



# Public Participation Plan

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2014

The Association of Central Oklahoma Governments

# **Public Participation Plan for the Oklahoma City Area Regional Transportation Study Area**

**Purpose of the Public Participation Plan (PPP):** To outline methods and approximate time frames for encouraging citizens, affected organizations and other interested parties to be involved in and comment on development of the long-range metropolitan transportation plan (MTP) for Central Oklahoma, Encompass 2040; the short-range Transportation Improvement Program (TIP) for the OCARTS area; and the ongoing transportation planning process.

Methods for encouraging involvement include providing access to plans, programs and their supporting materials, and opportunities to comment as the plan or program develops. Implementation of scheduled activities is designed to meet or exceed requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

## A. Introduction

### Overview

Public participation is a key component of any government process. Public entities are accountable to both the public and their elected representatives and thus responsible for proactively pursuing meaningful input to best serve all constituencies. The challenge is that communities are diverse, requiring a strategic planning approach that informs and engages citizens to include vital public perspectives and input to government decisions.

Specific requirements for public participation are provided by both the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). The Public Participation Plan is first and foremost an opportunity for stakeholders – the public and their representatives – to learn how the Association of Central Oklahoma Governments (ACOG) continues to strive for greater inclusivity, participation and transparency.

Tools and tactics are never static in public participation and new technological tools continually allow new avenues for public engagement.

### Purpose of the Public Participation Plan

The Public Participation Plan outlines methods and general time frames for the encouragement of citizens, affected organizations and other interested parties to be involved in and comment on:

- Encompass 2040, the long-range metropolitan transportation plan (MTP) for Central Oklahoma
- The Transportation Improvement Program (TIP)
- The ongoing transportation planning process

### The Association of Central Oklahoma Governments

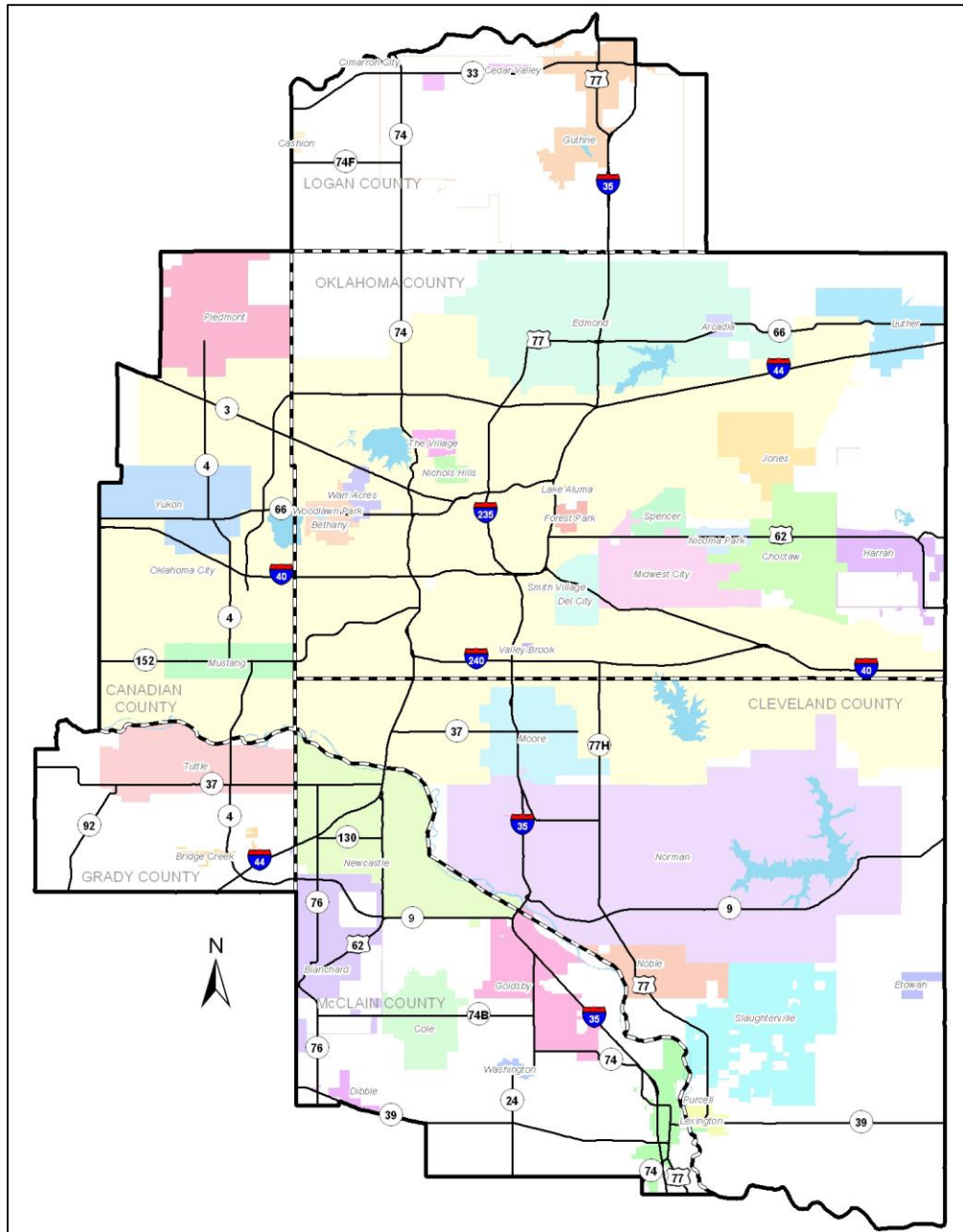
The Public Participation Plan is a document routinely updated by the Association of Central Oklahoma Governments (ACOG), as the metropolitan planning organization (MPO) for the Central Oklahoma region, to document guidelines and standards when soliciting general public comments on local transportation plans and programs. Flexibility in the proposed procedures will be maintained throughout the public participation process in order to encourage maximum public involvement.

