

PUBLIC PARTICIPATION PLAN (DRAFT)

SUBMIT COMMENTS USING [THIS LINK](#)

2019-2022

COLUMBUS-PHENIX CITY METROPOLITAN PLANNING ORGANIZATION

420 10th Street Columbus, GA 31901

DRAFT (submit comments to cpcmpo@columbusga.org or at this [link](#).) The 45-day comment period is open from June 19 to August 3, 2018.

We Invite You to Join Us in Shaping the Future of Mobility for the Columbus-Phenix City Metro Region.

[Welcome Messages]

[From Chair of the Policy Committee]

[From Chair of the Citizen Advisory Committee]

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COLUMBUS-PHENIX CITY
METROPOLITAN PLANNING ORGANIZATION (MPO)

DRAFT PUBLIC PARTICIPATION PLAN 2019-2022

View this document at <http://www.columbusga.org/Planning>

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Date adopted TBD

The Public Participation Plan was prepared as a cooperative effort of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Alabama Department of Transportation, the Georgia Department of Transportation, and local participating governments, in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the FAST Act, Sections 1201 and 1202, December 2015. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Columbus-Phenix City MPO complies with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), which states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act of 1990 (disability).

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Page reserved for Resolution

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Contents

ABOUT THE MPO.....	6
What is the Columbus-Phenix City MPO?	6
What does the MPO do?	6
Did You Know...?.....	6
Transportation Planning Process.....	7
CPCMPPO Planning Activities	8
Committee Structure.....	9
PUBLIC INVOLVEMENT PLAN.....	10
Why Should You Be Involved?.....	10
How do Transportation Decisions Affect People and Communities?.....	10
Civil Rights Policy Framework.....	11
Spectrum of Public Participation	12
Performance Measures	13
.....	13
PUBLIC PARTICIPATION TOOLS	14
Calendar of Prioritized Community Events	14
Community Characteristics Interactive Map.....	15
Additional Location-based Tools.....	15
Experiential Techniques.....	16
Partnering with Community-Based Organizations.....	16
HOW ARE WE DOING?.....	17
After Action Report.....	17
Public Involvement Evaluation Report (PIER)	18
LEARN MORE.....	19

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ABOUT THE MPO

What is the Columbus-Phenix City MPO?

The Columbus-Phenix City Metropolitan Planning Organization (MPO) is your region's public decision-making policy board for prioritizing spending of federal, state, and local multimodal transportation dollars. CPCMPO is hosted by the Columbus Consolidated Government's Planning Department.

What does the MPO do?

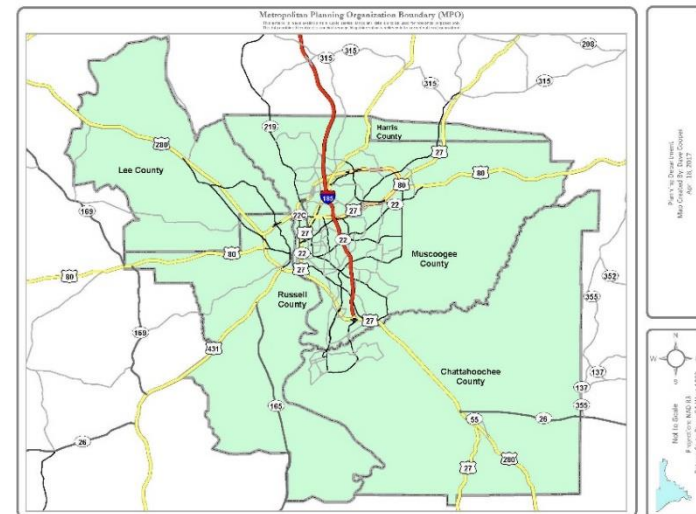
The core functions of the MPO are to—

- 1) Establish and manage a fair and impartial setting for effective regional decision making.
- 2) Use data and planning methods to identify and evaluate transportation improvement options.
- 3) Develop long- and short- range plans, programs, and studies to address the region's multimodal needs.
- 4) Involve the public in all stages of transportation planning and programming.

Did You Know...?

