

Project Connect: Central Corridor High-Capacity Transit Study

Public Involvement Plan



*project***connect**
central corridor

Table of Contents

Table of Figures.....	4
Introduction	5
Central Corridor High-Capacity Transit Study.....	5
Overall Study Scope and Schedule.....	10
Project Management	12
Public Involvement Goals.....	13
Performance Measures.....	13
Decision-Making Process	14
Joint Executive Team	17
Project Management Team	17
Technical Oversight Committee.....	17
Central Corridor Advisory Group	18
Engagement Methods.....	19
Public Open Houses	19
Public Workshops	20
Deliberative Polling Workshops.....	20
Webinars.....	20

Public Involvement Plan

Online Discussion Forums.....	20
Stakeholder Meetings/Briefings.....	21
Media Briefings.....	21
Surveys (online & intercept).....	21
Outreach/Communications Plan.....	22
Updates to ProjectConnect.com.....	22
Email Updates to Interest List.....	22
Other Public Involvement Strategies and Tactics.....	23
Targeted Stakeholders.....	23
Focus on Underserved Communities.....	24
Public Involvement Process.....	25
Step 1: Kick-Off/Process.....	25
Step 2: Define Sub-Corridors.....	25
Step 3: Select Priority Sub-Corridor.....	26
Step 4: Identify Preliminary Alternatives.....	26
Step 5: Define Final Alternatives.....	27
Step 6: Evaluate Alternatives.....	27
Step 7: Select LPA.....	27

Public Involvement Schedule 28

Central Corridor Advisory Group Syllabus 29

Table of Figures

Figure 1. Central Corridor Study Area 6

Figure 2. High-Capacity Transit Tool-Box 8

Figure 3. Central Corridor Study Workplan 11

Figure 4. Project Organization 12

Figure 5. Central Corridor Advisory Group Membership 18

Figure 6. Overall Work Plan and Public Involvement Schedule 28

DRAFT

Introduction

Project Connect is a partnership and a vision for a high-capacity transit (HCT) system in Central Texas. It has a substantial focus on the Central Corridor, which is one of the region's highest priorities, and includes core employment, educational and cultural destinations. The discussion around high-capacity transit goes back many years and involves multiple agencies, counties and municipalities. Project Connect brings these many entities to the table to develop a comprehensive transit system for the region.

This document describes the public involvement plan for the Project Connect: Central Corridor High-Capacity Transit Study. The major elements of the plan were developed collaboratively by the Project Connect Partners Capital Metro, the City of Austin and Lone Star Rail District -- in consultation with multiple community stakeholders. It should be expected that the specific public involvement activities to be undertaken will evolve from this plan based on an ongoing review of feedback received during the course of the study.

Central Corridor High-Capacity Transit Study

The Central Corridor is comprised of downtown Austin, the largest employment and activity center in Central Texas, as well as the State Capitol Complex, The University of Texas, a future medical school, and several adjacent commercial, residential and civic districts. Bounded roughly by Farm to Market Road 2222 to the north, Springdale Road and Grove Drive to the east, Oltorf Street to the south and MoPac Boulevard to the west, the Central Corridor is a major regional destination for employment, education, recreation and tourism.

Public Involvement Plan



Figure 1. Central Corridor Study Area

Public Involvement Plan

Given the rapid growth the Central Corridor has experienced, and the growth that is projected, the need for mobility improvements in the urban core has long been established. The Project Connect regional high-capacity transit planning process identified the Central Corridor as one of the top two priority central Texas corridors for high-capacity transit investment. High-capacity transit is defined as transit that more people than typical bus, and typically has fewer stops, higher speeds, and more frequent service than local bus service. High-capacity transit is also designed to be as congestion-proof as possible by possessing one or both of the following: dedicated lanes or right-of-way for at least a portion of its route, and transit priority (i.e. queue jump lanes or transit signal priority).

