



**PUBLIC**

**PARTICIPATION**

**PLAN**

West Central Indiana Economic Development District  
Adopted March 2006

**West Central Indiana Economic Development District  
Public Involvement Policy  
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**I. Introduction**

As the designated Metropolitan Planning Organization for the Terre Haute/Vigo County planning area, West Central Indiana Economic Development District (WCIEDD) is responsible for the development of plans and solutions related to transportation issues, and for the cooperative planning and programming of transportation projects in Terre Haute and Vigo County. As a component of this responsibility, WCIEDD is mandated by current federal statutes to provide guidelines for a transportation-related public involvement process in Vigo County. The development of the WCIEDD Public Involvement Policy is the result of that mandate, as well as a result of the aspiration of the MPO to foster improved participation from the public in transportation planning activities.

**II. Definition of Public Involvement**

In the spring 1998 issue of the Florida Department of Transportation's (FDOT) Transportation Policy Forum, the definition of public involvement goes the "extra mile," not only explaining what it is, but distinguishing the difference between public involvement, public awareness and public relations, which are sometimes confused with each other. It explains that both public awareness and public relations are one-way forms of communication. Public relations involves the act of putting a spin or slant on communications so as to create a positive image with the public for a particular product, project or idea. Public awareness incorporates the act of getting information out to the public, as with press releases, notices and other means. Public involvement is two way communication, allowing for all interested parties to be part of an ongoing dialogue process. The ultimate goal of public involvement in transportation is to ensure that that transportation plans reflect community values and benefit all segments of the community equitably. Coordination and consultation with local elected officials also constitutes indirect public involvement, as elected officials are the chosen representatives of the public. This fact, however, does not release the MPO or elected officials from have early and ongoing interaction with the public in the elements that follow in this document.

**III. Purpose**

The purpose of the WCIEDD Public Involvement Policy is to provide guidelines that are intended to promote, encourage and elicit the integral, unimpaired participation of the citizens of Terre Haute and Vigo County in transportation planning activities. In order for people to participate actively and intelligently in transportation planning dialogues and processes, they must have a foundation on which to seize these participatory opportunities. That foundation is knowledge. Provision must be made then, to establish a two-fold mechanism, the first part of which requires getting timely, accurate information on local transportation issues out to the public. The second component is getting important feedback returned, in response to information. This document is designed not only to allow, but provide for and encourage the active, ongoing exchange of information between transportation planning agencies (and their representatives) and all interested parties in the Vigo County planning area.

**IV. Federal Statutes**

Current Federal statutes and regulations from the SAFETEA-LU Transportation Bill, the National Environmental Policy Act (NEPA), Title VI of the 1964 Civil Rights Act, and the Americans with Disabilities Act provide a basis for developing the WCIEDD Public Involvement Policy goals:

- A) SAFETEA-LU: "Interested parties [shall] have reasonable opportunities to comment on the contents of the transportation plan" (whether it be the Long-Range Transportation Plan or an individual transportation project plan). These opportunities include public meetings and must involve the use of "visualization techniques to describe plans."

- B) National Environmental Policy Act (NEPA)-40 CFR 1501.7 & 1506.6: In part, 40 CFR 1506.6 (Public Involvement) says, "Agencies shall . . . make diligent efforts to involve the public in preparing and implementing their NEPA procedures."
- C) Title VI of the 1964 Civil Rights Act: Section 601 of Title VI reads, "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."
- D) Americans with Disabilities Act of 1990: The language in the act states its purpose: "to establish a clear and comprehensive prohibition of discrimination on the basis of disability."

## V. State Policy

In the Indiana Department of Transportation's (INDOT) "Public Involvement Procedures," MPO procedure (Section III-MPO Procedures) is articulated (including a reference to Presidential Executive Order 12898) addresses federal Environmental Justice issues) as follows:

An effective metropolitan plan must incorporate transportation under both local and state jurisdiction. Therefore, INDOT will rely on MPOs to include public involvement in the development of their Comprehensive Transportation Plans and Transportation Improvement Plans. . . . The MPO procedures will also detail how the transportation needs of persons and groups who are 'traditionally underserved by existing transportation systems' are identified and addressed, per Executive Order 12898 (12/11/94) on 'Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations.' . . . When substantial written and oral comments are received on the draft Transportation Plan or TIP as a result of the public involvement process or the interagency consultation process required by the conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the draft Transportation Plan and TIP. INDOT and the MPO will respond to comments and questions and include the responses in the final Transportation Plan, INSTIP and TIP. . .