The Columbus-Phenix City MPO, one of the first in the nation, was established in 1964¹. The planning area includes—

- ✓ 734 square miles
- ✓ 280,000+ people (about 380 persons/sq.mi.)
- ✓ 2 State Departments of Transportation
- ✓ 5 Counties
- ✓ 2 Cities
- ✓ 2 Transit Providers
- ✓ 1 airport
- ✓ 6 staff members



¹ For a complete listing of MPOs across the country, visit <https://www.planning.dot.gov/mpo.asp>.

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Transportation Planning Process

The transportation system includes everything from roadways, stormwater infrastructure, and transit to rail, air, bicycle, and pedestrian facilities. How the system performs influences many aspects of everyday life like employment, housing, air quality, social equity, safety, sense of place, and environmental conservation. As you can see from Figures 1 and 2, transportation planning connects investments to broader regional goals. MPOs are required to use a performance-based process to show how investments lead to desired community outcomes.

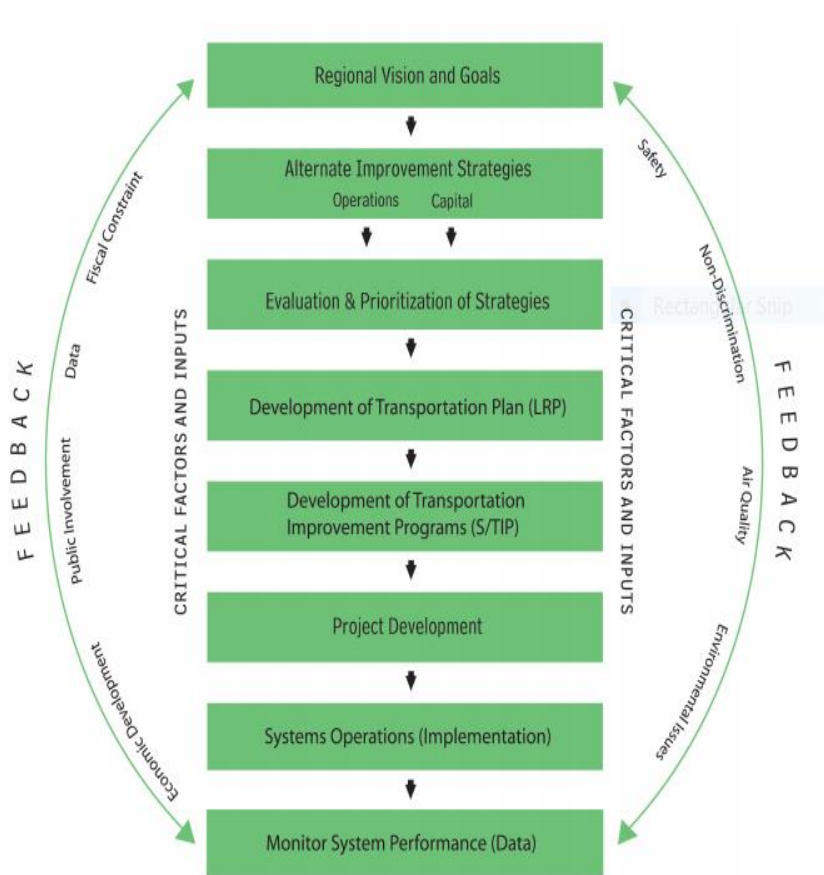


Figure 2. Transportation Planning Process. CPCMPo develops a long-range plan called the Metropolitan Transportation Plan (MTP).