The Federal-Aid Highway Act of 1962 established the federal mandate for urban transportation planning. The legislation stated after July 1, 1965, any urban area with a population greater than 50,000 could not receive federal funds for transportation infrastructure unless projects were “based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities.” This requirement was strengthened in 1966 under the Demonstration Cities and Metropolitan Development Act by requiring all highways and transportation facilities funded through federal loans and grants be submitted for review to an areawide agency composed of elected officials. In 1966, ACOG was established as Central Oklahoma’s areawide agency and in 1971 formed the region’s MPO.

ACOG is responsible for transportation planning throughout the Oklahoma City Area Regional Transportation Study (OCARTS) area, containing all of Oklahoma County and Cleveland County and portions of Logan County, McClain County, Grady County and Canadian County.

It is the responsibility of the MPO to ensure transportation projects requesting federal funds are consistent with regional plans developed for the short-range four-year transportation improvement program (TIP) and a long-range metropolitan transportation plan (MTP). The MPO governing body, the Intermodal Transportation Policy Committee (ITPC), is comprised of locally elected officials, state transportation department managers and commissioners, designees from local government agencies and public transportation operators and this governing body is responsible for approving the TIP and MTP.

The MPO utilizes the public participation plan as both an opportunity and a guide for public involvement, demonstrating good faith efforts to engage the public in the transportation planning process, as well as opportunities for additional involvement and feedback on methods to enhance and better integrate the perspectives of all Central Oklahomans.



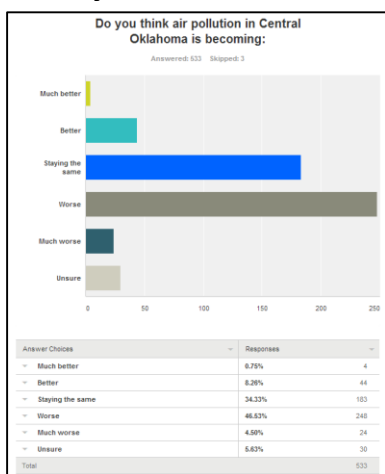
**Oklahoma City Area Regional Transportation Study (OCARTS) Area**

## B. Public Participation Tools

### Overview

In an effort to best reach citizens, the MPO uses a variety of tools. Although these tools often work together, they can be used individually for online and face-to-face engagement to inform and engage stakeholders, build consensus and obtain input for the transportation planning decision-making process. Because the MPO is a regional entity, many tools tend to favor forms of mass media that can reach a wider audience and are thus based on existing channels – particularly the Internet. Resources and tools are also available for interaction and engagement with small audiences and one-on-one interactions.

### Surveys



The MPO utilizes surveys, both online and in hard copy format, to elicit feedback from citizens. Online platforms particularly make it easier to collate and analyze results as well as generate data visualization tools to make responses clearer and chart overall trends. ACOG will continue to utilize surveys throughout the development of Encompass 2040 to elicit information on public perceptions and opinions.

In addition, on-site surveys may be conducted using iPads and hard copies to approach members of the public directly and talk with them about transportation-related issues.

Surveys allow us to quantify and analyze responses as well as to create data visualizations and infographics to make survey results more accessible to our members and to the public when results are shared.

### Public Meetings



All MPO committee meetings are public meetings. Members of the public and representatives from all organizations are welcome and encouraged to attend. Committee meetings comply with the Oklahoma Open Meeting Act, providing public notice for all scheduled committee meetings and conducting meetings according to a posted agenda. Meetings are recorded and converted into minutes which are approved by the convening body at the following meeting.

The MPO occasionally holds public meetings and open houses in addition to MPO committee meetings for the purposes of direct interaction with the public. Open houses and work groups are opportunities to introduce the public to the transportation planning process, specific projects and programs within the MPO, gather both quantitative and qualitative input and connect with citizens and organizations interested in becoming more regularly engaged in the transportation planning process.

The MPO strives to hold public meetings and open houses at times and locations that are convenient and accessible to the general public, including persons with disabilities and those who need or want to access the meeting by bus. Therefore, day of the week, time of day, building accessibility and proximity to public transit are considered in scheduling such meetings. In addition, the MPO will provide multiple methods for ensuring the opportunity for public input during public meetings, which may include providing interpreters for those with limited English proficiency, sign-language interpreters, recorders and various visualization techniques.

## **Public Hearings**

Prior to adoption or amendment of the metropolitan transportation plan (MTP) and the transportation improvement program (TIP), a public hearing will be conducted by the Intermodal Transportation Policy Committee (ITPC). A notice of public hearing will be published in at least one newspaper of general circulation within the OCARTS area in advance of any action taken by the ITPC.