DRAFT

Public Involvement Plan

High-capacity transit includes any form of public transit that travels in its own lane or right-of-way for at least a portion of its route, that has transit priority (traffic signals designed to turn green when transit vehicles approach) or that has both of these features to make it as congestion-proof as possible. High-capacity transit vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical city buses. The information below describes various high-capacity transit technologies that are included in the CAMPO 2035 Regional Transportation Plan. These transit technologies are the focus of the implementation plan that CAMPO, Capital Metro, the City of Austin, Lone Star Rail, the Central Texas Regional Mobility Authority, and others are currently working on to advance the overall public transportation component of the CAMPO 2035 Plan.

HIGH-CAPACITY TRANSIT FACT SHEET

WHAT ARE OUR HIGH-CAPACITY OPTIONS FOR TRANSIT?	WHAT IS IT, WHERE DOES IT GO, AND WHEN DO I USE IT?	HOW MANY PEOPLE CAN IT CARRY PER HOUR DURING RUSH HOUR*	HOW FAST DOES IT GO ON AVERAGE?	HOW OFTEN DOES IT STOP?	WHEN CAN I GET ON?	REAL WORLD EXAMPLE
Regional Rail	Regional Rail service connects different cities and regions, typically using existing railroad lines. Typically used to travel longer distances between large cities.	600 - 2,400 passengers	60-75mph	3 to 15 miles apart	Every 30 min during rush hour and every 1 to 3 hours all other times	The Capitol Corridor between San Jose and Sacramento in Northern California is an example of regional rail. Locally, the Lone Star Rail District is planning the LSTAR regional rail line between Georgetown and San Antonio, with five stops in Austin.
Commuter Rail	Commuter Rail trains operate on railroad tracks that carry riders to and from work in a region. Typically used to travel from suburbs to central cities.	400 - 1,400 passengers	30-50mph	1 to 5 miles apart	Every 30 min during rush hour and every hour all other times	Capital Metro's MetroRail Red Line between Leander and downtown Austin is a local example of commuter rail.
Urban Rail	Urban Rail is an electrified service that can operate in mixed traffic, in its own lane, or in separate right-of-way. Urban Rail is a hybrid between Light Rail and Streetcar in terms of technology and service. Typically used to travel in urban locations and can be used to link transit systems.	700 - 2,000 passengers	10-30mph	2 to 4 blocks up to 1/2 mile apart	Every 10 min during rush hour and every 15 min all other times	Portland's rail systems are similar to Urban Rail. Locally, the City of Austin is planning Urban Rail to provide service into and out of Central Austin.
Bus Rapid Transit	Bus Rapid Transit (BRT) operates in mixed traffic or its own lane. It usually consists of longer-buses with more technology in them to speed up your trip. For example, many BRT buses communicate with traffic lights to keep lights green longer. Typically used to travel within a city and between close-in suburbs and the city.	700 - 1,300 passengers	15-30mph	1/2 to 1 mile apart	Every 10 min during rush hour and every 15 min all other times	The Metropolitan Area Express, or MAX, in Las Vegas, Nevada is an example of BRT. Locally, Capital Metro will be operating MetroRapid BRT lines between south and north Austin in 2013.
Transit on Express Lanes	Express, or managed, lanes are highway lanes that are free to registered car pools and transit vehicles, and tolled for all other vehicles. The toll rate changes throughout the day based on how much traffic is on the managed lanes in order to keep the lanes fully used without being too busy. Typically used to travel within a city and between close-in suburbs and the city.	400 - 900 passengers	Varies. Typically toll rate adjusted to maintain a minimum average speed of 50 mph	Multiple stops within close proximity near termini with 5-25 miles of non-stop service in between	Every 10 min during rush hour and every 30 min all other times	Katy Managed Lanes are operated by the Harris County Toll Road Authority in Houston, TX. Locally, the Central Texas Regional Mobility Authority is currently planning express lanes along Mapas Expressway in Austin.

*The passenger ranges show the number of passengers in the early years (low end) and in 2035 (high end). This calculation is based on average vehicle capacity multiplied by the frequency of service during rush hour and by the number of transit vehicles for a one hour period in one direction only. The passenger graphics represent the average of the low end and high end numbers.