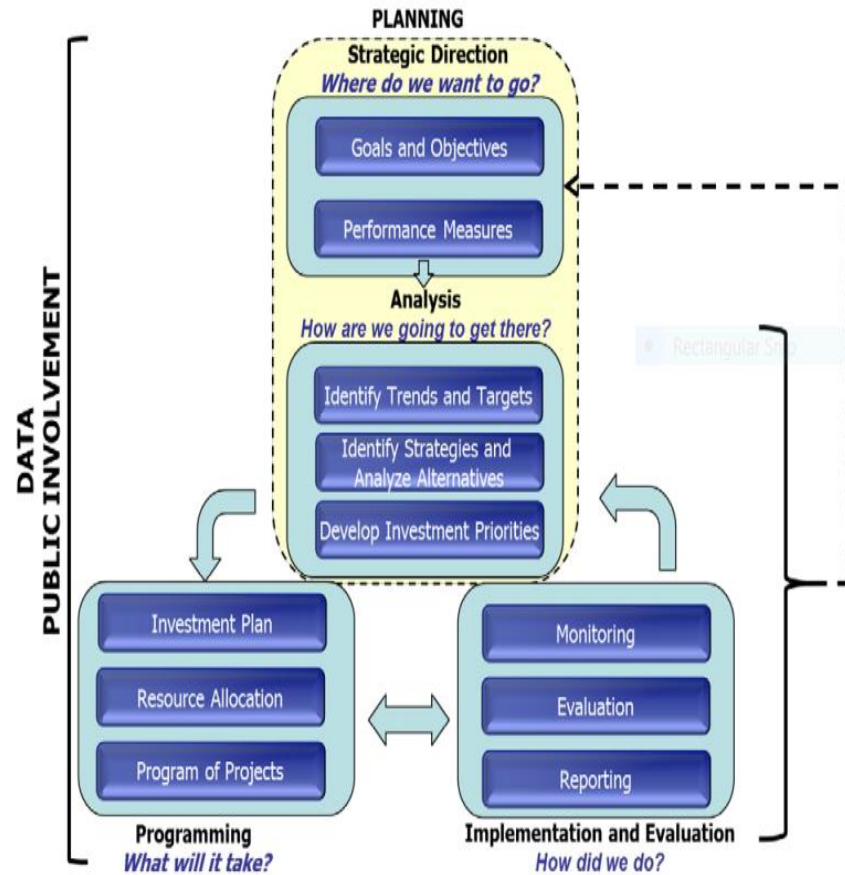


Figure 1. Framework for Performance-Based Planning and Programming. Performance measures indicate how all the transportation system meets agency and public goals and expectations.

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CPCMPO Planning Activities

The Columbus-Phenix City Metropolitan Planning Organization is responsible for updating and monitoring the following planning activities and products. Click on the title to view the latest version of the document.

Planning Activity	Description
Metropolitan Transportation Plan (MTP) Formerly called the Long Range Transportation Plan (LRTP)	Long range plan with a 20-year planning horizon. Uses performance measures and targets. Policies and actions lead to a regional and multimodal transportation network. Mobility and access for peoples and goods. Promotes the preservation and efficient performance of existing system; good quality of life. Fiscally constrained guide for project selection. Updated every 5 years and amended as needed.
Transportation Improvement Program (TIP)	Based on the MTP. Short range program with a 4-year timeframe. Capital and non-capital surface transportation, bicycle and pedestrian facilities, and transit. Financial plan is detailed. Agency responsible for implementation is listed. Describes how projects will work towards achieving performance measures. Updated every 4 years and amended as needed.
Unified Planning Work Program (UPWP)	Detailed list of urban transportation planning studies and tasks during the fiscal year. Guides staff work for the MPO. Identifies funding, personnel, and timeline for planning. Updated every fiscal year ² .
Public Participation Plan (PPP)	Action plan for engaging the public including traditionally underserved communities. All planning activities must be done in collaboration with the public. Evaluated yearly and updated as needed.
Congestion Management Plan (CMP)	Required for Transportation Management Areas (TMA) with population > 200,000. Strategies for reducing congestion and increasing mobility.
Special Studies	Used to study investment options. Studies can focus on corridors, a specific mode, or policy issue.

² The fiscal year for State of Georgia and Columbus Consolidated Government is 1 July to 30 June.

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Committee Structure

Policy Committee

Meets 3rd Tuesday. Reviews and approves all studies, plans, and programs. Ensures public involvement. Obtains optimum cooperation. Designates members to the technical and citizen committees.