—Amendments to the TIP (Section VII-Amendments to the TIPs and INSTIP):

Public involvement for amendments to the . . . TIP will be facilitated by the MPO . . . A notice will be published by the MPO in local news media informing the public of proposed changes within urbanized areas. A comment period should be established allowing time for interested parties to comment on the proposed amendments. A discussion of the disposition of comments will be included with the transmittal of the amendment to the FHWA/Federal Transit Administration (FTA) requesting approval. **Examples of revisions which are not sufficiently significant to require additional opportunity for the public comment include minor changes in project scope/cost and moving minor or noncontroversial projects among the first three years of the INSTIP/TIP.**

## VI. Goals

In consideration of the above-mentioned purpose of this document and of the statutory constraints of the public involvement process, the following goals have been identified as the guidelines that will drive the more specific, detailed objectives (in the succeeding pages) that constitute the WCIEDD Public Involvement Policy:

- 1) To **have continuous contact with the public** from the earliest stages of a plan or project development, both to provide information and also to receive feedback,
- 2) To **use a wide variety of public involvement strategies** that target different groups or individuals in different ways,
- 3) To **actively reach out** by trying new approaches and by changing unsuccessful approaches,

- 4) To **respond to ideas and concerns** from the public in a timely manner, and
- 5) To **periodically evaluate (and revise, if necessary) this document** to determine its adequacy in meeting the above four goals.

## VII. Components of the Public Involvement Process

**The components of the public involvement process are listed below, in Sections A through C.** Subsections of A through C define specific *techniques* that may be used separately or in combination, as a constituent or constituents of a specific transportation public involvement strategy or strategies. A strategy is a *collection* of techniques, customized to a specific project, plan or initiative. **Public involvement techniques are the specific practices that are employed within the larger strategy, to actively involve the public in transportation planning processes.** For *some* of the techniques listed under the components in A through C, there are standards that apply to the use of them (for example, legal notices must measure a certain size). The applicable standard, if there is any, will be followed, whenever such a technique is used. This section is intended to be a *resource* to help provide fulfillment of Environmental Justice, ADA, NEPA, Title VI (1964 Civil Rights Act), SAFETEA-LU mandates, and INDOT, FTA and WCIEDD Policy objectives. **It shall be the policy of WCIEDD to consider the techniques listed in the sub-sections of A through C as *options*, and not all-inclusive requirements.**

### A. Public Education

WCIEDD will make every effort to ensure that the public is educated about the problems and issues facing the transportation system *prior* to discussing recommendations or solutions. Without public education, public participation directed at plans, projects and other transportation-related issues fall sorely short of their intended purpose of reflecting the true needs and values of the community.

Public education shall occur through various methods applicable to a particular component, including newsletters, public information meetings, newspaper articles, reports, brochures, and even through public school initiatives, such as classroom presentations and/or school participation projects at any given level (it is never too soon to educate the public). Since the advent of the “trails movement” across the country, the importance of educating the public at even the elementary school level has become increasingly relevant. Bicycle and pedestrian safety programs are a case in point that illustrate this truth.

#### 1. Print Media (Bulletins and Reports, Press Releases, Notices, Surveys, Letters)

- a. **Bulletins and Reports:** Special informational bulletins and reports shall be utilized at key milestones in the planning process to ensure that the public is aware of all pertinent transportation planning issues.
- b. **Press Releases:** Press releases shall be utilized in like manner as above, and also in conjunction with the above, to ensure that the public is aware of all pertinent transportation planning issues.
- c. **Notices:** Legal Notices shall be utilized when mandated by federal statute, and in the case of potential impacts on groups, individuals, and /or properties.
- d. **Letters:** Letters are indispensable elements of the public involvement process, used to notify federal, state and local officials (and their staff), committees, organizations and stakeholders, of coordinating issues, problems, meetings, developments, support and a host of other scenarios. For scenarios that require an action on the part of the recipient, letters shall be mailed to recipients on a timely basis, allowing a reasonable time for them to respond in appropriate fashion.