Figure 2. High-Capacity Transit Tool-Box

Public Involvement Plan

The Central Corridor High-Capacity Transit Study is an alternatives analysis, which is an important step in evaluating a major transportation investment. Community involvement and public input are also a key to make a project eligible for federal funding. The primary goal of this study is to work collaboratively with community leaders and stakeholders to identify a Locally Preferred Alternative (LPA) for a high-capacity transit investment in the Central Corridor. It will integrate with existing and planned high-capacity transit systems to realize the Project Connect Vision. The study will utilize a transparent, data-driven process to consider a variety of sub-corridors within the Central Corridor, transit modes and potential alignments to develop a Locally Preferred Alternative for inclusion in the Capital Area Metropolitan Planning Organization's 2040 Long -Range Transportation Plan.

During this 14-month decision-making process, the study will:

- Select a priority sub-corridor in the Central Corridor for a high-capacity transit investment.
- Define the purpose and need for a HCT investment in the priority sub-corridor, and identify criteria and performance measures to evaluate a range of alternatives, including various alignments and modes.
- Provide a transparent and inclusive public engagement process that will involve all stakeholders in this decision-making process.
- Facilitate a deliberative, local decision-making process to select a Locally Preferred Alternative (LPA).

Public Involvement Plan

It is expected that the selected LPA will be advanced into the environmental study (NEPA) phase, and ultimately be presented to the Federal Transit Administration for acceptance into the Section 5309 Capital Investment Program for New Starts funding.

The public involvement process described here is a critical component of the Central Corridor High-Capacity Transit Study and key to its success.

Overall Study Scope and Schedule

This study includes two phases comprised of seven sequential steps, with 14 major tasks to be completed over the course of 12 to 14 months. The phases, steps and major tasks, along with key public involvement activities and an overall schedule are shown in Figure 3. Central Corridor Study Workplan.

Project Management

This study is the first project to be developed under the Project Connect High-Capacity Transit Interlocal Agreement (ILA) recently executed by Capital Metro, the City of Austin and Lone Star Rail District. In accordance to that agreement, Capital Metro is the managing partner. It also calls for the formation of a Joint Executive Team (JET) with representatives of the three partner agencies. City of Austin Assistant City Manager Robert Goode, Lone Star Rail District Rail Director Joe Black, and Capital Metro CEO Linda Watson currently serve on that team with Watson as chair. A Project Management Team also was formed and is comprised of staff and consultants from all three partner agencies, led by Kyle Keahey of the firm HNTB, who is serving these agencies as the Urban Rail Project Lead.