Mayor Teresa Tomlinson, Columbus, Chair	Steve Graben, Southeast Regional Engineer, Alabama DOT	Ed Phillips, Jr. PE, State Local Transportation Engineer, ALDOT (non-voting)
Mayor Eddie Lowe, Phenix City, Vice Chair	Rick Jones, Director of Planning, Columbus	Michael Presley, District Engineer, GDOT (non-voting)
Suzanne Burnette, Lee Russell COG, PEX	Peggy Martin, Chairman, Russell County Commission	Radney Simpson, Office of Planning, GDOT (non-voting)
Dennis Caliyo, Chairman, Citizens Advisory Committee	Russell McMurry, Commissioner, Georgia DOT	
Gerald Douglas, Chairman, Cusseta-Chatt. Commission	Sam Wellborn, Georgia State Transportation Board	
Bill English, Chairman, Lee County Commission	Rodney N. Barry, P.E. Division Administrator, FHWA, GA (non-voting)	
Rosa Evans, Director of METRA, Columbus	Mark D. Bartlett, Division Administrator, FHWA, AL (non-voting)	

Technical Committee

Meets Thursday of 2nd Full Week. Reviews studies, plans, and programs and makes recommendations to the policy committee. Maintains data inventories to inform planning process. Prepares an annual report on status of transportation.

Rick Jones, Director of Planning, Columbus, Chair	Matt Leverette, Division Pre-Construction Engineer, Alabama DOT	Carol Comer, Multi-modal Planning Division, Georgia DOT (non-voting)
Jim Adcock, Master Planner, Fort Benning	Angel Moore, City Engineer, Phenix City	Andrew Edwards, Planning Team Leader, and FHWA, Georgia (non-voting)
Ramsey Ashmore, Montgomery Area Traffic Engineer, Alabama DOT	Adam Smith, Pre-Construction Engineer, GDOT	Michael Hora, PE, Asst. State Local Transportation Engineer, Planning, ALDOT (non-voting)
Tom Bickel, Board of Commissioners, Chattahoochee County	Jeremy Whittlesey, METRA, Columbus	Dennis Caliyo, Chairman, Citizens Advisory Committee (non-voting)
Shawn Blakeney, Russell County Engineer	Jacqueline R. Williams, Transportation Planning Specialist, Georgia DOT	Olivia Lewis, Federal Highway Administration, Georgia ((non-voting)
Patti Cullen, Executive Director, River Valley Regional Commission	Clint Andrews, Federal Highway Administration, Alabama (non-voting)	Harland Smith, District Planning & Programming Coordinator, GDOT (non-voting)
Vacant, Traffic Engineer, Columbus	Vance Beck, District Manager, SE Region Montgomery Area, ALDOT (non-voting)	Tim Toomy, Area Engineer, GDOT, (non-voting)
Felton Grant, Transportation Planning Coordinator, Columbus	Suzanne Burnette, Lee-Russell Council of Governments (non-voting)	
Justin Hardee, Lee County Engineer		
Pam Hodge, Deputy City Manager, Columbus		
Richard Howell, Director, Columbus Airport		
Wallace Hunter, City Manager, Phenix City		

Citizens Advisory Committee

Meets 3pm Tuesday of 2nd Full Week. Provides general advice concerning public views. Reviews and participates in work elements. Communicates with public.

Dennis Caliyo, Columbus — Chair	Jim Pound, Columbus	Steven Dewitt, METRA (non-voting)
Jonnell Carol Minefee, Columbus — Vice Chair	Mike See — Columbus	Vincent Crosse, Chairman, Phenix City Chamber of Commerce (non-voting)
Oree Crittendon, Columbus	Alfred Stewart, Columbus	
Sally Bork Lasseter, Columbus	Rick Jones, Director of Planning, Secretary (non-voting)	
Daisy Lynton, Russell County, Alabama	Herbert Hill, Muscogee County School District (non-voting)	
Patrick McHenry, Columbus	Steve Vaughn, Civil Engineer Operations & Maintenance, Fort Benning (non-voting)	
Annie C. Mazyck, Columbus		

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PUBLIC INVOLVEMENT PLAN

Why Should You Be Involved?

