetings at convenient and accessible locations

and times; (ii) employ visualization techniques to describe long-range transportation plans; and (iii) make public information available in electronically accessible format and means, such as the MPO website, as appropriate to afford reasonable opportunities for consideration of public comment and opinion. The goal of the MPO's Outreach Program is to ensure that all citizens regardless of race, color, religion, income status, national origin, age, gender, disability, marital status, or political affiliation, have an equal opportunity to participate in the MPO's decision-making process.

## **I. BACKGROUND**

In 1962, pursuant to the Federal-Aid Highway Act of 1962, the City of Corpus Christi and the Texas Highway Department, in cooperation with the United States Department of Commerce, Bureau of Public Roads, initiated a long-range comprehensive transportation plan for the Corpus Christi area. The purpose of this plan was to develop long-range highway plans and programs which were properly coordinated with plans for improvements in other forms of transportation and which were formulated with due consideration of their probable effect on the future development. The act stipulated that the projects in urban areas of more than fifty thousand would not be approved unless such projects were based on continuing, comprehensive transportation planning process, carried on cooperatively by states and local communities in conformance with the objectives of the act.

The cooperative efforts of the state and the city resulted in the formation of the Corpus Christi Transportation Plan 1963-1964. The main objective of this study was to find an adequate, long-term solution for future traffic in relation to comprehensive urban development. The plan included a complete network of streets and highways, which, when completed, would provide efficient movement of traffic.

On May 12, 1972, the cities of Corpus Christi and Portland, the counties of Nueces and San Patricio, and the State of Texas, acting through and by its Highway Engineer, agreed to participate in a comprehensive, cooperative, and continuing (3C) transportation planning process for the Corpus Christi Transportation Study Area as provided in the Federal-Aid Highway Act of 1962. The May 1972 agreement was replaced by another agreement on July 27, 1973, which provided a committee, composed of all elected officials, for guiding the Study. This agreement provided for two committees: The Policy Advisory Committee and the Steering Committee. The Policy Advisory Committee furnished policy guidance and direction for the continuing transportation study. It comprised elected officials representing the cities of Corpus Christi and Portland, the counties of Nueces and San Patricio, all State Senators and State Representatives whose areas include the Corpus Christi Study Area, and the U.S. Congressman serving the Study Area. The Mayor of Corpus Christi was the chairperson of this Committee. The Steering Committee was composed of designated representatives of the elected city and county officials and locally-elected state officials.

Another agreement between the State and the MPO, which was signed on March 9, 1981, attached a document entitled "Prospectus" to the agreement. In this document the names of the Committees were changed. The Policy Advisory Committee became the Transportation Planning Committee, and the Steering Committee became the Technical Advisory Committee. In 1986 and 1993 respectively, the Corpus Christi Regional Transportation Authority and the Port of Corpus Christi Authority joined the MPO and are represented on both Committees. In April 1995, the MPO adopted Bylaws

and Operation Procedure of the Corpus Christi Metropolitan Planning Organization. These bylaws changed the name of the Transportation Planning Committee to the Transportation Policy Committee and provided one vote for each entity at both the Policy Committee and the Technical Advisory Committee level. Based on 2000 Census, Corpus Christi Urbanized Area expanded to the City of Gregory. The Metropolitan Area Boundary (MAB) was revised in 2004 to include Gregory which is represented by San Patricio County Judge on the Transportation Policy Committee and the Precinct 2 Commissioner on the Technical Advisory Committee.

The principal responsibilities of the MPO include the development of a 25-year Long Range Transportation Plan for the two county area that is unconstrained financially and a Long Range Transportation Plan for the urbanized area that is fiscally constrained within the projected federal funds available. Planning activities also include a Congestion Management System, a four-year Transportation Improvement Program, and related planning studies and projects deemed necessary to address transportation issues in the area. Local transportation needs are re-evaluated annually. Based on this evaluation, project priorities are established and made part of the MPO's Transportation Improvement Program. This information is forwarded to the Texas Department of Transportation for inclusion into its State-TIP. TxDOT then programs these projects, in priority order, giving consideration to production schedules and funding constraints. By Federal and State law, all regionally significant multi-modal transportation improvement projects (regardless of funding source) must be included in and be consistent (to the maximum extent feasible) with the MPO's Transportation Improvement Program and Long Range Transportation Plan in order to be eligible for Federal-aid and State funding. Therefore, the MPO's Transportation Improvement Program is the primary plan that guides all state and federally funded transportation improvements in the urbanized area.

## **II. SAFETEA-LU PUBLIC PARTICIPATION (PPP) LEGAL REQUIREMENTS**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005, as Public Law 109-59 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. The SAFETEA-LU Act requires the Metropolitan Planning Organizations (MPO) to provide for consideration of projects and strategies that will serve to advance eight (8) transportation planning factors identified under SAFETEA-LU as follows[per Section 6001(h)]:

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- B. Increase the safety of the transportation system for motorized and non-motorized users
- C. Increase the security of the transportation system for motorized and non-motorized users
- D. Increase the accessibility and mobility of people and for freight
- E. Protect and enhance the environment, promote energy conservation, improve

quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- G. Promote efficient system management and operation; and
- H. Emphasize the preservation of the existing transportation system.

Under SAFETEA-LU, the MPO is encouraged to consult with other planning officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) via Section 6001(g)(3). In addition, the MPO's metropolitan planning process will serve to promote consistency between transportation improvements and State and local planned growth and economic development patterns as part of the Long-Range Transportation Plan update.

As part of the development of a Long-range Transportation Plan update, SAFETEA-LU requires that types of mitigation shall be discussed within the 20-year planning document along with potential sites to carry out the activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion of potential environmental mitigation shall be developed by the MPO in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies per Section 6001(i)(2)(B)(ii) of SAFETEA-LU.