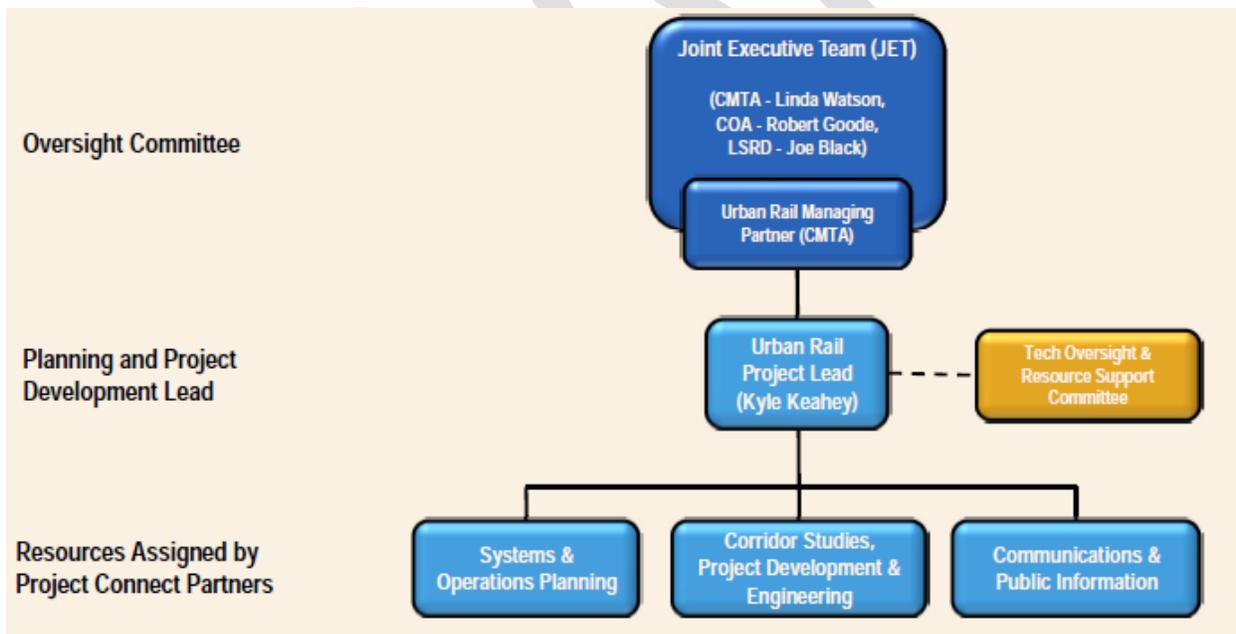


Figure 4. Project Organization

The decision-making roles and processes are described in detail in the Decision-Making Process section.

Public Involvement Goals

The primary goal of the Public Involvement Plan for the Central Corridor study is to facilitate a collaborative, deliberative decision-making process with broad and meaningful community participation to develop a Locally Preferred Alternative (LPA) for a high-capacity transit investment in the Central Corridor. Other specific goals for the public involvement process include:

1. Develop informed consent for the challenges and opportunities to be addressed by a high-capacity transit investment in the Central Corridor, including:
 - a. Regional Challenges and Opportunities
 - b. Central Corridor Challenges and Opportunities
 - c. Priority Sub-Corridor Challenges and Opportunities
2. Build and maintain trust in the Central Corridor planning process and in the partner agencies by providing multiple, meaningful opportunities for stakeholders to be involved in the decision-making process
3. Ensure diverse participation in the planning process
4. Develop informed consent for the recommended Locally Preferred Alternative as part of the solution for addressing regional, Central Corridor and priority sub-corridor challenges and opportunities.

Performance Measures

The Central Corridor Project Team will measure performance in meeting the public involvement goals outlined using the following metrics:

Public Involvement Plan

Goal 1 Measurement: *Informed consent for challenges and opportunities to be addressed will be measured through survey results gathered in Step 2: Define Sub-Corridors indicating understanding of and concurrence with identified challenges and opportunities.*

Goal 2 Measurement: *Build and maintain trust in the Central Corridor planning process and in the partner agencies will be measured through survey results gathered throughout the process.*

Goal 3 Measurement: *Ensure diverse participation in the planning process will be measured through demographic data collected throughout the process. Proactive efforts will also be taken to reach out to populations that are not participating at rates commensurate with their share of the total population. For the purposes of this study, “diverse participation” includes meaningful participation from all geographic sectors of Austin, from all ethnic groups, meaningful from all income groups, and from all age groups.*

Goal 4 Measurement: *Develop informed consent for the recommended Locally Preferred Alternative will be measured through survey results.*

Decision-Making Process

The responsibility for selecting the Locally Preferred Alternative rests with the Austin City Council, Capital Metro Board of Directors and Lone Star Rail Board of Directors, followed by the Capital Area Metropolitan Planning Organization Policy Board, which would amend the 2040 Long-Range Transportation Plan to include a high-capacity transit improvement in the Central Corridor. Before decisions are made by the project partners, extensive public involvement will help inform recommendations made by the Project Management Team (PMT) and Central

Public Involvement Plan

Corridor Advisory Group (CCAG). The PMT will work collaboratively with the CCAG to develop recommendations or evaluate recommendations to be provided to the Joint Executive Team. The Joint Executive Team will in turn make recommendations to the Austin City Council, Capital Metro Board of Directors and Lone Star Rail Board of Directors. In most cases, such recommendations will also be vetted by committees such as the City Council Comprehensive Planning and Transportation Committee and appointed commissions, such as the Urban Transportation Commission, before a decision is made. The public will also have the opportunity for public comment before all of these deliberative bodies. A listing of planned

