

# **ST. JOSEPH AREA**

*Long Range Transportation Plan*



## *Year 2035 Long Range Transportation Plan*

# *Public Involvement Plan*

*Prepared for the  
St. Joseph Area Transportation Study Organization  
(SJATSO)*

*May 21<sup>st</sup>, 2008*

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## **St. Joseph Area Long Range Transportation Study Organization**

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Metropolitan Planning Organizations (MPO's) are agencies that administer the federally required transportation planning process in urbanized areas greater than 50,000 population. In the St. Joseph Area, this organization is called the St. Joseph Area Transportation Study Organization (SJATSO). Under the authority of the Federal Highway Administration and Federal Transit Administration, and in conjunction with the States of Missouri and Kansas, SJATSO is responsible for developing transportation plans and funding programs for the St. Joseph Area. SJATSO is governed by a Coordinating Committee that includes representatives from area governments. These include in Missouri: the Counties of Buchanan and Andrew, Cities of St. Joseph and Savannah, and the Village of Country Club; in Kansas: the County of Doniphan, Cities of Wathena and Elwood.

The plans and programs of the MPO provide for the development of an integrated, intermodal transportation system that facilitates the efficient movement of people and goods, considers all modes of transportation, and supports community and economic development goals. One of the major "tools" for developing this intermodal transportation system is the Long Range Transportation Plan (LRTP), which establishes policies and priorities for future investment. The current plan, adopted in 2005, looks out to the year 2030. Over the course of the next two years, SJATSO will be updating its plan, looking toward the year 2035. Public involvement is a critical part of developing this update.

## **Long Range Transportation Plan Steering Committee**

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Prior to the kick-off of the St. Joseph Area 2035 LRTP, the Coordinating Committee formed a Steering Committee to oversee and guide the work for the update of the LRTP. It is comprised of individuals from the various jurisdictions and agencies represented by the MPO. Non-voting, ex officio members include transportation agency representatives. Working with URS Corporation, the consultant for the project, the Steering Committee will meet at key decision points to guide and provide input into the process.

Key responsibilities of the Steering Committee include:

- Assist in developing this Public Involvement Plan that actively seeks the input and participation from the municipalities, agencies, businesses and residents within the St. Joseph Area.
- Communicate with organizations they represent and assist with other public involvement activities
- Develop updated LRTP goals and objectives
- Balance and prioritize competing public objectives
- Establish and recommend priorities for area transportation needs
- Provide input into developing solutions and refining recommendations

Members of the LRTP steering committee participating in the St. Joseph Area 2035 LRTP are shown below.

**Table 1: LRTP Steering Committee Members**

<b>Steering Committee Member</b>	<b>Affiliation</b>
Dan Hegeman	Andrew County
Dick DeShon	Artesian Ice & Cold Storage
Dan Hausman	Buchanan County
Bill Kretzer	City of Savannah
Jerry Russell	City of St. Joseph
Bob Dempster	Commerce Bank
Dave Gach	Dave's Diesel Service
Galen Weiland	Doniphan County Economic Development
Vic Henkoski	Former UP Rail employee, Transit User
Lori Hanson	MERIL, ADA, Title VI
Wes Revels	Quad States Trail Foundation
Kurt Janicek	St. Joseph Transit
Marvin Ed Chrisman	Village of Country Club
<b>Ex-Officio Members</b>	
Mark Huffhines	Federal Highway Administration-Kansas
Donny Hamilton	Federal Highway Administration-Missouri
Daniel Nguyen	Federal Transit Administration
Allison Smith	Kansas Department of Transportation
Joni Adamson	Missouri Department of Transportation
Shannon Kusilek	Missouri Department of Transportation

### **Public Involvement Requirements**

This Public Involvement Plan is guided by both requirements as well as best practices for public participation. It is also heavily influenced by the experience of previous public involvement efforts. Section 3.0 of the current LRTP provides an overview of the activities used during its development. Because of the importance of public participation in a democracy, different levels of government emphasize public participation and establish specific requirements for it. Below are summaries of requirements related to transportation planning as well as those that address involvement and impacts on minority and low income communities. These latter requirements are often referred to as Title VI and/or Environmental Justice.

## *Transportation-Related Public Involvement Requirements*

### Statewide Transportation Planning

23 USC Section 135 (e) (3) (A)

“In developing the long-range transportation plan, the State shall provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, providers of freight transportation services, and other interested parties with a reasonable opportunity to comment on the proposed plan...”

### Metropolitan Planning - Consultation

49 USC Sections 5303 (i) (4) (A)

“In each metropolitan area, the metropolitan planning organization shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan.”

### Metropolitan Planning - Participation by Interested Parties

49 USC Sections 5303 (i) (5) (A) – (C)

“ Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.”

“A participation plan...shall be developed in consultation with all interested parties; and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan...the metropolitan planning organization shall, to the maximum extent practicable hold any public meetings at convenient and accessible locations and times; employ visualization techniques to describe plans; and make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information...”

### MoDOT’s Long-Range Transportation Direction - Missouri Department of Transportation

“Ensuring that citizens have the chance to participate in the transportation decision-making process is a growing concern nationally, and MoDOT recognizes the importance of its obligation to provide these opportunities for all Missourians. MoDOT will work with its local and national transportation partners to provide opportunities for all Missourians to participate in the transportation decision-making process.”