A new metropolitan transportation plan is adopted once every five years. For the MTP, the notice of public hearing will be published at least 30 days prior to the date of the ITPC meeting at which the adoption or amendment will be considered. The proposed plan or amendment will also be reviewed by the Intermodal Transportation Technical Committee (ITTC) and Citizens Advisory Committee (CAC) and a recommendation from both committees will be provided to the ITPC for its consideration.

A new transportation improvement program is adopted once every two years. A notice of public hearing will be published at least 30 days prior to the date of the ITPC meeting at which a new TIP will be considered for adoption. For TIP amendments, the notice of public hearing will be published at least 10 days prior to the date of ITPC action. Proposed TIP adoptions and amendments will be presented to the ITTC for its review and recommendation to the ITPC. The ITPC may take action on multiple TIP amendments by one motion under a consent docket listed on its agenda. Each proposed amendment shall be clearly described as to the project location, sponsoring entity, estimated cost and proposed funding source(s). If any item proposed does not meet with the approval of all Committee members, that item will be heard separately and a separate motion taken.

Additional public notice of proposed MPO plans and programs and their amendment may also be provided through press releases or other appropriate means. All public comments received will be summarized and presented to the ITPC prior to its consideration of the requested action.

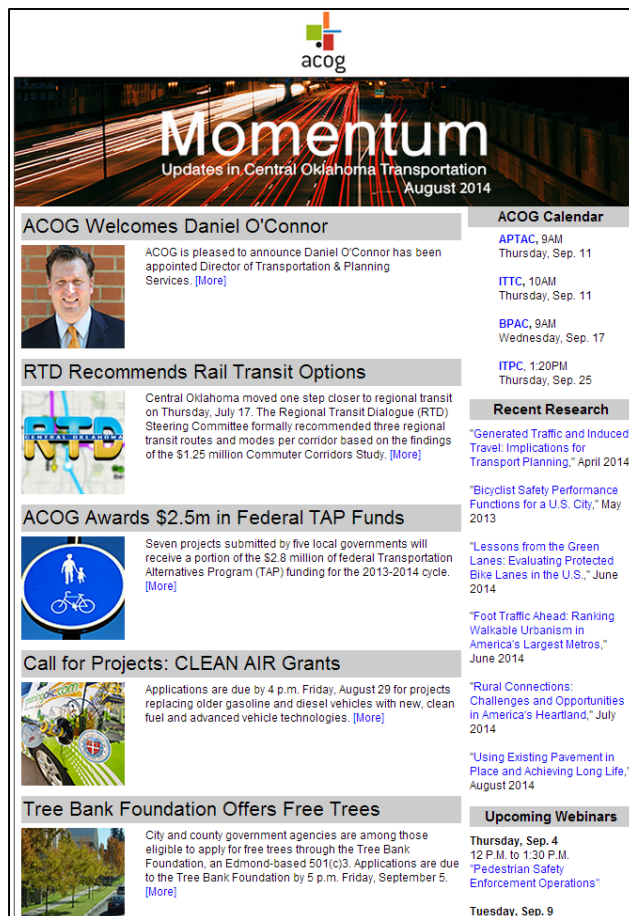
## **Citizens Advisory Committee**

As part of the public participation process for the development of Encompass 2040, ACOG will reconvene an advisory committee comprised of individuals and representatives of interests, organizations and institutions from across the region. These individuals and representatives will review elements of the long-range transportation planning process and provide advisory input to the Intermodal Transportation Policy Committee (ITPC), the governing body of Central Oklahoma's MPO.

Interests, organizations and institutions to be recruited for the Citizens Advisory Committee shall include, but not be limited to, chambers of commerce, minority households, neighborhoods, specific modes of transportation such as bicycle, pedestrian, highways, freight, air and rail, environmental and resource protection, advocacy organizations, public health and wellness, persons with disabilities and more.

Appendix I of this document includes a list of agencies and organizations with which the MPO regularly consults and collaborates. Many of these will also be invited to participate in the transportation planning process through representation on the CAC.

## Transportation Newsletter



A web-based newsletter, *Momentum: Updates in Central Oklahoma Transportation*, is distributed to approximately 1,100 recipients including elected officials, city staff and members of the public each month. The MPO utilizes Constant Contact to collate contact information for recipients, distributing the email newsletter and generating valuable metrics used to assess the success of individual email communications as well as communications over time.

For *Momentum*, the MPO looks primarily at the open rate – the percentage of recipients who actually open the email – and the click-through rate, the percentage of users who then click on at least one link within the email. These numbers are recorded and tracked with every edition to measure effectiveness and readership.

The majority of links in *Momentum* direct readers to the ACOG blog with links to

relevant transportation research, webinar opportunities, transportation news stories and also the ACOG website.

Momentum is distributed every month except for January, June and July. Opportunities to sign-up to receive Momentum are featured on [the ACOG website](#) as well as via social media.

## Press Outreach

The MPO fosters relationships with regional print, radio, television and online media outlets to create opportunities for coverage of MPO programs and accomplishments. These opportunities allow ACOG to inform the public through major media outlets, thereby reaching a larger



audience, and provide greater context by working with a journalist to supply information about the regional transportation planning process and products. Often, the MPO creates content specifically for inclusion in newspapers such as letters to the editor, infographics and articles.