DRAFT

Joint Executive Team

The Project Connect High-Capacity Transit Interlocal Agreement calls for the formation of a Joint Executive Team (JET) with representatives of the three partner agencies. City of Austin Assistant City Manager Robert Goode, Lone Star Rail District Rail Director Joe Black, and Capital Metro CEO Linda Watson currently serve on that team with Watson as chair. They meet at least monthly and receive staff support from the Project Management Team. The JET will consider the findings and recommendations from the Project Management Team, the Technical Oversight Committee and the Central Corridor Advisory Group, and make recommendations to the elected and appointed bodies that will make the final decisions related to the Locally Preferred Alternative.

Project Management Team

The Project Management Team (PMT) is led by Kyle Keahey of HNTB and is further comprised of cross-disciplinary staff from the Project Connect partner agencies. The PMT, along with multiple consultants, will be chiefly responsible for the execution of the Central Corridor Study Workplan, including public involvement activities and technical analysis. The PMT will consider all input received via public involvement and the Central Corridor Advisory Committee and make recommendations to the Joint Executive Team.

Technical Oversight Committee

The Joint Executive Team established a Technical Oversight Committee to review the consultants' technical work-product prior to its submission to the Joint Executive Team, assist in

Public Involvement Plan

stakeholder communications, and assure project conformance with the appropriate procurement and personnel policies. The Technical Oversight Committee is comprised of technical and operations staff from the partner agencies.

Central Corridor Advisory Group

The Central Corridor study is guided by an advisory group comprised of local elected officials and community stakeholders.

MEMBER	TITLE
Mayor Lee Leffingwell*	Mayor, City of Austin
Council Member Bill Spelman*+	Council Member, City of Austin
John Langmore*	Vice Chair, Capital Metro Board of Directors
Sid Covington*+	Chair, Lone Star Rail Board of Directors
Pat Clubb	The University of Texas at Austin
Martha Smiley*+	Austin Area Research Organization (AARO), Austin Chamber
Tom Stacy*	Downtown Austin Alliance (DAA)
Natalie Madeira Cofield	President & CEO, Capital City African American Chamber of Commerce (CCAACC)
Greg Hartman	President and CEO Seton Medical Center Austin
Aundre Dukes*+	Portfolio Manager and Public Liaison, Texas Facilities Commission
Ali Khataw, P.E.	Immediate Past Chair, Greater Austin Asian Chamber of Commerce (GAACC)
Celia Israel	Board Secretary, Greater Austin Hispanic Chamber of Commerce (GAHCC)
Julia Montgomery	Citizen (Austinites for Urban Rail Action-AURA)
Dave Sullivan	Citizen (former COA Planning Commission Member)
Tim Taylor	Citizen (Partner, Austin Office of Jackson Walker LLP)
Boone Blocker	Citizen; Vice Chair, Urban Transportation Commission
<i>*CAMPO Transit Working Group (TWG) Member</i>	
<i>+Project Connect: North Corridor (PCNC) Project Advisory Group (PAG) Member</i>	

Figure 5. Central Corridor Advisory Group Membership

Public Involvement Plan

The Central Corridor Advisory Group (CCAG) will be supported by the Project Management Team, and meet monthly, or more frequently when necessary, to consider public input and technical data in order to make recommendations to the PMT and JET. The CCAG will undertake a workplan that is integrated with the overall Central Corridor Study workplan, which is outlined in the Central Corridor Advisory Group Syllabus.

Engagement Methods

A variety of engagement methods will be utilized throughout the study process to allow stakeholders to meaningfully shape plans and inform decisions. To the extent possible, methods to facilitate collaborative development of transit options and evaluation criteria, such as interactive workshops, will be used. Once options and criteria have been finalized, other more consultative methods such as open houses and surveys will be employed to obtain broader community input. At key decision points in the process, methods to facilitate deliberative dialogue among diverse constituencies will be employed in helping to reach decisions.