2. Public Meetings and Workshops (besides public education this is also a method of public input)

Public meetings and/or workshops shall be conducted in all cases, at key milestones in all individual project development and in the development of the LRP (see Section XIII.A. for public meeting requirements for the LRP). Public meetings may be used in other planning activities as well, as is appropriate.

B. Public Input

1. Citizens' Committees: There are many and varied citizens' committees that play a role in transportation planning activities. These groups, when educated properly and notified early, are an asset to the public involvement process. They are generally made up of individuals who care enough about the issues to have joined the committee in the first place. They are conscientious enough to be in attendance when issues and projects are discussed and they have the potential to be a good measure of the public pulse.

- a. Citizen's Advisory Committee

This standing committee has membership that is static, with the perpetual representation of various groups, such as the disabled, ethnic minorities and other interested parties. The CAC shall meet quarterly and the members shall be kept abreast in this fashion, of current transportation initiatives, plans and projects. WCIEDD shall keep a mailing list of committee members names and the groups they represent, and shall mail out notice of meetings in a timely manner. Meetings will be held in ADA-compliant facilities.

- b. Community Organizations

Community organizations play a role in transportation planning in order to bring an element to the table that may be particularly helpful to certain planning processes or projects. Sometimes these groups will lend their support, in the form of letters, or in providing project-relevant information, or even in in-kind donations and/or monetary contributions to projects. These organizations also contribute to the process in the same way advisory committees, do, sharing their own views on transportation planning activities and projects. WCIEDD shall make a concerted effort to notify and involve applicable community organizations in planning activities.

- c. Stakeholder Committees and Special Interest Groups

These groups are often involved in transportation planning on a project-by-project basis. They could be entities in a project area that will be affected in some way (whether positively or negatively), citizen groups that live in the project area, or groups that want to see a specific design option implemented. Scenarios are unlimited. WCIEDD will make a diligent effort to ensure that potential stakeholders and special interest groups are identified and aware of all pertinent transportation planning issues.

2. Surveys: Surveys can be used as deemed appropriate, for receiving public feedback on transportation projects, initiatives, and other transportation planning activities. This technique can be particularly advantageous when the format provides points of reference on how a project or initiative may be considered, allowing the public to choose from alternatives and consider ideas they may not have been aware were options, rather than write out their opinion in essay form. These same surveys can also provide opportunities for people to detail options or ideas that may not have been articulated within the options provided. In this manner, the public has a choice of response that best works for them, yet provides needed feedback to planners and officials.

C. Coordination and Consultation with Elected Officials (indirect)

Coordination and Consultation with elected officials (indirect public involvement) and their representatives shall be early and ongoing in all cases, in all transportation planning activities. This may be accomplished through the use of meetings, letters, phone calls, email, memos and any other appropriate and convenient means.

## VIII. Public Involvement Venues

A. Internet

The Internet shall be used in a variety of ways to support and promote public involvement in transportation planning activities. WCIEDD maintains a website at [www.westcentralin.com](http://www.westcentralin.com). The WCIEDD website will both convey information and also serve as a forum to receive public input. Copies of the LRP, TIP and UPWP shall be available on the website, and a Community Leader's Survey shall be posted, During LRP development, on the Transportation Department page. During the project development process, some consulting firms post meeting notes, design concepts and timelines to be viewed by the public, planners, and other interested parties. Whenever possible, WCIEDD will encourage project consultants to make this option available to the public.

B. West Central Indiana Economic Development District

As the Metropolitan Planning Organization for Terre Haute and Vigo County, it shall be a matter of policy for WCIEDD to retain copies of the LRP, TIP and UPWP for viewing by all interested parties, at the WCIEDD office, at 1718 Wabash Avenue, Terre Haute, Indiana. WCIEDD is ADA-compliant.

C. Vigo County Public Library

Copies of the LRP, TIP, UPWP, Transit DBE Reports, Federal Title VI Codes and federal and state transit policies shall be kept as reference materials at the Vigo County Public Library, as a matter of policy. The Vigo County Public Library is ADA-compliant.

D. Public School Classrooms

As of the drafting of this document, the concept of using public school classrooms as a public education venue is a precedent in Vigo County. This will be explored when the appropriate opportunity (scenario) arises.