The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of a long-range transportation plan and TIP under Section 6001(i)(4)(A) of SAFETEA-LU. The consultation shall involve as appropriate- (i) comparison of the long-range transportation plans with State conservation plans or maps, if available; or (ii) comparison of long-range transportation plans to inventories of natural or historic resources, if available per Section 6001(i)(4)(B) of SAFETEA-LU.

The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan and TIP and major revisions. [6001(i)(5)(A)]

This MPO's Public Participation Plan shall be developed in consultation with all interested parties; and shall provide that all interested parties have reasonable opportunities to comment on the contents of the long-range transportation plan and TIP updates and major revisions. [6001(i)(5)(B)]

The Public Participation Plan is a living document and will be continually reviewed for possible revisions. Revisions to previous plans are summarized in Appendix A.

### **III. PUBLIC PARTICIPATION PROCESS**

#### **A. General Guidelines**

This Public Participation Plan is intended to provide direction for public involvement activities to be conducted by the MPO and contains the policies, goals, objectives, and techniques used by the MPO for public involvement. In its public participation process, the MPO will:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to local jurisdiction concerns).
2. Provide reasonable public access to technical and policy information used in the development of the Long Range Transportation Plans, the Transportation Improvement Program, and other appropriate transportation plans and projects, and conduct open public meetings where matters related to transportation programs are being considered.
3. Give adequate public notice of public participation activities and allow time for public review and comment at key decision points, including, but not limited to, approval of the Long Range Transportation Plans, the Transportation Improvement Program, and other appropriate transportation plans and projects. If the final draft of any transportation plan differs significantly from the one available for public comment by the MPO and raises new material issues, which interested parties could not reasonably have foreseen, an additional opportunity for public comment on the revised plan shall be made available.
4. Respond in writing, when applicable, to public input. When significant written and oral comments are received on the draft transportation plan (including the financial plan for the TIP and Long-Range Transportation Plan developed in cooperation with the Regional Transportation Authority) as a result of the public participation process or the interagency consultation process required under SAFETEA-LU, report on the disposition of comments shall be made part of the final plan.
5. Solicit the needs of those under-served by existing transportation systems, including but not limited to the transportation disadvantaged, minorities, elderly, persons with disabilities, and low-income households. SAFETEA-LU requires that the MPO shall provide reasonable opportunities for affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation planning process via Section 6001(i)(5)(A).
6. Provide a public comment period of 45 calendar days prior to the adoption of the Public Participation Plan and/or any amendments. Notice of the comment period will be advertised in a newspaper of general circulation and various other publications

prior to the commencement of the 45-day comment period. Notice will also be mailed to the entire MPO mailing list prior to the start of the 45-day comment period.

7. Provide a public comment period of not less than 30 calendar days prior to adoption of the Long Range Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program, Transit Development Plans, any formal amendments or updates, and other appropriate transportation plans and projects.
8. Coordinate the Public Participation Process with statewide Public Participation Processes wherever possible to enhance public consideration of the issues, plans and programs, and reduces redundancies and costs.

## **B. Public Participation Goals, Objectives, and Policies**

**Goal:** To provide the public with thorough information on transportation planning services and project development in a convenient and timely manner.

### **OBJECTIVE 1**

The MPO shall actively engage the public in the transportation planning process according to the policies contained in this Public Participation Plan and State and Federal Law.

**Policy 1.1:** The MPO shall maintain an up-to-date database of contacts including at a minimum the following persons to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products:

- A. Elected Officials
- B. Local Government Staff
- C. Transportation Agencies (Port, Airports, Transit, etc.)
- D. Local Media (TV, Radio, Print, etc.)
- E. Homeowners Associations
- F. Civic Groups
- G. Special Interest Groups (Other Interested Parties)
- H. Libraries (For Public Display)
- I. Consultation with Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, and other environmental issues (see Appendix B)
- J. Consultation with parties that would have an interest in the planning and development of the transportation network including affected public agencies in the metropolitan planning area (see Appendix B),
- K. Native American Tribal Council
- L. Private Freight Shippers
- M. Representatives of Public Transportation Employees
- N. Providers of Freight Transportation Services
- O. Private Providers of Transportation
- P. Representatives of Users of Public Transportation
- Q. Representatives of Users of Pedestrian Walkways
- R. Representatives of Users of Bicycle Transportation Facilities
- S. Representatives of the Disabled

**Policy 1.2:** The MPO shall, when feasible, electronically mail meeting announcements to the MPO contact list or to targeted groups for upcoming activities.

**Policy 1.3:** The MPO shall employ visualization techniques to depict transportation plans. Examples of visualization techniques include: charts, graphs, photo interpretation, maps, use of GIS systems, artist renderings, physical models, and / or computer simulation.

## OBJECTIVE 2

The MPO shall keep the public informed of on-going transportation related activities on a continuous basis.

**Policy 2.1:** The MPO shall make all publications and work products available electronically to the public via the MPO's web home page (via Internet) and at the MPO office and employ visualization techniques to describe transportation actions as part of the Long-Range Plan.

**Policy 2.2:** MPO staff shall be available to provide general and project-specific information at a central location during normal business hours and after hours at the request of community interest groups with reasonable notice.

**Policy 2.3:** The MPO shall produce a regional newsletter for distribution to the MPO contact list.

**Policy 2.3.1:** The newsletter shall be produced a minimum of four times in a year and will be sent out electronically or in print to all interested parties upon request.

**Policy 2.3.2:** The newsletter should include, at a minimum, updates on current or recently completed projects, design projects, announcements of upcoming meetings, and contact information.

**Policy 2.4:** The MPO shall maintain an internet web site that will be compliant with Section 508 of the Americans with Disabilities Act for disabled users.

**Policy 2.4.1:** The web site shall be updated and maintained to provide the most current and accurate transportation planning information available.