Public Open Houses

Open houses are used to convey technical information and receive input on decisions through individual and small-group discussion in a come-and-go-format. This type of meeting structure offers non-intimidating opportunities for stakeholders to ask questions and express opinions. The public involvement team will host several open houses throughout the region, and

questionnaires will be available to obtain structured feedback from stakeholders participants on the issues presented.

Public Workshops

Public workshops will also play a role in communicating with stakeholders. These collaborative worksessions will be utilized when the Project Team needs the public to help develop alternatives and decision criteria for consideration and will be held throughout the region.

Deliberative Polling Workshops

Deliberative polling workshops are used to create deliberative dialogue around key decisions to be made, especially when there are multiple trade-offs associated with such decisions. A typical polling utilizes participants drawn from a random and representative sample to engage in small-group deliberations to create more informed and reflective public opinion.

Webinars

Webinars offer convenient opportunities for participation by those stakeholders who cannot or will not attend public meetings. They will be structured to be as interactive as possible and will be recorded for viewing online. These webinars are also helpful in communicating technical information and soliciting feedback.

Online Discussion Forums

Online discussion forums allow for further interactive participation in a format tailored for those who cannot or will not attend public meetings or stakeholder meetings. Provocative

questions related to study tasks will be posted by the Project Team, and participants will be able to provide comments, ideas and responses to other participants' posts

Stakeholder Meetings/Briefings

Members of the Project Team will be available as speakers at existing stakeholder organization meetings and forums throughout the study process. By utilizing existing meetings, the team may reach a broader audience that can typically be reached through public meetings, and at lesser expense. Meetings will be offered to various organizations including, but not limited to, those within the categories outlined in the Targeted Stakeholders list.

Media Briefings

Media briefings will be used to ensure broader public awareness of key issues and questions related to the study. These detailed briefings will be offered to reporters to ensure they have all background information and context to develop accurate news stories related to the Central Corridor High-Capacity Transit Study.

Surveys (online & intercept)

Surveys will be used once alternatives or criteria have been developed collaboratively to understand broad stakeholder opinion on issues related to the study. They are not meant to be definitive, but rather a snapshot of stakeholder sentiment on issues. The surveys will be administered online and in-person after stakeholder meetings. Intercept surveying will also be conducted in places frequented by the public, such as community events and grocery stores,

especially in targeted communities that are not participating at levels commensurate with their population share, or are among those listed in Focus on Underserved Communities.

Outreach/Communications Plan

In order to achieve the goals of the Public Involvement Process, the Project Team must ensure that information regarding the study and the public's opportunity to shape decisions is accurately and widely disseminated. The Project Team will work to ensure that information is made available in multiple formats and through multiple channels.

Updates to ProjectConnect.com

The Project Team will utilize the Project Connect website as the central repository of information regarding the study. Updates will be made frequently and updates will be publicized via social media.

Email Updates to Interest List

The Project Connect Team has developed a large email list of stakeholders who have previously expressed interest in regional transit issues or in the Central Corridor specifically. This list will receive periodic updates regarding the study, including at key decision points, and be made aware of public involvement opportunities. The team will grow the list through a sign-up widget on the Project Connect website and addresses collected at public meetings and outreach events.

Other Public Involvement Strategies and Tactics

In addition to the multiple public involvement tools described above, the Project Team will utilize other strategies and tactics to reach stakeholders with study information and gather feedback. Some of those tools will include: neighborhood outreach, Outreach at Community Events/meetings, paid advertisements, partner newsletters, social media, passenger notices on transit vehicles, flyers and media alerts. The intent is to inform and engage as many stakeholders as possible in the conversation.