While state & local departments of transportation and transit agencies sponsor and implement projects, the MPO determines how funds are invested in your region. It was not always the case that the transportation system worked for everyone. Today's MPO leaders and stakeholders value the opportunity to engage with you on transportation issues that affect you and your community.

How do Transportation Decisions Affect People and Communities?

MPOs are required to consider projects and strategies that—

- Support the *economic vitality* of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the *safety* of the transportation system for motorized and non-motorized users.
- Increase the *security* of the transportation system for motorized and non-motorized users.
- Increase the *accessibility* and *mobility* of people and for freight.
- Protect and enhance the *environment*, promote *energy conservation*, improve the *quality of life*, and promote *consistency* between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the *integration* and *connectivity* of the transportation system, across and between modes, for people and freight.
- Promote *efficient* system management and operation.
- Emphasize the preservation of the *existing transportation system*.
- Improve the *resiliency* and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance *travel* and *tourism*.

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Civil Rights Policy Framework

Through early and continuous public engagement, MPO decisions are accountable to the public. As an agency representing federal, state, and local interests, MPOs and participating agencies must uphold a variety of laws, statutes, and executive orders³.

	Americans with Disabilities Act (ADA)	Title VI Program ⁴	Environmental Justice ⁵ (EJ)
How does it relate to transportation?	<ul style="list-style-type: none"> • Ensure pedestrians with disabilities have opportunity to use the transportation system in an accessible and safe manner. 	<ul style="list-style-type: none"> • FHWA Title VI Program is broader than the statute and encompasses race, color, national origin, sex, age, limited English proficiency, low-income, and disability. 	<ul style="list-style-type: none"> • Data collection and analysis; Assess adverse impacts on minority and/or low-income populations.
Who must follow?	<ul style="list-style-type: none"> • State and local governments • All public organizations 	<ul style="list-style-type: none"> • State and local governments that receive federal grants and aid. • Governmental organizations. 	<ul style="list-style-type: none"> • Federal agencies
What are agencies required to provide?	<ul style="list-style-type: none"> • Accessible buildings, buses, trains, sidewalks, and more. • When agencies provide transportation options, they must be accessible for persons with disabilities. 	<ul style="list-style-type: none"> • Title VI Plan. • Notice to the public. • Translation/interpreters for people with limited English proficiency. 	<ul style="list-style-type: none"> • Meaningful public participation. • Adopt USDOT EJ Principles.
Where can you get involved?	<ul style="list-style-type: none"> • Public meetings for new projects. • State or local disability councils • File a complaint with a local, state, or federal agency if something is not accessible. 	<ul style="list-style-type: none"> • Public meetings when government organizations do transportation planning. • Public meetings during the NEPA process. • File a complaint with a local, state, or federal agency if you feel a project discriminates. 	<ul style="list-style-type: none"> • Public meetings for projects affecting your community.

³ FHWA and FTA provide additional resources via the Office of Civil Rights. This chart is adapted from 2017 Update of Transportation Briefing Book.

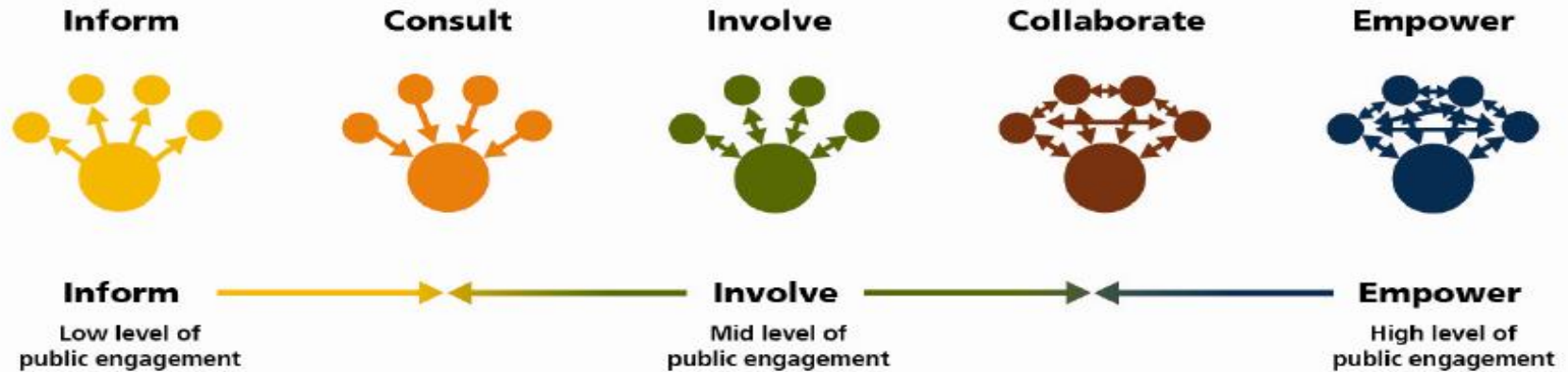
⁴ To learn more about Title VI, visit <https://www.columbusga.gov/Planning/pdfs/TitleVI.pdf>.