**Policy 2.4.2:** The web site shall, at a minimum, contain the following information:

- A. Contact information (mailing address, phone, fax, and e-mail)
- B. Current MPO committee membership
- C. Meeting calendars and agendas
- D. Work products and publications (Transportation Improvement Program, Long Range Transportation Plans, Unified Planning Work Program, etc.)
- E. Comment/Question Form
- F. Links to related agencies
- G. Current By-Laws and Operating Procedures (including the Public Participation Plan and updates)

### OBJECTIVE 3

The MPO shall encourage the involvement of all area citizens in the transportation planning process.

**Policy 3.1:** Target audiences shall be identified for each planning study conducted by the MPO, including residents, business and property owners and those traditionally underserved and underrepresented populations, including but not limited to, low income and minority households, within the study area.

**Policy 3.2:** The MPO shall, whenever feasible, hold public meetings at a site convenient to potentially affected citizens.

### OBJECTIVE 4

The MPO shall strive to continuously improve public participation.

**Policy 4.1:** The MPO shall continuously evaluate public involvement techniques.

**Policy 4.2:** This Public Participation Plan shall be reviewed and adopted, with revisions if necessary, at least every three (3) years in order to improve the effectiveness of public involvement.

### OBJECTIVE 5

The MPO shall participate in public participation activities for individual transportation improvement projects from the planning phase through construction.

**Policy 5.1:** The MPO shall actively assist the Texas Department of Transportation, local governments and transportation agencies in the development and implementation of public involvement techniques for planning and other studies, including Arterial Investment Studies, Major Corridor/Feasibility Studies, and Project Development and Environmental Studies or other documents to support planning.

**Policy 5.2:** The MPO shall cooperate with the Texas Department of Transportation and member cities to implement the MPO Community Assessment Study.

## C. Public Participation Techniques

Public participation is an ongoing activity of the MPO. Public participation is also an integral part of one-time activities such as corridor studies and regularly repeated activities such as the annual Transportation Improvement Program process and Long Range Transportation Plan updates.

This section contains descriptions of public participation tools currently being used by the MPO:

## **MPO Web Site**

*Description:* The site was established to provide basic information about the MPO process, members, meeting times and contact information. The site has been expanded recently to include information about specific projects undertaken by the MPO. Work products, such as the Draft, and Adopted, Public Participation Plan, Unified Planning Work Program, Transportation Improvement Program and Long Range Transportation Plan are available from the site. Also, citizens are able to submit comments and sign up to be added to the various distribution lists maintained by the MPO. The site provides many links to other transportation related sites at the local and national level.

The website address is **[www.corpuschristi-mpo.org](http://www.corpuschristi-mpo.org)**. The web site is maintained and updated by the MPO Web Site Coordinator and regularly reviewed. The site has been reviewed by the World Wide Web Consortium (W3C) to identify improvements that would make the site conform to W3C standards.

*Activities:* The web site is used to list current and topical information on regular and special meetings, planning studies, publications, related public events and work products.

## **MPO Master Database**

*Description:* MPO staff maintains a master database of business, federal, state and local agencies and interested public. The database includes committee membership, mailing information, phone numbers, fax numbers, e-mail addresses and web sites. The database is used for maintaining up-to-date committee membership lists, special interest groups and homeowner association contacts, and is the foundation of the newsletter mailing list. The database will be used to establish and maintain a list of e-mail contacts for electronic meeting notification and announcements.

*Activities:* The database is used to enhance public involvement activities.

## **Legal Advertisements**

*Description:* Texas Government Code, Chapter 551 requires posting a notice of any public meeting where a decision could be made or that may be attended by more than one elected official. The MPO regularly posts notice of the MPO Transportation Policy Committee meetings.

*Activities:* Regular and other meetings seeking public input are posted.

## **Quarterly Newsletter**

*Description:* MPO staff produces a quarterly newsletter titled "Metro-Mobility Talks" that is distributed to citizens, municipalities, media and other agencies. Citizens are added to the distribution list by their own request.

**METRO-MOBILITY TALKS**  
Bringing Transportation News that Impacts Your Way of Life

*Activities:* The Metro-Mobility Talks newsletter is used to promote regular and special meetings, planning studies, publications, work products and committee member interviews.

### **Display Ads**

*Description:* Publication of ads that are used to promote meetings that are not regularly scheduled, such as corridor study workshops. They are published in selected newspapers in order to reach a larger audience than those that typically read legal notices.

*Activities:* Public awareness of project specific meetings, workshops, or open houses.

### **Other Media**

*Description:* Opportunities are sought for articles in other newsletters produced by municipalities, homeowners' associations, church groups, civic groups, or others that may have an interest in the MPO. Opportunities are also sought to present to civic and social agencies, participate on radio talk shows, and provide television news highlights and to utilize public service notices to create community awareness of planning activities.

*Activities:* Increased opportunities to make public aware of corridor studies, small-area studies, other planning studies or major activities.

### **Direct Mailings**

*Description:* Used to announce upcoming meetings or activities or to provide information to a targeted area or group of people. Direct mailings are usually post cards, but can be letters or flyers. An area may be targeted for a direct mailing because of potential impacts from a project. Groups are targeted that may have an interest in a specific issue, for example avid cyclists and pedestrians may be targeted for pathways and trail projects.

*Activities:* Project-specific meetings, workshops, open houses, corridor studies, small-area studies, other planning studies or major activities.

### **Press Releases**

*Description:* Formal press releases are sent to local media (newspaper, TV and radio) to announce upcoming meetings and activities and to provide information on specific issues being considered by the MPO or their committees.

*Activities:* Corridor or other planning studies, workshops, open houses, public hearings, and other MPO activities.

### **Project Workshops/Open-Houses**

*Description:* These are targeted public meetings that are generally open and informal, with project team members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. The purpose of project-specific meetings

is to provide project information to the public and to solicit public comment and a sense of public priorities.

*Activities:* Long range planning studies, prioritization of projects, and other major MPO activities.

