

For the DCHC MPO, these officials are from the City of Durham, the Town of Chapel Hill, the Town of Carrboro, the Town of Hillsborough, Durham County, Orange County, Chatham County and the North Carolina Department of Transportation. The TAC also has advisory (non-voting) members from Triangle Transit, the Federal Highway Administration and the Research Triangle Foundation of North Carolina.

Technical Coordinating Committee (TCC) – The TCC is composed of staff members from our local governments, Triangle Transit, Research Triangle Park, Triangle J Council of Governments, Raleigh-Durham Airport Authority, Carolina Trailways, the NC Turnpike Authority and the largest universities in the applicable MPO: North Carolina Central University, University of North Carolina and Duke University in the DCHC MPO, and North Carolina State University in CAMPO. The TCC staff, who provide technical recommendations to the TAC, are commonly transportation, land use, community, and facility planners and engineers. The final key organizational element of the MPO is the Lead Planning Agency (LPA). The LPA is responsible for the administration and oversight of the planning, project implementation, grant funding, and other MPO related activities. In the DCHC MPO, the LPA staff work for the Transportation Division of the City of Durham. In CAMPO, the staff are technically employees of the City of Raleigh, but only work on MPO tasks.

5.2 Stakeholder & Public Involvement Process

Extensive input and coordination activities were used to develop the 2035 LRTP. These activities included both regional coordination efforts between the two MPOs and involvement of the public and local elected officials by each MPO.

Regional Coordination

Several regional coordination activities were undertaken to ensure that the two MPO plans would be integrated and mutually supportive. The key coordination activities are described throughout the various sections of this report in detail. The following list provides a summary of key coordinated activities used to develop the Plan:

- The Special Transit Advisory Commission (STAC) – The STAC was composed of leaders from throughout the Triangle Region and produced a recommended, coordinated, region-wide transit vision plan. The 2035 LRTP for each MPO has incorporated the STAC recommendations for expanded bus service, high-quality transit circulators in major activity centers and rail transit linking the activity centers to one another and to communities throughout the region.
- Alternatives Development and Evaluation – The MPOs jointly: defined and evaluated the various highway, bus transit and light rail transit alternatives; selected the same alternative for development into the final Plan; and used the same socioeconomic data assumptions.
- Joint TAC Meeting – A joint meeting of the MPOs’ TACs on October 29, 2008, produced a consensus for which alternative was to be developed into the draft 2035 LRTP.
- Financial Plan – The MPOs used the same cost and revenue framework and information sources for highways, bus transit, light rail transit, transportation demand management and new revenue sources.
- Triangle Regional Model (TRM) – The MPOs used the same principal planning tool for the 2035 LRTP, the TRM travel demand model.

- Air Quality Conformity Report – The two MPOs are developing a single conformity analysis and determination report covering not only the 2035 LRTP areas, but also the rural areas in the Triangle air quality region outside of the MPO boundaries.

Public Involvement

Decisions cannot be based solely on numbers and the interpretation of Goals and Objectives by staff and the TAC. The 2035 LRTP employed a comprehensive public involvement process to use citizen and stakeholder input for providing a critical evaluation of the products for each stage of developing the plan.

Not only have citizens and public officials been involved with each development stage, but they were offered and took advantage of a variety of planning and public input activities.

Figure 5.2.1, Summary of Public Involvement Activities, demonstrates the breadth and depth of this public involvement effort by summarizing the many activities that occurred in each stage of the LRTP's development for both CAMPO and DCHC MPO.

There are some notable details to the Figure 5.2.1 table. For example, the media effort was especially intensive and usually included:

- Draft documents and detailed supporting data available at public libraries, government offices and on the MPOs' Web sites;
- Notices in newspapers for workshops, hearings and other public involvement activities;
- Mailing lists to notify citizens who have participated or indicated an interest in related planning activities. Mailings provided information about public workshops and hearings; the DCHC MPO also developed newsletters featuring elements of the 2035 LRTP.
- Various formats for receiving public comments included email, paper feedback forms, public workshops and hearings, and in the case of the development of the DCHC MPO Goals and Objectives there was a Web-based survey.