Media outlets the MPO contacts include:



*The Oklahoman*  
*The Oklahoma Gazette*  
*The Journal Record*  
*The Norman Transcript*  
*The Edmond Sun*  
 PiedmontNewsOnline.com  
 KFOR-TV  
*The Midwest City Beacon*  
*The Guthrie News Leader*  
*The Yukon Review*  
*Edmond Life and Leisure*  
*Choctaw Times*  
*Mustang Times*  
*Moore American*  
*Eastward News*  
*El Latino American*

*El Nacional*  
*Tinker Take Off*  
*Purcell Register*  
*Tuttle Times*  
*The Associated Press*  
*The Black Chronicle*  
 KOCO-TV  
 OETA-TV  
 KOKH-TV  
 KSBI-TV  
 KTUZ-TV  
 KOHC-TV  
 KOSU-FM  
 KTOK-AM  
 KGOU-FM  
 KOKC-AM

## Websites

ACOG maintains several websites to distribute information to the public about the transportation planning process. These sites are regularly updated with content about ongoing projects and programs from across the region including opportunities for public participation conducted by local government. Data is gathered through analytics on all websites including the number of visitors per day, referral links, click-throughs, time spent on site and more. These are recorded, analyzed and consulted to determine future strategies and improve site functionality and content.



## The Association of Central Oklahoma Governments

<http://acogok.org>

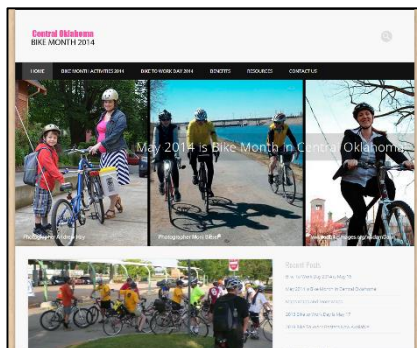
Many resources are made available through ACOG's main website. Overviews are provided of transportation programs and planning processes including interactive web-based maps, regional traffic count data, previous long-range plans, grant opportunities and contact information for all MPO staff. All of the MPO's committees have full annual schedules posted along with bylaws, lists of membership, agendas and presentations.



## Better Together

<http://bettertogetherok.org>

The ACOG-maintained website dedicated to regional air quality serves as a clearinghouse of information for the Ozone Alert Day program, offering historical data and research about transportation emissions as well as content about alternative modes of transportation and recommendations to reduce individual emissions contributions.



## Bike Day OK

<http://bikedayok.com>

Annual Bike to Work Day and National Bike Month events are organized through this dedicated website which includes photographs and information on bike ride events throughout the region both current and past. Also featured is an interactive map of existing bicycle facilities throughout the region.

## Blog



Launched in February 2010, the dedicated ACOG blog is a Wordpress-powered platform for staff-generated content promoting organizational, local and regional news, information and accomplishments. It is regularly updated and serves as the MPO's main platform for content and news. Social media and the respective ACOG websites direct traffic to the blog which is analyzed and measured for performance.

Wordpress generates a variety of metrics useful in monitoring performance and relevance of posted content, which enables the MPO to more soundly determine topics of interest to the public. Additionally, the metrics allow the MPO to more broadly chart the success of various public engagement tools, including the blog itself, and track trends that indicate growing or decreasing readership. Metrics to be tracked include the total number of visitors, sources of referral traffic, sharing on social media and the number of click-throughs.

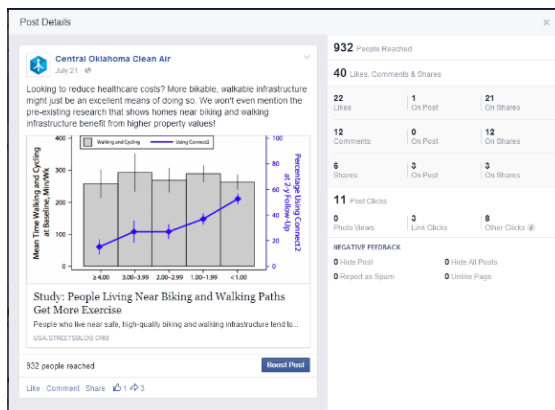
The MPO will continue to utilize the blog as an efficient method to publicize and promote regional accomplishments, opportunities and events. Blog content will remain an important component of overall public engagement as additional tools, particularly social media, enable the MPO to gauge public interest.

## Social Media

The MPO utilizes two social media platforms to encourage and elicit public participation. These social media platforms – Twitter and Facebook – are valuable tools because they not only allow for direct one-on-one conversations with individuals and organizations but are virtually cost-free media channels.

### Facebook

The MPO maintains three Facebook pages to engage the public and ensure accessibility to information and regional news. Facebook allows ACOG to monitor the effectiveness and reach of individual posts, tabulating the number of times users comment on, share, or like a post.



Although these metrics are limited in scope, they can provide the MPO with barometers for public engagement and assist in setting outreach goals.

Facebook can be measured primarily through the reach of individual posts, the number or growth of likes over a period of time, engagement such as click-throughs, the number of people who share a post and by tracking of the overall visits to the page.