⁵ To learn more about Environmental Justice, visit https://www.columbusga.gov/planning/enviro_justice.htm.

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Spectrum of Public Participation

The International Association for Public Participation places efforts to engage the public along a spectrum⁶ reflecting increasing impact on decision-making. CPCMPO decisions range from informal to formal and are made by high level authorities as well as MPO staff. We strive to obtain the right level of participation depending on the type of decision being made. Below are examples of how we engage the public along this continuum.



- Information is available in the office and online.
- Public notices and press releases.
- Map of transportation projects.
- Facebook events

- Public hearing prior to the adoption of plans.
- Response to public input and inquiries.
- Incorporation of feedback into plans.
- Anyone can propose a transportation project.

- Stakeholders are involved in developing alternatives.
- Projects prioritized using public's input.
- Public's goals are reflected in plans.
- Dialogue with public on policy issues.
- Experiential learning.

- Community members serve on the Citizen Advisory Committee and engage the public on transportation policy issues.
- Advise the Policy Committee; make recommendations.

- Citizen Advisory Chairperson sits on the Policy Committee.
- Has 1 vote.

⁶ https://cdn.ymaws.com/www.iap2.org/resource/resmgr/foundations_course/IAP2_P2_Spectrum_FINAL.pdf

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Performance Measures

Our Goal is to Deliver an Excellent Public Involvement Process Responsive to the Needs of the Community and Decision-makers⁷.

Provide Equitable Access to Transportation Decision-Making.

- 1.1 Meetings are held at convenient and accessible locations and times.
- 1.2 Visualization techniques are employed to describe plans.
- 1.3 Information is available online and in electronically accessible formats.
- 1.4 CPCMPO products are published to allow for a 30-45 day comment period.
- 1.5 Information, in languages other than English, is provided where needed.

Continuously Engage the Public on Transportation Issues.

- 2.1 Community Characteristics Interactive Map is published and updated annually.
- 2.2 Calendar of prioritized community events is published quarterly .
- 2.3 Experiential techniques are used to engage the community on policy issues.
- 2.4 Citizens Advisory Committee actively engages the community on policy issues.

Reach Communities Underserved by Transportation Planning.

- 3.1 CPMPO pursues initiatives that reach beyond the usual stakeholders and interest groups.
- 3.2 CPCMPO leverages relationships with organizations working with communities and users identified as underserved by transportation planning.
- 3.3 List of community-based organizations for targeted outreach and partnership is published quarterly.

Evaluate and Improve Public Participation Efforts and Outcomes.

- 4.1 After Action Report is completed no later than 2 weeks after outreach activities.
- 4.2 After Action Reports include questions to measure implementation of public participation performance measures.
- 4.3 Public Involvement Evaluation Report is published annually to aid in evaluation.

⁷ CPCMPO achieves desired outcomes by balancing the development of required planning products and the available resources of funds and staff time.