Targeted Stakeholders

The Project Management Team intends to provide opportunities for all members of our community to meaningfully participate in shaping the decisions made through the planning process. However, additional efforts will be made to proactively engage key stakeholder groups to encourage their participation in this study process. Targeted stakeholder groups include:

- Elected Officials
- Major Employers
- Other Business Interests/Chambers of Commerce
- Downtown Stakeholders
- Neighborhood Associations
- Transit Users
- Real Estate/Development Community

Public Involvement Plan

- Transportation Organizations
- Environmental/Sustainability Community
- Affordable Housing Advocates
- Cycling Community
- Higher Education Community (Students/Faculty/Staff)
- Social Service Organizations
- Hospitality Interests
- Major Events Organizers
- Creative Arts Groups
- Tech Community

Focus on Underserved Communities

The Project Management Team will undertake efforts to ensure participation by underserved communities, consistent with the goals of Title VI of the Civil Rights Act and the principles of environmental justice. Such populations include, but are not limited to, minority groups and low-income households.

In general, the Project Team will endeavor to reach these populations where they typically congregate in their own communities, as such populations traditionally do not engage in formal public participation opportunities. Methods used to reach and engage these groups include intercept surveys at key gathering locations (such as transit stops) and community events, publishing of project materials in Spanish and in other languages and formats upon request, employment of Spanish-speaking staff at all public meetings and community outreach events

with translation services available upon request for other languages, advertisements in local minority publications, and targeted outreach to minority chambers of commerce and other community groups.

Public Involvement Process

Step 1: Kick-Off/Process

Participants will gain an understanding of the challenges and opportunities we face as a growing region (Congestion, Core, Centers, Constraints and Growth), and how the Project Connect Vision is a critical piece of the solution. Participants will also develop an understanding of how high-capacity transit within the Central Corridor fits into the Project Connect Vision and how it may address additional challenges and opportunities within the corridor. Participants will understand the process for developing a Central Corridor LPA and will be asked to identify other groups/individuals that should participate in this process. Participants will then be advised on how their feedback will be utilized in the next phase of the planning process.

Step 2: Define Sub-Corridors

Participants will be reminded of the elements of Step 1 (Step 1: Kick-Off/Process) and then will develop an understanding of how potential high-capacity transit sub-corridors were identified and have the opportunity to suggest others. Participants will also have an opportunity to suggest logical termini for potential sub-corridors.

Public Involvement Plan

They will also have the opportunity to weight criteria for measuring a sub-corridor's ability to address identified challenges/opportunities (regional AND Central Corridor) and will then be advised as to how their feedback will be utilized in the next phase of the planning process.

Engagement methods to solicit the community's feedback in Step 2 include a series of interactive public open houses, online open houses (webinars) and online discussion forum.

The Project Team will consider the public input received during Step 2 and integrate the findings into the refinement of sub-corridors and evaluation criteria.

Step 3: Select Priority Sub-Corridor

Participants will review the prioritized sub-corridors and engage in a process to discuss issues and trade-offs within the context of the identified challenges/opportunities to be addressed.

Step 4: Identify Preliminary Alternatives

Participants will understand the differences among transit modes and the proposed criteria for selecting the preferred high-capacity transit mode for the Central Corridor. They may be surveyed to gauge their understanding and acceptance of the mode criteria. They will also be engaged in the process of identifying and refining various draft route alternatives within the sub-corridor for feasibility and how well each alternative addresses regional and central corridor challenges and opportunities. Participants will also discuss the draft purpose and need for HCT within the priority sub-corridor. They will understand proposed draft criteria for assessing alternative alignments, may suggest others and be surveyed as to which criteria are most important to ensure the most appropriate alignment is selected.

Step 5: Define Final Alternatives

Participants will review the final draft route alternatives and evaluation criteria and offer feedback.

Step 6: Evaluate Alternatives

Participants will be asked for general feedback on the Draft Locally Preferred Alternative and whether it adequately addresses the regional and central corridor purposes and needs (survey). They will develop an understanding of the various options for financing high-capacity transit and how the proposed funding plan was developed. Participants may be solicited for general feedback on the proposed funding plan. Appropriate stakeholder groups may be requested to take action on a recommendation regarding the LPA.

Step 7: Select LPA

The project team will present the draft LPA and all public feedback received to the appropriate elected and appointed bodies for official adoption and to influential community partners for endorsement.