### Facebook Profile:

The Association of Central Oklahoma Governments

<http://facebook.com/ACOGOK>

Established January 2009

The agency Facebook page is utilized to promote opportunities for engagement across ACOG's programs including transportation planning.



**Facebook Profile:**

Central Oklahoma Clean Air  
<http://facebook.com/CleanAirOKC>  
 Established April 2009

The Central Oklahoma Clean Air Facebook page is a platform for information and updates on regional air quality and alternative modes of transportation such as bicycles, walking and transit.



**Facebook Profile:**

Bike to Work Central Oklahoma  
<http://www.facebook.com/pages/Bike-to-Work/55130919212>  
 Established April 2009

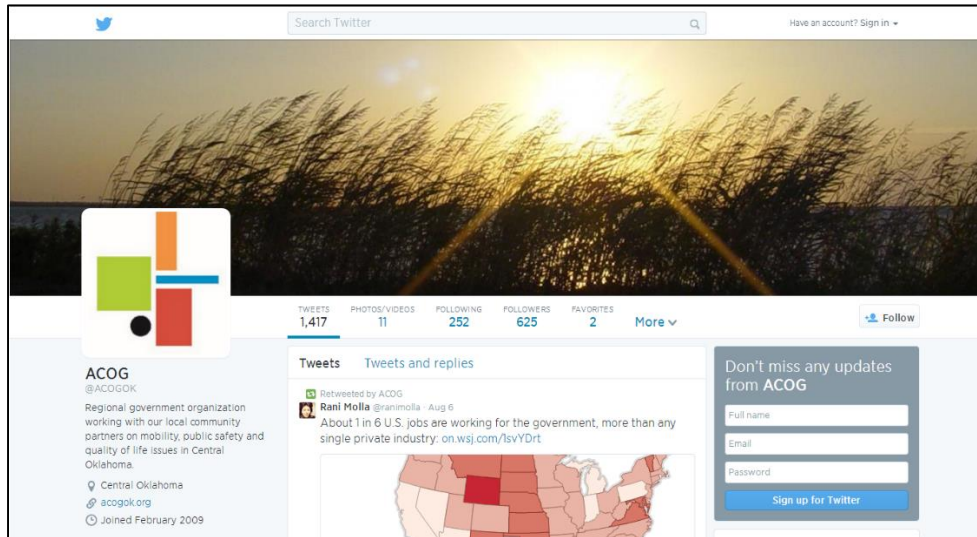
The Bike to Work Central Oklahoma Facebook page is an important tool in promoting annual Bike to Work Day and National Bike Month events around the region but also serves as a focal point for bicycle and pedestrian topics.

**Twitter**

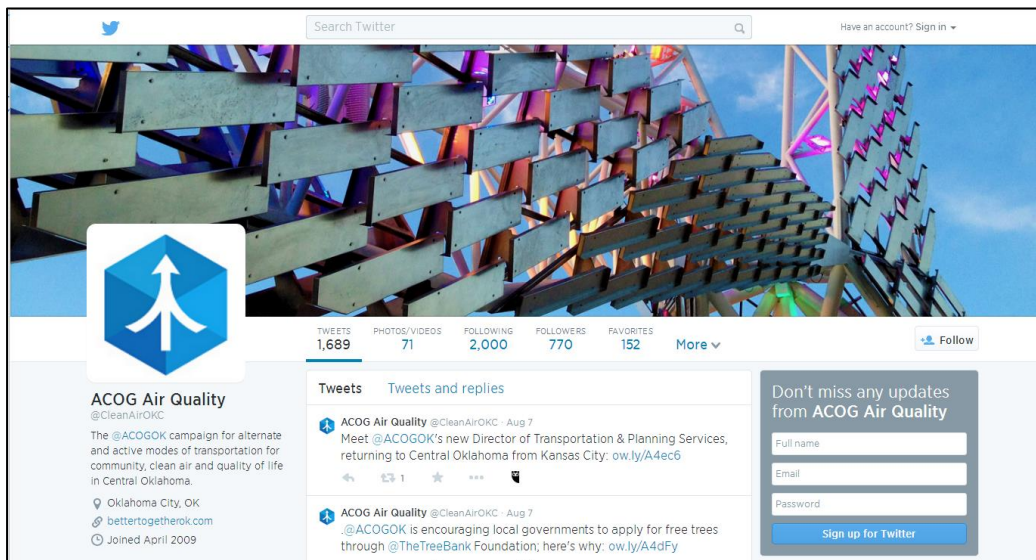
ACOG maintains two Twitter accounts: one for the agency as a whole and one for the air quality public education program. The latter account more broadly addresses issues related to



transportation in addition to environmental and emissions factors. Both accounts are regularly updated and used to both broadcast information as well as interact.