### **E-mail Announcements/Internet Message Boards**

*Description:* Meeting announcements and MPO information are e-mailed to interested persons that have submitted their e-mail addresses to MPO staff. Interactive message boards are used to facilitate discussion and solicit public comment regarding specific MPO projects or issues.

*Activities:* Corridor studies, small-area studies, other planning studies, regular meetings, public hearings, workshops, open houses, and other major MPO activities.

### **MPO Logo**

*Description:* A logo representing the MPO is used to identify products and publications of the MPO. A logo helps the public become familiar with the different activities of the MPO by providing a means of recognizing MPO products.



*Activities:* A logo is used on all MPO publications; including those developed by consultants working on MPO sponsored projects to create a community awareness of the MPO deliverables.

### **Public Hearings**

*Description:* These are public meetings used to solicit public comment on a project or issue being considered for adoption by the MPO. Hearings provide a formal setting for citizens to provide comments to the MPO or another decision-making body. They are recorded and transcribed for the record.

*Activities:* Long Range Transportation Plans, Transportation Improvement Program, corridor studies, Project Development & Environmental studies, and other planning studies as needed for other MPO activities.

### **Comment Forms**

*Description:* Comment forms are often used to solicit public comment on specific issues being presented at a workshop or other public meeting. Comment forms can be very general in nature, or can ask for very specific feedback. For example, a comment form

may ask for comments on specific alignment alternatives being considered during a corridor study, or may ask for a person's general feelings about any aspect of transportation. Comment forms can also be included in publications and on web sites to solicit input regarding the subject of the publication and/or the format of the publication or web site.

*Activities:* Public workshops, open houses, hearings and other meetings, general MPO activities.

## **Surveys**

*Description:* Surveys are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies. For example, participants may be asked about their daily travel patterns.

*Activities:* Conduct on-line surveys on issues and needs to provide input into the plans.

## **Posters and Flyers**

*Description:* Posters and flyers are used to announce meetings and events and are distributed to public places such as City Halls, libraries and community centers for display. The announcement may contain a brief description of the purpose of a meeting, the time(s) and location(s), and contact information. Posters and flyers may be used to reach a large audience that cannot be reached using direct mailings and/or newsletters.

*Activities:* Corridor studies, small-area studies, other planning studies, regular and special MPO activities.

## **Grouping of Projects**

*Description:* MPO's make use of statewide project groupings in their TIP. TxDOT in cooperation with the Federal Highway Administration developed statewide programs identified by a statewide project number that provides a more efficient method of programming and contracting for projects that minimizes the necessity for TIP revisions.

*Activities:* The MPO recognizes the use of these grouping categories and will use them as appropriate. Individual projects eligible for statewide project groupings may be included in the MPO / TIP for informational purposes only. The information only project lists will be clearly annotated as such and may be included as an appendix.

#### D. Summary Public Participation Policy Table

<b>Program Adoption</b>	<b>Public Meetings</b>	<b>Comment Period</b>	<b>Remarks</b>
Metropolitan Transportation Plan (MTP)	Two meetings prior to TPC approval	30 Days	A summary of all oral or written comments will be provided to the TPC and available for public review.
Transportation Improvement Plan (TIP)	Two meetings prior to TPC approval	30 Days	
Unified Planning Work Program (UPWP)	N/A	30 Days	When possible, joint public meetings with TPC or TAC*
Public Participation Plan (PPP)	N/A	45 Days	Will be held for updates of the PPP as needed
	<b>Program</b>	<b>Amendments</b>	
Metropolitan Transportation Plan (MTP)	One meeting if requested prior to TPC approval	30 Days	
Transportation Improvement Plan (TIP)	One optional meeting prior if requested to TPC approval	30 Days	
Unified Planning Work Program (UPWP)	N/A	N/A	
Public Participation Plan (PPP)	N/A	45 Days	
	<b>Open</b>	<b>Meetings</b>	
Transportation Policy Committee (TPC)	Regular meetings are held the First Thursday of every month		

\* TAC – Technical Advisory Committee

#### **IV. COMMONLY USED TRANSPORTATION TERMS AND ACRONYMS**

**ADA - Americans with Disabilities Act of 1990:** Federal law that requires public facilities (including transportation services) to be accessible to persons with disabilities including those with mental disabilities, temporary disabilities, and the conditions related to substance abuse.

**ADT - Average Daily Traffic:** The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of data.

**AMPO - Association of Metropolitan Planning Organizations:** A national nonprofit membership organization serving the interests of metropolitan planning organizations nationwide.

**AVO - Average Vehicle Occupancy:** The ratio of person trips to vehicle trips; often used as a criteria in judging the success of trip reduction programs.

**AVR - Average Vehicle Ridership:** The number of employees scheduled to start work during specified hours divided by the number of vehicles arriving at the site during those same hours.

**CAAA - Clean Air Act Amendments:** 1990 amendments to the federal Clean Air Act which classify non-attainment areas and provide for rules dealing with air pollution in such areas; specifically brought transportation decisions into the context of air quality control.

**CIA - Community Impact Assessment:** Community impact assessment is “a process to evaluate the effects of a transportation action on a community and its quality of life.” It is a way to incorporate community considerations into the planning and development of major transportation projects. From a policy perspective, it is a process for assessing the social and economic impacts of transportation projects as required by the National Environmental Policy Act (NEPA). The assessment may address a variety of important community issues such as land development, aesthetics, mobility, neighborhood cohesion, safety, relocation, and economic impacts.

**CMAQ - Congestion Mitigation and Air Quality Improvement Program:** A categorical funding program created under ISTEA, which directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

**CMP - Congestion Management Process:** A systematic process required under SAFETEA-LU for all TMAs that shall address congestion management through the metropolitan planning process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under title 23 and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies. The CMP is required under 23 CFR 500.109 and shall include methods to monitor and evaluate the performance of the multi-modal transportation system, identify causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness

of implementation actions. The CMP is periodically reviewed for efficiency and effectiveness of the implemented strategies, the results of this evaluation shall be provided to decision-makers to provide guidance on selection of effective strategies for future implementation purposes.