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PUBLIC PARTICIPATION TOOLS

Calendar of Prioritized Community Events

Month	Event	Policy Opportunity
January	MLK Celebration	Equity, Environmental Justice, Title VI
February	Black History Month Programs Arbor Day Programs Heart Health Month	Equity, Environmental Justice, Title VI Air Quality, Climate Change, Environment Land Use, Health, Equity, Aging
March	Safe Routes to School Literacy Alliance Programs	Safety, Equity, Land Use, Congestion Management Equity, limited English proficiency
April	Creative South Recycling Center Earth Day	Equity, Youth Air Quality, Climate Change, Environment, Land Use
May	Jane's Walk National Bike Month	Equity, Land Use Safety, Equity, Land Use, Congestion Management
June	Community Bike Ride	Equity, Congestion Management, Safety
July	Fort Benning Fourth of July	Equity, Military, Safety, Congestion
August	Back to School	Safety, Children, Land Use
September	Hispanic Heritage Festival CSU Health Conference	Equity, limited English proficiency Equity, Youth, Environmental Justice
October	Uptown Spooktacular Way Down Film Festival Community Bike Ride On the Table	Equity, Children Equity, Youth Equity, Environmental Justice, Title VI Land Use, Equity
November	National Planning Month Let's Grow STEAM	Land Use, Equity Equity, Children
December	Safe Kids Helmet Giveaway Mr. Jackson's Bike Giveaway	Safety, Equity, Environmental Justice, Title VI Equity, Environmental Justice, Title VI

Invite MPO staff to attend your community event by emailing cpcmpo@columbusga.org.

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Community Characteristics Interactive Map

Transportation Planning recognizes the adverse impacts of transportation projects of the past on communities who did not have a voice in previous decision-making processes. To engage the public, we first identify who we need to reach. We analyze the geographic distribution of various indicators to identify underserved communities in the CPCMPO area at the Census tract level. Staff combines indicators to understand which areas demonstrate an elevated presence of indicators. An overlay of transportation facilities and services assists the MPO in tailoring public involvement based on benefits and burdens. The map will be updated annually to coincide with the annual release of American Community Survey (ACS) datasets. The goal is to continue to develop the analysis into a robust community characteristics inventory. The following are the indicators we propose including in the initial analysis.

Population & Employment	Age ⁸	Transportation Means	Minority	Ability
Population Households Density Where are the jobs Where workers live	Children 5-14 Youth 15-24 Seniors 75+	Commute by Walking, Bicycling, and Transit No vehicle in households	Non-Hispanic Minority Hispanic/Latino Origin Female Head of Household	Low income and poverty Persons with disabilities Limited English Speaking Renter occupied
US Census Sources: Decennial, ACS 5-year estimates (2012-2016), On The Map 2015				

Additional Location-based Tools

Center for Neighborhood Technology (CNT)

The Housing and Transportation (H+T) Affordability Index combines the costs of housing and transportation showing a more realistic measure of affordability. The data can be viewed from the Census block level to the Metro region.

Response Outreach Area Mapper (ROAM)

This Census tool uses a low response score to identify hard-to-survey populations. The information is used to tailor communication, partner with community-based organizations, and adjust field practices. CPCMPO values using this resource for the similar purpose of public engagement.

⁸ Research shows that these age groups have non-automobile travel demands often unmet in auto-centric decision-making.

Experiential Techniques

An effective public involvement program continually brings the public along on transportation matters. CPCMPO helps the public learn about transportation policy issues by using a variety of techniques and strategies. Experiential or participatory learning is particularly effective⁹. CPCMPO will incorporate the following techniques into public participation efforts.

- Demonstration and Pop up projects
- Simulation
- Scenario testing
- Interactive maps
- High Quality Surveys
- Charrettes and visioning
- Walking audits and tours
- Bike Rides
- Transit experiences
- Voting and prioritizing activities
- Maker activities

*Tell me, and I forget.
Teach me, and I remember.
Involve Me, and I Learn.*

Partnering with Community-Based Organizations

Community based organizations are formed by and for people in a community to advance their shared interests and local level concerns¹⁰. CPCMPO staff will attend regularly scheduled meetings to present relevant transportation information and gather input. Staff will work with CPCMPO Committee members to publish a quarterly schedule of community-based organization opportunities for targeted outreach.