**Twitter Profile:** @ACOGOK  
<http://twitter.com/acogok>  
Established February 2009

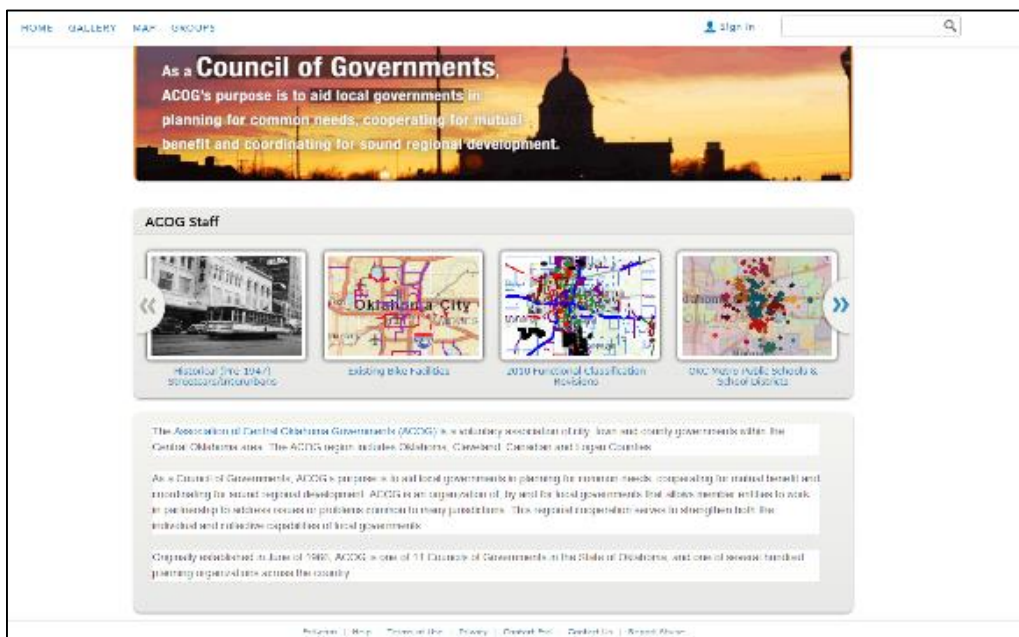


**Twitter Profile:** @CleanAirOKC  
<http://twitter.com/CleanAirOKC>  
Established April 2009

## Interactive Maps

ACOG manages two additional websites where interactive maps and data are stored and accessible to the public: [ACOGMaps.org](http://ACOGMaps.org) and [ACOG.Maps.ArcGIS.com](http://ACOG.Maps.ArcGIS.com).

Both websites allow users to toggle layers of data uploaded by ACOG including regional bicycle facilities, historical streetcar and interurban transit routes, transportation network functional classification, projected population growth, travel time, traffic counts, regional snow routes and much more. These platforms serve as valuable tools when engaging both members of the public and member local governments as they allow the MPO to not only create a repository of relevant, accessible data but provide users with the ability to navigate that data, create their own custom maps using data layers and then extracting or downloading those maps in varying formats to be used across platforms.



## **C. Moving Forward**

### **Overview**

ACOG seeks to continually grow public participation in its transportation planning process by setting meaningful measurement goals for engagement. Because the public participation plan is to be regularly updated, these goals will provide milestones for progress towards a more inclusive, proactive and ongoing public participation effort on the part of ACOG.

### **Surveys**

The MPO will use surveys as appropriate to gather public input, distributed through online channels such as the ACOG website, blog, social media and transportation newsletter. Surveys will be available in multiple languages where appropriate. Hard copies will be distributed to all OCARTS area public libraries and available on request. Recipients of the survey will include media outlets, advocacy groups, public and private transportation interests, individual citizens, affected public agencies and more. Surveys will be utilized as an opportunity for public participation in the development of Encompass 2040.

### **Public Meetings**

The MPO will conduct public meetings as necessary during the development of Encompass 2040 to encourage questions and comments about existing transportation conditions and future needs. Public meetings will include visualization methods such as maps and hand-outs and can include special presentations such as PowerPoints and speakers. Public meetings will emphasize interaction between technical experts, staff, stakeholders and the public. Public meetings will be scheduled at times and locations to encourage attendance and accessibility. The MPO shall provide timely information about public meetings utilizing the above tools and tactics.

### **Public Engagement**

MPO staff will be available to speak at organization meetings and events regarding the transportation planning process so as to bring the opportunity for face-to-face engagement to organizations, groups and committees around the region.

### **Citizens Advisory Committee**

The CAC will reconvene in the fall of 2014 to assist with development of Encompass 2040, the next long-range metropolitan transportation plan. ACOG will endeavor to expand membership to a wide variety of regional stakeholders – individuals, organizations and institutions – to ensure transparency, consensus and representation. The CAC will not only convene to review and advise the Intermodal Transportation Policy Committee on elements of Encompass 2040 but also will work directly with staff to better integrate ongoing ACOG programs and activities with the needs and opportunities of CAC representatives. Following adoption of Encompass 2040, the CAC will reconvene as needed to review and recommend proposed plan amendments.

### **Transportation Newsletter**

The MPO will continue to publish a transportation newsletter. Editions are historically published every month except January, June and July. ACOG will seek to increase the average open rate to 32% and the average click-through rate to 29%. Content will include materials and documents

for public comment and review such as TIP amendments, calls for projects, current plan documents and Encompass 2040 assets.

## **Press Outreach**

The MPO will work to foster and expand relationships with media outlets, including outlets geared toward minority, low-income, disabled, transit-dependent and other underrepresented populations throughout the region. Awarded projects, grant opportunities, calls for public comment, regional events and accomplishments, Ozone Alert Day notifications and alternative fuels are all broad subjects the MPO will prepare for press outreach. Where appropriate, materials will be translated into other languages.