**DOT - Department of Transportation:** Agency responsible for transportation at the local, state, or federal level. For title 23 U.S.C. federal-aid highway actions, this would mean the Federal Highway Administration and for federal-aid transit actions under title 49 U.S.C, this would mean the Federal Transit Administration.

**EIS - Environmental Impact Statement:** A National Environmental Policy Act (NEPA) document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.

**Environmental Justice:** Describes the impact of transportation plans or projects, either positive or negative, on a particular community or population. Derived from Title VI of the Civil Rights Act of 1964. Environmental Justice strives to ensure public involvement of low income and minority groups in decision making, to prevent disproportionately high and adverse impacts on low income and minority groups, and to assure that these groups receive equal benefits from transportation improvements.

**FHPP - Federal High Priority Projects:** Discretionary projects earmarked by the U.S. Congress as high priorities at the federal level during the Congressional appropriations and re-authorization process. This amounts to roughly 5% of the total transportation budget.

**FHWA - Federal Highway Administration:** Division of the U.S. Department of Transportation responsible for administering federal highway transportation programs under title 23 U.S.C..

**Fiscal Constraint:** A requirement, originally of ISTEA, that all plans be financially – constrained, balanced expenditures to reasonably expected sources of funding over the period of the TIP or Long-Range Transportation Plan.

**FTA - Federal Transit Administration:** Federal entity responsible for transit planning and programs under title 49 U.S.C.

**Functional Classification:** Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

**FY - Fiscal Year:** A federal fiscal or budget year; runs from October 1 through September 30 for the MPO and the federal government.

**HOV - High Occupancy Vehicle:** In Texas, vehicles carrying two (2) or more people receive this designation and may travel on freeways, expressways and other large volume roads in lanes designated for high occupancy vehicles.

**IMS - Incident Management System:** A systematic process required under SAFETEA-LU to provide information on accidents and identify causes and improvements to the Transportation system to increase safety of all users.

**ISTEA - Intermodal Surface Transportation Efficiency Act of 1991:** Federal law which restructured transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation.

**ITE - Institute of Transportation Engineers:** An international society of professionals in transportation and traffic engineering; publishes Trip Generation (a manual of trip generation rates by land use type).

**ITS - Intelligent Transportation System:** Use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as “freeway management systems,” “automated fare collection” and “transit information kiosks.”

**Intergovernmental Agreement:** Legal instrument describing tasks to be accomplished and/or funds to be paid between government agencies.

**LOS - Level of Service:** A qualitative assessment of a road’s operating condition, generally described using a scale of A (little congestion) to E/F (severe congestion).

**MG - Minimum Guarantee:** A funding category created in TEA-21 that guarantees a 90% return of contributions on formula funds to every state.

**MPO Activities:** Are plans, programs and projects related to the MPO process.

**MPO - Metropolitan Planning Organization:** The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

**MTP - Metropolitan Transportation Plan:** A 25- year forecast plan required of state planning agencies and MPOs; which must consider a wide range of social, environmental, energy, and economic factors in determining overall regional goals and consider how transportation can best meet these goals.

**NHS - National Highway System:** Specific major roads to be designated September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

**Officials:** Are people who have governmental decision-making, planning or administrative responsibilities that relate to MPO activities.

**PMS - Pavement Management System:** A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs; required for roads in the National Highway System as a part of ISTEA; the extent to which the remaining public roads are included in the process is left to the discretion of state and local officials; criteria found in 23 CFR 500.021-209.

**PTMS - Public Transportation Facilities and Equipment Management System:** A systematic process (required under ISTEA) utilized by state agencies and MPOs to collect and analyze information on the condition and cost of transit assets on a continual basis; data is to be used to help people choose cost effective strategies for providing and keeping transit facilities and equipment in good condition; process must be developed in Transportation Management Areas (TMAs); the use of CMS in non-TMAs is left to the discretion of state and local officials.

**Public Participation:** Is an integral part of a planning or major decision-making process. It provides opportunities for the public to be involved with the MPO in an exchange of data and ideas. Citizen participation offers an open process in which the rights of the community, to be informed to provide comments to the Government and to receive a response from the Government, are met through a full opportunity to be involved and to express needs and goals.

**ROW - Right-of-Way:** Real property that is used for transportation purposes; defines the extent of the corridor that can be used for the road and associated drainage.

**RTDM - Regional Travel Demand Model:** This is a tool for forecasting impacts of urban developments on travel patterns as well as testing various transportation alternative solutions to traffic patterns. The travel patterns are determined from US census results and in simple terms tell where residents live and where they go to work or school on a regional wide basis.

**SIB - State Infrastructure Bank:** Method of financing large capital projects by taking advantage of borrowing against future state revenues.

**Sponsoring Agencies:** Are organizations or governmental units, which enter into agreements with the MPO to undertake transportation related activities, which will be part of the MPO planning process.

**SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** - legislation enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

**SMP - Statewide Mobility Plan:** TxDOT's 10 year plan for adding capacity to the transportation system using the Mobility Category Funds of Federal and State Transportation funding.

**SPP - Statewide Preservation Plan:** TxDOT's 10 year plan for maintaining the Transportation system using the preservation categories of Federal and State Transportation funding.

**STIP - State Transportation Improvement Program:** The TxDOT Five Year Work Program as prescribed by federal law.

**TAC - Technical Advisory Committee:** A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members (not general citizens).

**TCI - Texas Congestion Index:** This is an index to measure the magnitude of congestion in a single performance measure across the state. The index measures the mobility of people and goods in each Texas metropolitan area, with attention to the delay time experienced by drivers.

**TMMP - Texas Metropolitan Mobility Plan:** This is a state based requirement intended to serve as a framework for identifying unmet transportation needs in the state's larger metropolitan areas. The TMMP is a needs-based plan which quantifies transportation needs beyond the fiscal constraint barrier.