## IX. Transportation Planning Documents and their Public Involvement Strategies

There are three major transportation planning documents mandated by the federal government that must be developed by MPOs: the Long-Range Transportation Plan (LRP), the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP). To ensure explicit compliance with all public involvement statutes applicable to these important documents, and to provide ready, practical strategies for WCIEDD, local public officials and planning staff in the planning process for the above-mentioned documents, public involvement strategies for each have been detailed below in sections A through C. As noted in Section VII, **a strategy is a collection of techniques, customized to a specific project, plan or initiative. The following strategies will be employed as a matter of policy, for the listed documents.**

A. *The Terre Haute/Vigo County Long-Range Transportation Plan*

The *Long-Range Transportation Plan* is a federally mandated document that covers a twenty-five year planning horizon and must be updated every five years in planning areas that are designated "attainment" for air quality (compliant with federal air quality standards). In Vigo County, the *Long-Range Transportation Plan* must be updated every four years (per the recently passed SAFETEA-LU Highway Bill), since this county is one that was recently redesignated from a "nonattainment" area (noncompliant

with federal air quality standards) to an attainment area. Vigo County was redesignated an attainment area for the 8-Hour ozone National Ambient Air Quality Standard (NAAQS) on February 6, 2006, by the Environmental Protection Agency (EPA). This redesignation comes with the qualification that Vigo County must be a "maintenance" area for twenty years following its redesignation; this is the reasoning behind the four-year update for the *Terre Haute/Vigo County Long-Range Transportation Plan*.

**Public Involvement for the Terre Haute/Vigo County Long-Range Transportation Plan shall consist of five elements: 1) a Community Leadership Survey, 2) at least 3 Long-Range Plan advisory meetings (which include representation and consultation with City of Terre Haute and Vigo County officials), 3) 2 public information workshops, 4) a final Long-Range Plan adoption meeting (or more, if necessary), and 5) the display of the final LRP on the WCIEDD website, at the WCIEDD address, at 1718 Wabash Ave, at the Vigo County Public Library and through other forums.**

1. Plan Advisory Committee: This committee is organized for the purpose of providing feedback at key milestones in the Long-Range Plan (LRP) preparation process. The committee shall be composed of representatives of the local and state legislative bodies, transportation agencies, economic development agencies and interests, and citizen interest groups. More specifically, representatives of the following core interests shall be included as members of the LRP Advisory Committee:

--the City of Terre Haute	--the Town of Riley
--the Town of West Terre Haute	--the Town of Seelyville
--Vigo County	--the Indiana General Assembly
--Chamber of Commerce	--Homebuilders Association
--Vigo County School Corporation	--the Terre Haute Economic Development Association
--INDOT representatives	--West Central Indiana Economic Development District
--higher education institutions	--business and industry representatives
--freight representatives	--Vigo County Air Pollution Control
--FHWA and FTA representatives	--Terre Haute Regional Airport Authority
--all members of the WCIEDD Technical and Policy Committees	

The aforementioned interests are not an exhaustive list. Representatives of other interests may be added as the need for such representation arises.

2. Community Leaders Survey: The Community Leaders Survey is used to help confirm (or modify) the transportation vision for Vigo County and to guide planning activities and long-range project selection. This survey is made up of key questions relating to local transportation projects, issues, problems, needs and initiatives. The timely survey will have questions on it that reflect, as currently as possible, the state of the transportation system at that point in time. For example, in 2005, the survey for the Terre Haute/Vigo County LRP for the year 2030 was updated to incorporate trails and greenways system questions into it; these questions had not been a constituent of past LRP surveys. The LRP Advisory Committee is a recipient of the surveys, as well as individuals from a mailing list derived from a Chamber of Commerce list containing the names of representatives of businesses with over fifty employees.
3. Public Information Workshops: These provide an opportunity for a two-way exchange between planners and the public. At these meetings, the West Central Indiana Economic Development District (and the consulting firm that produces the LRP) shall provide information, in the form of exhibits, handouts and verbal elaboration. A minimum of two public information workshops shall be conducted during the LRP process.

Handouts to be distributed at the first (introductory) public information workshop shall consist of the following:

- an executive summary of the proposed LRP,
- a map or maps of Vigo County that show committed and future projects,

- a listing of projects by phasing (this listing should include implementing agencies, project costs, funding sources, and projected funding levels and should be fiscally constrained), and
- public comment questionnaires (to provide a *written* outlet for the public to express their views on the proposed LRP).