## **Websites**

ACOG will regularly maintain its websites to provide up-to-date information in a timely and concise fashion. Content to be added to the respective websites will include committee meeting dates, times and agendas, presentations, reports and studies, transportation planning documents (Unified Planning Work Program, MTP, TIP), amendments to the transportation improvement program, information on federally-funded projects, data visualizations and graphics, grant and funding notifications, air quality information, the Encompass 2040 draft plan summary, the adopted Encompass 2040 plan brochure and report and other resources. A dedicated page within the ACOG website will serve as a resource for information about the development of Encompass 2040 and to solicit public input.

## **Blog**

ACOG will continue to update the blog regularly with relevant content about transportation issues across the region and opportunities for greater public engagement. Content will be promoted via social media, email, websites and other channels where appropriate. Analytics will continue to be monitored regularly to ensure readership. Content to be added to the blog will include grant and project award announcements, requests for public comment, upcoming public participation opportunities, regional activities, events, accomplishments and more. Topics will include TIP calls for projects, development of the Encompass 2040 MTP, dates and locations for public meetings and more.

## **Social Media**

ACOG will continue to update social media as well as perform “listening” scans to find mentions of relevant news, articles and mentions elsewhere on social media. Where possible, analytics will be generated and included in future reports on public participation. Content to be distributed through social media includes links to the blog, websites, interactive maps, transportation newsletter, surveys, press articles and coverage, opportunities for regional or member local government public participation, transportation-related news stories and studies, research, infographics, data visualizations, job announcements and more.

## **Plans and Reports**

These various engagement mediums will be used to invite public review of the preliminary TIP, TIP amendments, and the draft MTP before formal adoption. A draft plan summary will be widely distributed for public review and comment prior to ITPC consideration of adoption of Encompass 2040, and a final report will be prepared subsequent to its adoption by the ITPC.



## Translation

Encompass 2040 materials and transportation planning documents will be translated into languages other than English as necessary in accordance with the Limited English Proficiency (LEP) Plan. These translations will take place in a variety of mediums such as website and print as necessary.

## Areas of Opportunity

In addition to the ongoing public participation efforts of the MPO, new opportunities will be assessed and may be applied to the public participation process.

- **Interactive Online Tools**

Tools such as CrowdGauge, Streetmix and Mindmixer offer interactive ways for the public to interact online. These tools allow citizens to engage in interactive surveys and games, design their own streets or interact in community hubs to provide feedback on governmental processes. Some online tools do have a cost associated so proper planning is necessary to ensure a meaningful return on investment. Many of these tools are robust platforms to support longer term participation on the part of the public.

- **Webinars**

With easy-to-navigate and accessible webinar technology, webinars may be an effective way of communicating with audiences through live broadcasts and recordings so they can be uploaded for later use. These can help support on-site public meetings for those unable to attend; the experience can be largely replicated and made available online for review.

- **Enhanced Metrics**

A significant benefit of online tools is the ability to measure interactions and success rates. These can include the number of people who view a social media post or the number of people referred from an email to a webinar registration page. Analytics are not all created equal, however, and platforms vary in how they generate and report analytics. Other platforms generate no analytics at all. ACOG will seek to standardize metrics to better analyze results and make strategic, data-based decisions to maximize public involvement and reach the largest, most responsive audiences wherever possible to best allocate resources.

- **New Partnerships for Collaboration and Consultation**

ACOG must be diligent in forging new relationships with organizations and institutions throughout the region whose goals overlap and intersect with the transportation planning process. Not only do these organizations often have resources and technical assistance that can prove valuable to the transportation planning processes, but they also have respective constituencies who can be similarly engaged in the transportation planning process. Through greater coalition involvement and ongoing public participation efforts, ACOG can better situate itself to strengthen existing relationships and create new partnerships to improve regional involvement.

- **Emphasis on Underserved Populations**

Beyond what is federally required, the MPO must improve opportunities to engage traditionally underserved populations. This means not only seeking out organizations and institutions who serve these populations but also adjusting methods to better include these populations and ensure accessibility. These methods can include the availability of information and documents in languages other than English, multilingual web-based options

and content, consideration of meeting site location and accessibility and careful consideration of populations who cannot access online resources.

## D. Conclusion

### Overview

ACOG uses a variety of public outreach methods and platforms to incorporate public participation in the transportation planning process. While a priority is placed on adapting communications to the region's changing technologic and demographic landscapes, ACOG must continue to proactively seek methods of improving public participation and public involvement throughout the transportation planning process. Additionally, ACOG must seek to better quantify and document public participation efforts so as to better establish goals and milestones that allow for improved measurement and assessment of public participation efforts.

Through regular assessment of the public participation plan and the methods therein, ACOG can continue to strive for greater inclusiveness, efficiency and meaning in the regional transportation planning process through public participation.

### Non-Discrimination Policy

It is the policy of the Association of Central Oklahoma Governments (ACOG), under Title VI of the Civil Rights Act of 1964; Title VII of the Civil Rights Act of 1968; Section 504 of the Rehabilitation Act of 1973; Age Discrimination Act of 1975; Section 324 of the Federal-aid Highway Act of 1973; Civil Rights Restoration Act of 1987; and other related authorities and regulations, that no person in the United States shall, on the basis of race, color, religion, sex, sexual orientation, gender identity or expression, marital status, country of ancestral origin, disability, age or familial status be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any federally or non-federally funded program or activity administered by the Association of Central Oklahoma Governments (ACOG) or its sub-recipients.