In addition, each public workshop cycle (except that for Goals and Objectives) included several workshops in the various member jurisdictions or multi-jurisdictional areas, and numerous presentations to local elected officials, boards and commissions. As a result of this extensive outreach effort, the elected bodies and locally-appointed boards and commissions provided considerable input through formal resolutions to the Transportation Advisory Committee (TAC).

This public involvement process met and exceeded the MPOs' public involvement policies for developing a transportation plan. Copies of those policies are available on the MPO's Web sites:

CAMPO -- www.campo-nc.us

DCHC MPO -- www.dchcmpo.org

It should be noted that the extent of the public involvement process to identify and choose projects for the 2035 LRTP go beyond the LRTP development process. Many 2035 LRTP projects have been incorporated from local and MPO plans identified in section "5.4 -- Related Plans and Studies" of this report and these plans and studies have commonly employed an extensive public involvement process.

Visioning Tools

The SAFETEUE-LU (Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users) requires public agencies to use visioning tools in their interaction with the public. The 2035 LRTP process has met, and exceeded, this requirement in the many workshops and presentations completed over the last two years to get public review and feedback for the various milestones,

including Goals and Objectives, Socioeconomic Data, Deficiency Analysis, Alternatives Analysis and Draft 2035 LRTP. In fact, many of the maps and tables presented throughout this report are the same ones that the MPO used, and these visioning tools continue to be available on the MPOs' Web sites for each of the milestones. Examples of the visioning tools that were used include:

- Poster-sized maps showing proposed roadway, bus transit, fixed-guideway transit, bicycle, and pedestrian facilities.
- Poster-sized maps showing alternatives for bus and fixed-guideway transit.
- Poster-sized maps with development constraints such as wetlands and U.S. Army Corps of Engineers property.
- Poster-sized maps and bar charts showing population and employment growth through the year 2035.
- Maps and tables showing the travel time between major destinations, travel time isochrones and roadway congestion for the current year, for the year 2035 with a no-build scenario, and for the year 2035 with the 2035 LRTP transportation network.
- Tables showing performance, mode share, mobility, transit ridership and demographic measures for a variety of alternatives, including the final 2035 LRTP.
- Visual presentations that summarized the data through graphics and maps – these presentations were made available to the public.
- Visual presentations showing graphs and bar charts of cost and revenue forecasts through each horizon year of the 2035 LRTP.

Visual presentations showing proposed roadway and transit projects with associated costs and year of completion dates.

Figure 5.2.1 – Summary of Public Involvement Activities

Decision	Activity				
	TAC Approval	Public Hearing	Public Work-shops	Draft Available for Public	Media Notification
Goals and Objectives					
CAMPO	05/21/08	04/16/08	02/07/08	03/19/08	✓
DCHC	10/10/07	09/12/07	Aug/Sep	08/01/07	✓
Socio-economic Forecasts					
CAMPO	08/15/07	08/15/07	--	06/22/07	✓
DCHC	09/12/07	03/14/07	Feb/Mar	01/31/07	✓
Model Adoption (version TCV4-2008)					
CAMPO	--	--	--	--	--
DCHC	08/13/08	--	--	--	--
Deficiency Analysis					
CAMPO	--	--	--	--	--
DCHC	03/12/08	--	--	--	--
Performance Measures					
CAMPO	--	--	--	--	--
DCHC	02/13/08	--	--	--	--
Alternatives Evaluation					
CAMPO	--	--	--	08/20/08	--
DCHC	--	09/10/08	Aug/Sep	08/20/08	✓
Draft 2035 LRTP					
CAMPO	02/18/09	01/28/09	Dec/Jan	10/15/08	✓
DCHC	02/11/09	11/12/08	Oct/Dec	10/22/08	✓
2035 LRTP and AQ Conformity Report					
CAMPO	05/20/09?	04/15/09?	--	03/18/09?	✓
DCHC	05/13/09?	04/08/09?	--	03/25/09?	✓

Dashed lines, "--", indicate that the activity was not carried out because it is not part of the long range transportation plan or the MPO's public involvement policy.