The attending public shall be afforded an opportunity to respond to the introductory presentation of the LRP in the meeting. A staff member should be on hand to record comments and/or questions, for future address, if necessary. Attendees should be informed as to when their questions will be answered as well, if an answer is not forthcoming at the time they ask.

A second public meeting shall be held at the time the completed, draft LRP is available. An executive summary shall be distributed to all attendees and all written public comments received during the development period should be recorded, *with answers to them*, and distributed to those present. This written record shall be included in an appendix of the LRP.

4. Adoption Meetings: *At least two* adoption meetings shall be held with the WCIEDD Policy Committee, and with Terre Haute and Vigo County Councils, once the initial LRP development process is complete. The Policy Committee shall meet *before* city and county officials meet, as they must adopt the LRP before it may move forward for city and county councils to approve. In each of the adoption meetings, the following practices shall be adhered to:
  - A draft executive summary shall be distributed,
  - along with a map or maps of Vigo County that show committed and future projects and a listing of them by time period (phasing). This listing should include implementing agencies, project costs, funding sources, and projected funding levels (and should be fiscally constrained).
  - A thorough Power Point presentation of the key elements of the LRP shall be given, and
  - A question and answer period shall follow the presentation.

In the event that city and county officials cannot all meet on the same day for a LRP Presentation, it will be necessary to hold enough meetings to allow all of the Vigo County Commissioners, the Vigo County Council and the Terre Haute City Council to view the LRP presentation for the purpose of endorsement.

5. Display of the *LRP* on the WCIEDD website and other venues: The final LRP shall be available for inspection at the following locations:
  - on the WCIEDD website and may be viewed at [www.westcentralin.com](http://www.westcentralin.com)
  - at the WCIEDD office, at 1718 Wabash Avenue, Terre Haute, Indiana, and
  - at the Vigo County Public Library, 1 Library Square (7<sup>th</sup> and Poplar Streets), Terre Haute, Indiana.

Copies of the *LRP* will also be available for inspection at the offices of the county commissioners, city engineer and Area Planning.



## B. The *Transportation Improvement Program*

The *Transportation Improvement Program* is a federally mandated document (all cities above 50,000 in population must develop a *TIP*) that contains all local and state highway, transit, and Transportation Enhancement projects, with their funding sources and tentative schedule for implementation. The *TIP* was formerly designed to cover a three-year planning period (TEA-21) and to be updated on an annual basis. It covered a period beginning July 1 of the first year and ending June 31<sup>st</sup> of the third year. With the advent of the SAFETEA-LU Transportation Bill, the *TIP* transitions to a four-year document, instead of three. The *TIP* is a subservient document to the *LRP* and should be consistent with the vision, objectives and projects included in the *LRP*. The *TIP* is a dynamic document and will be amended on an ongoing basis, as *LRP* projects progress and evolve, in terms of priority and funding sources.

Note: a *TIP* is allowed the flexibility to be “rolled over” for one year if the MPO sees fit, for whatever reason, to do such. For example, in the year 2005, the MPO experienced a loss of staff during the customary *TIP* development period, consequently the 2005-2007 *TIP* was rolled over into the year 2006 to be the “standing” document (instead of a 2006-2008 *TIP*). The next *TIP* to be developed, consequently, would cover the years 2007-2010, incorporating the new time frame spelled out in SAFETEA-LU.

**Public Involvement for the *TIP* shall consist of 1) coordination between the MPO, local and state governmental agencies and the Terre Haute/Vigo County Technical Advisory and Policy Committees, in one or more *TIP* development meetings, 2) participation of the Citizen’s Advisory Committee through one or more *TIP* presentations and advisory meetings, 3) an endorsement meeting of the Policy Committee (which includes representatives of Terre Haute and Vigo County government and transportation interests), and 4) display of the *TIP* in publicly accessible places.**