## Appendix I

The MPO cooperates with a number of Federal, State, Local and Tribal agencies responsible for land use, transportation planning, natural resources and other environmental issues in Central Oklahoma. Additionally, ACOG contacts many other interested parties during the planning process to solicit comment on the MPO's transportation planning programs.

Those contacted include interested citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of the disabled, and representatives of users of public transit, pedestrian facilities and bicycle facilities and more. The following is a sample of agencies and organizations regularly contacted by ACOG:

### OCARTS Area Local Governments

Bureau of Indian Affairs  
Federal Highway Administration  
Federal Motor Carrier Safety Administration  
Federal Transit Administration  
Oklahoma Department of Transportation  
Oklahoma Transportation Commission  
Oklahoma Turnpike Authority  
Oklahoma Department of Environmental Quality  
Oklahoma Department of Homeland Security  
Oklahoma Department of Human Services  
Oklahoma Department of Public Safety  
Oklahoma Department of Wildlife Conservation  
Oklahoma Department of Rehabilitation Services  
Oklahoma Historical Commission  
Oklahoma State Preservation Office  
Oklahoma State Archaeologist  
Oklahoma Conservation Commission  
Oklahoma Water Resources Board  
Oklahoma Corporation Commission  
Oklahoma City Airport Trust  
Tinker Air Force Base  
US Fish and Wildlife Service  
US Army Corp of Engineers  
US Environmental Protection Agency  
Central Oklahoma Transportation and Parking Authority (COTPA)  
Cleveland Area Rapid Transit (CART)  
Citylink  
First Capital Trolley  
NewView Oklahoma  
Oklahoma Bicycle Society  
Oklahoma Bicycle Coalition  
The Homeless Alliance  
Sustainable OKC  
Oklahoma Sierra Club

Neighborhood Alliance of Central Oklahoma  
The Nature Conservancy, Oklahoma Chapter  
Oklahoma Safe Kids Coalition  
Oklahoma Municipal League  
Oklahoma Trucking Association  
American Automobile Association  
Oklahoma Safety Council  
The Cimarron Alliance  
AARP Oklahoma  
Oklahoma Foundation for the Disabled  
American Lung Association, Oklahoma Office  
Oklahoma Sustainability Network  
Institute for Quality Communities  
Oklahoma City Branch NAACP  
Greater Oklahoma City Chamber of Commerce  
South Oklahoma City Chamber of Commerce  
American Indian Chamber of Commerce Oklahoma  
Northwest Oklahoma City Chamber of Commerce  
Greater Oklahoma City Hispanic Chamber of Commerce  
Midwest City Chamber of Commerce  
Moore Chamber of Commerce  
Mustang Chamber of Commerce  
Piedmont Chamber of Commerce  
Areawide Aging Agency  
Latino Community Development Agency  
Oklahoma Railroad Association  
Urban League of Greater Oklahoma City  
Youth Services of Oklahoma County  
VarietyCare  
Black Chamber of Commerce of Oklahoma City  
Oklahoma City Community Foundation  
Asian Society of Oklahoma  
Oklahoma Chinese Cultural Foundation  
Council on Developmental Disabilities  
League of Women Voters  
Oklahoma City Mayor's Council on Disability Concerns  
Aging Services of Cleveland County  
Salvation Army  
Oklahoma League for the Blind  
The Oklahoma Alliance for Public Transportation

## Appendix II

The Public Participation Plan is periodically evaluated and revised, as needed, to ensure its continued effectiveness. A 45-day public review and comment period is provided with each proposed revision to the PPP.

Beginning September 18 and extending through November 3, 2014, the public was invited to comment on this plan and the methods outlined for involvement.

Two written comments were submitted:

SUBMITTED COMMENT	ACOG RESPONSE
<p>It looks comprehensive. This is the first I have heard of it in 20 years of CDL driving. Perhaps you could put information at the DPS and tag agencies?</p>	<p>Thank you for your comment. We acknowledge ACOG needs to do more to involve freight transportation providers and representatives. Reaching out via the Department of Public Safety and regional tag agencies are methods we will take into consideration.</p>
<p>The Oklahoma Alliance for Public Transportation (APT) is a 501c3 transit advocacy/awareness group incorporated in 2005. APT desires to formally be on the Citizens Advisory Committee (CAC) for the Encompass 2040 Plan, and also wants to be mentioned as group in the final ACOG Public Participation Plan. Ms. Branch and Ms. Butler are the Chair and Vice Chair respectively. I am part of the APT as a boardmember.</p> <p>I saw the ITPC item today about the groups to be on the CAC, and noted that APT was missing (a likely typographical error), but two other transit coalitions are part of the CAC.</p>	<p>Thank you for your comment. The Oklahoma Alliance for Public Transportation has been added to the list of agencies and organizations regularly contacted by ACOG as listed in Appendix I of this document.</p> <p>The Oklahoma Alliance for Public Transportation has also been extended an invitation to join the Encompass 2040 Citizens Advisory Committee.</p>