**TPC - Transportation Policy Committee:** A standing committee created for the purpose of serving as spokespersons for the citizens of the metropolitan area and is the designated MPO to prioritize and direct federal transportation funds to local projects. The TPC is comprised of elected officials from the cities and two counties in the urbanized area. The TPC also has representatives from TxDOT, RTA, and Port Authority. The TPC is responsible for creating policies regarding transportation planning issues. The TPC meetings are open to the public and where any member of the public can address the MPO on any transportation issue.

The TPC meets on the first Thursday of each month at 1:30 P.M. The meetings are held at the Corpus Christi City Hall, City Council Chambers, 1201 Leopard Street in Corpus Christi, Texas.

**Transportation Disadvantaged:** People who are unable to transport themselves or to purchase transportation due to disability, income status or age.

**Transportation Enhancements:** Specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, acquisition of scenic easements and scenic historic sites, scenic or historic highway programs, scenic beautification, historic preservation, rehabilitation/operation of historic transportation structures, railway corridor preservation, control/removal of outdoor advertising, archeological planning/research and mitigation of highway runoff water pollution.

**TEA-21 - Transportation Equity Act for the 21st Century:** Federal Legislation authorizing funds for all modes of transportation and guidelines on the use of those funds. Successor to ISTEA, the landmark legislation that clarified the role of the MPOs in the local priority setting process. TEA-21 emphasizes increased public involvement, simplicity, flexibility, fairness, and higher funding levels for transportation.

**The Public:** Includes citizens, public agencies, advocacy groups and the private sectors that have an interest in or may be affected by MPO activities.

**TIP - Transportation Improvement Program:** A priority list of transportation projects

developed by a metropolitan planning organization that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans and local government comprehensive plans.

**TMA - Transportation Management Area:** An area designated by the U.S. Department of Transportation given to all urbanized areas with a population over 200,000 (or other area when requested by the Governor and MPO); these areas must comply with special transportation planning requirements regarding congestion management systems, project selection and certification; requirements identified in 23 CFR - 450.300-33.6.

**TSM - Transportation Systems Management:** Strategies to improve the efficiency of the transportation system through operational improvements such as the use of bus priority or reserved lanes, signalization, access management, turn restrictions, etc.

**TTI - Texas Transportation Institute:** A legislatively created research center, located at Texas A & M University, whose purpose is to conduct and facilitate research and serve as an information exchange on issues related to urban transportation problems in Texas.

**TxDOT - Texas Department of Transportation:** State agency responsible for transportation issues in Texas.

**UTP - Unified Transportation Plan:** This is the state's 10 year Transportation Plan with the first 10 years programmed and the second 15 years of projects under design. This document has two parts. The two parts are: The SMP and SPP respectively.

**UPWP - Unified Planning Work Program:** Developed by Metropolitan Planning Organization (MPOs); identifies all transportation and planning activities anticipated within the next one to two years, including a schedule for the completion of the identified tasks and activities.

**V/C Ratio Volume over Capacity Ratio:** This is a roadway performance measure to show how a highway volume compares with a highway's capacity.

**VMT - Vehicle Miles Traveled:** This is an output of the travel demand model and is a measure of traffic flow over a highway segment. While 1000 vehicles traveling over a mile road and 1 vehicle traveling over 1000 miles are mathematically equal only the former 1000 vehicle mile means anything to the transportation planner.

## **V. PUBLIC PARTICIPATION PLAN EVALUATION GUIDEBOOK**

### **Introduction**

The Federal Highway Administration and the Texas Department of Transportation require that the Corpus Christi Metropolitan Planning Organization (MPO) continuously evaluate the effectiveness of public involvement activities. By continuously evaluating public involvement activities, it is possible to improve or add new public involvement activities to the MPO program and to discontinue activities that are ineffective. The purpose of this guidebook is to provide guidelines for the evaluation of public involvement techniques. The MPO's public involvement activities are contained in the Public Participation Plan.

The Public Participation Plan includes descriptions of the roles and responsibilities of the MPO and other agencies in the public involvement process. Also included in the Public Participation Plan are descriptions of various public involvement techniques that could be used by the MPO. This guidebook describes public involvement techniques, outlines the steps to be taken to evaluate those techniques, and identifies measures to quantify success rates and outlines strategies to improve the MPO's public involvement process.

This guidebook is intended to be a "living" document, with additions and changes based on each evaluation that is performed. This guidebook should be reviewed at least every three years to ensure that appropriate changes are being implemented by the MPO.

### **Evaluation Methods and Performance Goals**

In order to determine the effectiveness of the public involvement tools, they must be evaluated and compared to established performance goals. The typical methods for evaluating the effectiveness of public involvement tools are surveys and quantitative statistical analysis. This section briefly describes evaluation methods used by the MPO. For each public involvement tool, performance goals and methods for meeting those goals have been identified.

### **Surveys**

*Description:* Surveys typically consist of short, specific questions regarding public involvement tools that are ongoing or that were used on a specific project. Surveys can be conducted in person, by phone, mail or e-mail. Face-to-face and telephone surveys provide quick responses and can be used when a respondent's answer may lead to a follow-up question. For example, respondents may be asked if advertisements are an effective notification tool. If the response is no, the surveyor can ask the respondent why advertisements are not effective and also what other tools they would prefer. In person and telephone surveys can target specific areas or groups or can be random sampling. Mail surveys may be used to provide written record of respondent's answers. Mail-back surveys can be distributed at meetings, inside other publications, or by mailing directly to potential respondents. Respondents can be a targeted group, such as members of special interest groups or residents of specific areas, or they can be randomly generated. Return postage for mail surveys typically can be pre-paid by the MPO, or can be the responsibility of the respondent. E-mail surveys, like mail surveys, provide a

written record of responses. Unlike mail-back surveys, there is little to no reproduction or distribution cost to the MPO to send out the surveys, and little to no cost to respondents to return a response. To use e-mail surveys, it is necessary to have e-mail addresses for the targeted respondents, and random distribution is not really an option.