⁹ Incorporating Qualitative Data in the Planning Process: Improving Project Delivery and Outcomes. Federal Highway Administration, March 2017.
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/qualitative_data/fhwahep17075.pdf

¹⁰ FHWA describes how MPOs can improve planning capacity by partnering with Community-Based Organizations.
https://www.planning.dot.gov/publicinvolvement/pi_documents/1b-a.asp

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HOW ARE WE DOING?

After Action Report

In order to evaluate the outcomes of public participation efforts by CPCMPO, staff records activities using an After Action Report (AAR). We use a Google Form; an efficient and collaborative tool for collecting and analyzing responses. Questions on the AAR measure public participation performance objectives¹¹. Click [here](#) to view the AAR.

QUESTION #	RESPONSE REQUESTED	OBJECTIVES MEASURED
1	Email address of responder	1.1, 4.2
2	Date	1.1, 4.2
3	Start Time	1.1, 4.2
4	End Time	1.1, 4.2
5	Location	1.1, 4.2
6	Staff or Committee members who worked the event/activity?	1.5, 2.4, 4.2
7	How did MPO notify participants?	1.3, 1.4
8	If applicable, list publication dates of public notices for this meeting/event.	1.3, 1.4
9	What was the format of the event/activity?	1.2, 2.3
10	Was format determined by MPO?	1.2, 2.3
11	Is this event on the MPO calendar of prioritized community events?	2.2
12	Which visualization techniques were used?	1.2
13	Which experiential techniques were used?	2.3
14	Which policy and planning issues were addressed?	2.3, 2.4
15	Number of attendees or participants reached?	3.1, 3.2, 4.2
16	Characteristics of the people reached.	1.3, 4.2
17	Which partners were involved?	2.4, 3.1, 3.2, 4.2
18	List Community-Based Organizations you partnered with.	3.1, 3.2, 3.3
19(1)	Was the location ADA accessible?	1.1
19(2)	Was the location conveniently located for your audience?	1.1
19(3)	Was the location reachable by transit and paratransit?	1.1, 4.2
19(4)	Did you collect contact information?	1.3, 4.3
19(5)	Did you provide a 30-45 day comment period?	1.3, 1.4

¹¹ Performance based planning involves not only the collection of data, but also the reporting and evaluating of the data in order to understand how well approaches are working and inform future decision making. https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/page09.cfm

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Public Involvement Evaluation Report (PIER)

To report results and progress of public outreach, the CPCMPO analyzes the public outreach activities of the previous year and packages them into a Public Involvement Evaluation Report (PIER). The format of PIER will be an infographic, short newsletter, or similar communication tool presenting the information in a clear and concise manner. Contents of PIER include:

- ✓ Summary of efforts and outcomes in comparison to performance objectives using data collected from the After Action Report responses. The Google Form automatically populates a spreadsheet.
- ✓ Summary of social media and website statistics.
- ✓ Analysis of cost effectiveness of strategies used.
- ✓ Engaging format such as an infographic, newsletter, and other reader-friendly layouts.
- ✓ Easy to understand graphics and data visualizations.
- ✓ Story or highlights of specific examples of engaging the public—good ones as well as lessons learned.
- ✓ Clear, easy to understand language.
- ✓ Published annually.

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LEARN MORE

Online and Social Media

CPCMPO Website. <https://www.columbusga.gov/Planning/Trans.htm>

CPCMPO Facebook. <https://www.facebook.com/columbus.plans/>

Georgia Department of Transportation Social Media Hub. <http://www.dot.ga.gov/PS/Public/SocialHub>

Alabama Department of Transportation Web/Social Media.

Phenix City

Lee Russell County

Publications

Briefing Book: The Transportation Planning Process: Key Issues. US Department of Transportation, 2017.

https://www.planning.dot.gov/documents/briefingbook/bbook_07.pdf

Public Involvement Plan. Georgia Department of Transportation, 2016.

<http://www.dot.ga.gov/PartnerSmart/DesignManuals/Environmental/Public%20Involvement%20Plan/PublicInvolvementPlan.pdf>

Every Place Counts Leadership Academy: Transportation Toolkit. US Department of Transportation.

<https://www.transportation.gov/leadershipacademy>

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