1. Coordination between WCIEDD, local and state governmental agencies and the Terre Haute/Vigo County Transportation Technical Advisory and Policy Committees: The groundwork for the *TIP* will have already been laid through the development of the *Terre Haute/Vigo County Long-Range Transportation Plan*. At the time of *TIP* Development, the MPO shall consult first with the Technical Advisory and Policy Committees, in one or more development meetings, to determine project selection priorities based on the *LRP*, funding availability, scope and the pace of individual project advances.
2. Participation of the Citizens’ Advisory Committee (CAC), through one or more advisory meetings: After *TIP* development meetings have been held and the coordination between WCIEDD, local and state agencies, and the Terre Haute/Vigo County Technical Advisory and Policy Committees have produced a draft *TIP*, the WCIEDD shall host a meeting of the Citizens’ Advisory Committee and all interested parties, to solicit feedback on the draft *TIP*. A question and answer period shall be provided during the Citizens’ Advisory Committee Meeting. Again, to the extent that the assumption can be made that the *TIP* is a more detailed, shorter ranged document reflecting the vision, goals and project priorities of the *LRP*, as mentioned above, the capacity of planners to satisfactorily address questions or concerns raised by the public *should* be adequate in this meeting.
3. Policy Committee Endorsement: Once the public comments have been considered, the final draft of the *TIP* has been completed and the above public involvement process has been satisfied, the *TIP* should be submitted to the Policy Committee for endorsement.
4. Display of the *TIP* in publicly accessible places: The *TIP* shall be available for inspection at WCIEDD, 1718 Wabash Avenue, Terre Haute, Indiana, and on the Internet, at [www.westcentralin.com](http://www.westcentralin.com).

C. *The Unified Planning Work Program (UPWP)*

The *Unified Planning Work Program (UPWP)* is an annually developed document, prepared in consultation with FHWA, INDOT, the WCIEDD Technical and Policy Committees (constituents of which are City of Terre Haute and Vigo County government representatives and their technical experts). The document spells out, by individual task, every work activity to be engaged in for the planning year, whether it be a task done in coordination with the state of Indiana or whether within Terre Haute and Vigo County. Activities are detailed individually under the following categories: 1) Transportation Systems Management, 2) Long-Range Transportation Plan Development, 3) Transportation Planning and Coordination, 4) Transportation Improvement Program, 5) Transit Development Initiatives, and 6) Transit Ridership Surveys. Within each category contains an itemized listing of every task or objective to be accomplished in the planning year. The *UPWP* is a subservient document to the *Long-Range Transportation Plan* and the *Transportation Improvement Program* and therefore must be a reflection of the vision, objectives, projects and timelines that are in the *LRP* and *TIP*. No public notice is required for the consideration or adoption of the *UPWP*; however WCIEDD has taken the initiative to provide the public with an opportunity to see the *UPWP*, if desired.

**Public involvement for the *UPWP* shall consist of the following initiatives: 1) the document will be available for inspection at the WCIEDD office, at 1718 Wabash Avenue, in Terre Haute, and 2) the *UPWP* will be posted on the WCIEDD website, at [www.westcentralin.com](http://www.westcentralin.com) .**

X. **Transit**

The Terre Haute Transit Utility employs the Terre Haute Transit Utility Citizens Advisory Committee and Disabled Advisory Committees (CAC/DAC) to accomplish public involvement objectives. This dual committee meets quarterly but has the provision to meet whenever the chairperson deems it necessary. The committee consists of representatives of the following entities:

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|--------------------------------------|----------------------------|
| --Civic or Neighborhood Associations | --Business Groups          |
| --Civil Rights Groups                | --Community Service Groups |
| --Educational/Research Institutions  | --Religious Organizations  |
| --Environmental Groups               | --Unaffiliated Citizens    |

Article IV of *Terre Haute Transit Utility Citizens Advisory Committee and Disabled Advisory Committee Bylaws* defines the duties and responsibilities of the CAC/DAC as such:

1. Provide an information link between the public and the Terre Haute Transit Utility System with regard to public involvement practices;
2. Develop new ideas and provide input which will ultimately expand the role and image of transit in the Community;
3. Discuss future capital improvements;
4. Provide suggestions and comments on existing and future scheduling, routes, public information, advertising, and other services provided by the Transit Utility;
5. Represent your organization or area of interest by discussing with transit officials ways that the system will improve its relationship with the community.

The Terre Haute Transit Utility CAC/DAC members are listed in Appendix I of the *Terre Haute Transit Utility Citizens Advisory Committee and Disabled Advisory Committee Bylaws*. See also **Section VII, Components of the Public Involvement Process**, for any specific public involvement policies applicable to the above-listed CAC/DAC Committee.