### **Statistical Analysis**

Statistics can be used to determine the "return on the investment" of producing public involvement tools. For example, the number of persons attending an activity can be compared to the number of persons that were notified of the activity. This type of evaluation can be an indicator of whether or not the tools used for public involvement are actually reaching the intended audience, or which tools had a greater response rate.

Statistical analysis is used to evaluate survey responses and the results of the analysis are compared to the evaluation measures to determine the rate of success of public involvement tools.

### **Improvement Strategies**

The MPO continually strives for improved public involvement. Improvements should be made to increase public awareness and to improve the quantity and quality of information provided to the public. The decisions made by the MPO affect the entire population, both residents and visitors, of Nueces and San Patricio Counties. Therefore, seeking public input on those decisions is vital to the success of the MPO as the agency responsible for transportation planning. Each time a public involvement evaluation is performed, a list of improvement strategies needed should be identified for implementation. If improvement is needed for an ongoing public involvement task, such as the MPO web site, a reasonable completion date should be established.

If improvement is needed for one-time activities, such as corridor studies, the improvement should be implemented where appropriate on future activities.

**Public Involvement Tools Evaluation Table**

<b>Public Involvement Tool</b>	<b>Evaluation Criteria</b>	<b>Performance Goal(s)</b>	<b>Methods to Meet Goal(s)</b>
Public Participation Plan	No Measure / PPP should reflect the practices of the MPO	N/A	Update at least every 3 years to incorporate the improvement strategies resulting from public involvement evaluations.
MPO Web Site	Number of Hits	Min. of 90 hits per month, 5 % increase in hits per quarter	Use other public involvement tools to increase advertisement of the web site.
MPO Master Database	Number of returned items	Max. of 2% return rate per mailing	Make immediate corrections when items are returned.
Legal Advertisements	No Measure / Required by Texas Statutes	N/A	N/A
Quarterly Newsletter	Calls, letters, etc.; Number of returns	N/A. Return rate is addressed under MPO Master Database	Continue items that receive favorable comments and correct or improve mistakes or items that receive negative comments.
Display Ad	Calls, letters, etc.; Number of persons contacted	Min. of 15% of meeting attendees/survey respondents indicated that they saw the ad. Ad formats may be modified based on specific comments received	Pursue publication in a prominent location in the paper. Increase the size or modify the layout to make ads more visible.
Project Specific Newsletters	Calls, letters, etc.; Number of persons contacted	Min. of 15% of meeting attendees/survey respondents indicated that they received a newsletter. <b>-OR-</b> Reaches a min. of 85% of persons that <i>are affected by a project</i> .	Increase or decrease distribution to more accurately target an area that may be affected.

**Public Involvement Tools Evaluation Table – continued**

Public Involvement Tool	Evaluation Criteria	Performance Goal(s)	Methods to Meet Goal(s)
Other Media (Other newsletters, electronic media news, etc.)	Calls, letters, etc.; Number of persons contacted	Minimum of reference in project area community newsletters, presence on electronic news shows quarterly and public service announcements for public meetings associated with long-range planning process	Provide information to the publishers of these newsletters in a timely fashion. Investigate all possible newsletters that may reach an affected area.
Direct Mailings	Calls, letters, etc.; Number of persons contacted	Min. of 15% of meeting attendees/survey respondents indicated that they received the mailing. <b>-OR-</b> Reaches a min. of 85% of persons that <i>are affected by a project</i> .	Increase/Decrease mailing list to more accurately target affected areas. Use the most up-to-date information from the Nueces County Property Appraiser to maintain the mailing list.
Press Releases	Calls, letters, etc.	No standard. Format may be modified based on specific comments received.	Encourage publication of press releases by keeping the media informed.
TV Message Boards	Calls, letters, etc.; Number of persons contacted	Min. of 15% of meeting attendees/survey respondents indicated that they saw the meeting notice.	Provide information to the Government Access TV as soon as it is available to increase the airtime. Encourage making the announcements prominent.

**Public Involvement Tools Evaluation Table – continued**

<b>Public Involvement Tool</b>	<b>Evaluation Criteria</b>	<b>Performance Goal(s)</b>	<b>Methods to Meet Goal(s)</b>
Project Specific Web Sites	Calls, letters, etc.; Number of hits	Min. of 30 hits per month. Increase of at least 10% over the life of the project. Expectations may be higher depending on the size of the study area.	Use other public involvement tools to increase advertisement of the web site.
Project Specific Open Houses/Workshops	Calls, letters, etc.; Attendance	3%-5% of affected population (based on study area) in attendance.	Schedule at convenient times and locations. Hold multiple workshops. Use other tools to increase awareness.
Small Group Meetings	Calls, letters, etc.; Met the expectations of the group	N/A. These meetings are held at the request of affected groups.	MPO staff and any consulting staff should be available in a timely manner to hold small group meetings regarding any MPO activity or issue. The meeting should be formatted to provide specific information requested by the group and should highlight issues that are of interest to the group.
E-mail Announcements/ Internet Message Boards	Calls, letters, etc.; Number of persons reached	Min. of 5% of meeting attendees/survey respondents indicated that they saw the announcement.	Increase e-mail list by advertising the availability of email announcements using other public involvement tools.
Citizens Advisory Committees	Calls, letters, etc.; Attendance	N/A. These committees are part of most planning studies. Members are appointed by elected officials in the study area.	MPO and consultant staff should encourage appointed members to attend committee meetings.