Central Corridor Advisory Group Syllabus

- Central Corridor Advisory Group (CCAG) charge:
1. Ensure open and transparent public process;
 2. Advise Mayor and project team in prioritizing and defining a preferred alignment for the next high-capacity transit investment for the Central Corridor; and
 3. Assist project team in a meaningful dialogue with the community.

PHASE 1: Select Priority Sub-Corridor

#1 June 26, 2013

Step 1: Kick-Off/ Process	Topic: Central Corridor Advisory Group charge and meeting frequency
	Topic: Overview of Project Connect
	Topic: Overview of Central Corridor
	Topic: Central Corridor Work Plan – Next Steps

#2 August 16, 2013

Step 2: Define Sub-Corridors	Topic: Work Plan & Schedule, Public Involvement
	Topic: CCAG Syllabus
	Topic: <i>Begin</i> Study Area Definition (Limits, Goals & Objectives, Problem Statement)
	Topic: <i>Begin</i> Sub-Corridor Identification

#3 September 20, 2013

Step 2: Define Sub-Corridors	Topic: <i>Complete</i> Study Area Definition (Limits, Goals & Objectives, Problem Statement)
	Topic: <i>Complete</i> Sub-Corridor Identification
	Topic: <i>Begin</i> Define Sub-Corridors
	Topic: <i>Begin</i> Methodology/Criteria
Action	Clicker Exercise



Public Involvement Plan

#4 October 11, 2013	
Step 2: Define Sub-Corridors & Step 3: Select Priority Sub-Corridor	Topic: <i>Complete</i> Define Sub-Corridors
	Topic: <i>Complete</i> Methodology/Criteria
	Topic: <i>Begin</i> Evaluate Sub-Corridors
Action	Clicker Exercise
#5 November 1, 2013	
Step 3: Select Priority Sub-Corridor	Topic: <i>Continue</i> Evaluate Sub-Corridors
	Topic: <i>Begin</i> Select Priority Sub-Corridor
Action	Clicker Exercise
#6 November 15, 2013	
Step 3: Select Priority Sub-Corridor	Topic: <i>Complete</i> Evaluate Sub-Corridors
	Topic: <i>Complete</i> Select Priority Sub-Corridor
Action	Recommendation on Priority Sub-Corridor
#7 December 6, 2013	
TBD	Topic: tbd
PHASE 2: Select Locally Preferred Alternative (LPA)	
#8 January 2014 (date tbd)	
Step 4: Identify Preliminary Alternatives	Topic: Project Purpose & Need, Problem Statement
	Topic: <i>Begin</i> Methodology/Criteria
	Topic: <i>Begin</i> Identify Preliminary Alternatives -- Alignment & Mode
Action	Clicker Exercise
#9 February 2014 (date tbd)	
Step 4: Identify Preliminary Alternatives & Step 5: Define Final Alternatives	Topic: <i>Complete</i> Methodology/Criteria
	Topic: <i>Complete</i> Identify Preliminary Alternatives -- Alignment & Mode
	Topic: <i>Begin</i> Define Final Alternatives -- Alignment & Mode
Action	Clicker Exercise

Public Involvement Plan

#10 March 2014 (date tbd)	
Step 5: Define Final Alternatives &	Topic: <i>Complete</i> Define Final Alternatives -- Alignment & Mode
Step 6: Evaluate Alternatives	Topic: <i>Begin</i> Evaluate Alternatives
Action	Clicker Exercise
#11 April 2014 (date tbd)	
Step 6: Evaluate Alternatives	Topic: <i>Continue</i> Evaluate Alternatives
#12 May 2014 (date tbd)	
Step 6: Evaluate Alternatives &	Topic: <i>Complete</i> Evaluate Alternatives
Step 7: Select LPA	Topic: <i>Begin</i> Select Locally Preferred Alternative (LPA)
Action	Clicker Exercise
#13 June 2014 (date tbd)	
Step 7: Select LPA	Topic: <i>Complete</i> Select Locally Preferred Alternative (LPA)
Action	Recommendation on LPA

DRAFT