**Public Involvement Tools Evaluation Table – continued**

<b>Public Involvement Tool</b>	<b>Evaluation Criteria</b>	<b>Performance Goal(s)</b>	<b>Methods to Meet Goal(s)</b>
Fact Sheets	Calls, letters, etc.; Number of persons contacted	Positive Comments.	
MPO Logo	Calls, letters, etc.; Number of persons contacted	Recognition of the Logo.	The MPO logo should be used on all MPO products and publications, and on materials for all MPO sponsored activities.
Public Hearings	Calls, letters, etc.	3%-5% of affected population (based on study area) in attendance.	Schedule hearings at convenient and accessible times and locations. Use other public involvement tools to increase awareness of hearings.
Comment Forms	Calls, letters, etc.; Number of persons contacted	60% of meeting attendees filled out form- OR- 2% of visitors to a web site submitted a form -OR- 20% of mail recipients return the form.	Encourage responses by explaining the importance of receiving comments in order to improve the planning process.
Surveys	Calls, letters, etc.; Number of responses	60% of contacted persons participate in the survey -OR- 20% of mail recipients return the survey	Encourage responses by explaining the importance of receiving feedback to improve the planning process.
Government Access TV	Calls, letters, etc.; Number of persons reached	Min. of 15% of meeting attendees/survey respondents indicated that they saw the meeting notice.	Provide information to Government Access TV as soon as it is available to increase the airtime. Encourage Government Access TV to make the announcements prominent.
Poster and Flyers	Calls, letters, etc.; Number of persons reached	Min. of 15% of meeting attendees/survey respondents indicated that they saw a poster.	Increase distribution to common area visible to the general public.

**APPENDIX A**

**Revision Notes**

## Revision Notes

1. The Transportation Policy Committee (TPC) adopted the Public Involvement Policy (PIP) for the Corpus Christi Metropolitan Planning Organization in December 1994.
2. The Transportation Policy Committee (TPC) revised the policy to add a section on Federal Requirements and Methods of Compliance and added new addresses in the Mailing List. TPC adopted the revised policy in May 1999.
3. The Transportation Policy Committee (TPC) adopted the current policy in October 2001. The current policy is rewritten to improve its effectiveness. Added private transit providers and users in mailing list.
4. The Transportation Policy Committee (TPC) adopted the revised policy on April 6, 2006.
5. Public Participation Plan Resolution signed into effect by the Transportation Policy Committee (TPC) Chairperson on April 6, 2006.

**Corpus Christi Metropolitan Planning Organization  
Public Participation Plan  
April 6, 2006**

**Whereas**, The **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** was enacted August 10, 2005, as Public Law 109-59 and authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009;

**Whereas**, the Corpus Christi Metropolitan Planning Organization has been designated the role and responsibility for implementing all metropolitan "3-C" regional transportation planning for the metropolitan planning area under 23 U.S.C. 134;

**Whereas**, the SAFETEA-LU Act (FY 2005-2009) continues upon the metropolitan and statewide planning "3-C" requirements under 23 U.S.C. 134 and 135 and builds upon the laws and provisions of ISTEA in FY 1991 and TEA-21 in FY 2003;

**Whereas**; the SAFETEA-LU Act provides additional statutory requirements related to the MPO "3-C" public participation process under Section 6001 of 23 U.S.C. 134 for preparation of long-range metropolitan transportation plans and TIP's, with periodic reviews of its effectiveness and revisions and 45-days allowed for public input and comment;

**Whereas**; the MPO in cooperation with State and transit operators remain responsible for determining the best transportation investments to meet metropolitan transportation needs including the development of the long-range metropolitan transportation plan and TIP;

**Whereas**; the SAFETEA-LU Act requires that all metropolitan and statewide transportation plans and programs updates shall reflect the new metropolitan and statewide planning requirements by July 1, 2007;

**Whereas**, SAFETEA-LU require that in developing transportation planning documents, the MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, providers of freight transportation services, representatives of users of public transit, representatives of users of pedestrian walkways and bicycle transportation, representatives of the disabled and other interested parties with a reasonable opportunity to comment;

**Whereas**, the proposed Public Participation Plan provides changes from our previous Public Involvement Policy in that it conforms to the requirements of SAFETEA-LU, adds guidance on evaluating the performance of our plan and defines strategies for optimizing public participation.

**Now therefore be it resolved; that**; the Corpus Christi MPO Transportation Policy Committee acting as the designated MPO policy board does hereby adopt a Public Participation Plan that will provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, providers of freight transportation services, private providers of transportation, representatives of users of public transit, representatives of users of pedestrian walkways and bicycle transportation representatives of the disabled and other interested parties with a reasonable opportunity to provide comment and input into the transportation planning process of the MPO in order to meet the metropolitan requirements of SAFETEA-LU.

**Witnessed, adopted, and signed into effect on this 6th day of April 2006 by:**

**Ruben Bonilla, Chairman  
Corpus Christi MPO Transportation Policy Committee**

## **APPENDIX B**

### **Agencies**

## **Agencies**

Various provisions of SAFTEA-LU require expanded consultation and cooperation with Federal, State, Local and Tribal agencies responsible for land use, natural resources and other environmental issues. The following is a list of Federal, State, Local and Tribal agencies the State DOT or MPO may chose to consult with:

- National Parks Service (Department of Interior)
- US Fish and Wildlife Service
- US Army Corps of Engineers
- US Environmental Protection Agency
- US Coast Guard
- US Geological Survey
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service (US Department of Agriculture)
- National Marine Fisheries
- Texas Parks and Wildlife
- Texas Historical Commission
- General Land Office
- Texas Commission on Environmental Quality

Other agencies and resources the State DOT and MPO may want to consult include:

- Local Land Use Plans (County and City)
- Local Historical Agencies
- US Border Patrol
- Homeland Security

SAFETEA-LU also expands the listing of "interested parties" to be engaged during the development of the Public Participation Plan, Statewide and MPO Transportation Plans and Statewide and MPO Transportation Improvement Programs to include:

- Citizens
- Affected Public Agencies
- Representatives of Public Transportation Employees
- Freight Shippers
- Providers of Freight Transportation Services
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Other interested parties