Kansas Long Range Transportation Plan Public Involvement Report – Kansas Department of Transportation (KDOT)

“KDOT’s Public Involvement Program is built on a solid foundation, one that calls on public involvement to be a way of life at the agency not just an event.”

*Environmental Justice Regulations<sup>1</sup>*

The need to consider Environmental Justice is embodied in many laws, regulations, and policies, including, but not limited to, the following:

- Title VI of the Civil Rights Act of 1964 (Title VI)
- National Environmental Policy Act of 1969 (NEPA)
- President’s Executive Order 12898 on Environmental Justice, 1994
- U.S. DOT Order 5610.2 Implementing Executive Order 12898, 1997
- Section 109(h) of Title 23
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA)
- The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Title VI of the Civil Rights Act of 1964 (Title VI)

Title VI of the Civil Rights Act of 1965 states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

National Environmental Policy Act of 1969 (NEPA)

NEPA established a U.S. national policy promoting the enhancement of the environment, including requirements for formal analysis of environmental impacts of major federal government actions (Environmental Impact Statements and Environmental Assessments). The law also established the President’s Council on Environmental Quality (CEQ), which maintains regulations implementing the law. Environmental impacts considered include hydrological/geological, biological/ecological, social, and health in addition to more recent requirements related to archeological, historical, cultural, and financial impacts. Subsequent Presidential Executive Orders and legislation clarify consideration of impacts on low income and minority communities.

Executive Order 12898 on Environmental Justice

EO 12898, instated February 11, 1994, further reinforces Title VI by requiring that Federal agencies make environmental justice part of their mission. Specifically, agencies are required to

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<sup>1</sup> The AASHTO Center for Environmental Excellence contains additional reference information on Environmental Justice. It can be found at: [http://environment.transportation.org/environmental\\_issues/environmental\\_justice/](http://environment.transportation.org/environmental_issues/environmental_justice/)

consider, identify and correct programs, policies, and activities that have disproportionately high and adverse human health or environmental effects on minority and low-income populations. EO 12898 also tasks Federal agencies with ensuring that public notifications regarding environmental issues are concise, understandable, and readily accessible. Socioeconomic and demographic data were studied to determine if a disproportionate number (greater than 50 percent) of minority or low-income people have the potential to be adversely affected by the alternatives.

#### U.S. DOT Order 5610.2 Implementing Executive Order 12898

The intent of the Department of Transportation Order on Environmental Justice (DOT Order 5610.2), dated April 15, 1997, is to integrate the goals of EO 12898 into DOT operations. This is to be done through a process developed within the framework of existing requirements; primarily NEPA, Title VI, URA (as amended), current Federal transportation legislation, and other DOT applicable statutes, regulations and guidance that concern planning; social, economic, or environmental matters; public health or welfare; and public involvement. FHWA Order 6640.23 (December 2, 1998) also establishes policies and procedures specific to the Federal Highway Administration (FHWA) for use in complying with Executive Order 12898.

#### The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA)

The objectives of the URA are to provide uniform, fair and equitable treatment of persons who are displaced in connection with federally funded projects; to ensure relocation assistance is provided; to ensure that decent, safe, and sanitary housing is available within the person's financial means; to help improve the housing conditions of displaced persons currently living in substandard housing; and to encourage and expedite acquisition of property without coercion.

#### The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Enacted in 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) placed additional emphasis on environmental stewardship, the consideration of environmental issues as a part of metropolitan and statewide transportation planning, and the linking of planning and the environmental assessment process. Each of these aspects strengthens the linkages between planning and environment and creates opportunities to examine the potential for environmental justice issues early on and throughout the project delivery process.

#### *Americans With Disabilities Act (ADA)<sup>2</sup>*

The Americans with Disabilities Act of 1990 (ADA) stipulates involving those with disabilities in the development and improvement of services. In highway planning, it is essential in development of access at sidewalks and ramps, street crossings, and in parking or transit access facilities. Also, sites where public involvement activities are occurring, as well as the information presented, must be accessible to persons with disabilities.

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<sup>2</sup> Source: Federal Highway Administration web site: <http://www.fhwa.dot.gov/reports/pittd/ada.htm>

ADA requires specific participation activities -- particularly for paratransit plans. These include the following, which are also appropriate for the development of the Long Range Transportation Plan:

- outreach (developing contacts, mailing lists, and other means of notification to participate)
- consultation with individuals with disabilities
- opportunity for public comment
- accessible formats
- public hearings
- summaries of significant issues raised during the public comment period
- ongoing efforts to involve the disability community in planning.

### *Persons with Limited English Proficiency*

Executive Order 13166, issued August 11, 2000, requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP) and, without unduly burdening the agency, develop and implement a system to provide those services. It also requires that Federal agencies work to ensure that recipients of Federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. The Policy Guidance Document "Enforcement of Title VI of the Civil Rights Act of 1964 - National Origin Discrimination Against Persons With Limited English Proficiency" (LEP Guidance) sets forth compliance standards to ensure that programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI's prohibition against national origin discrimination.

### **Approach to Public Involvement**

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The SJATSO Coordinating Committee is responsible for regional transportation policy and has the responsibility of adopting the Long Range Transportation Plan as well as shorter-term funding priorities. Its members represent the different communities in the St. Joseph Area. The ultimate goal of public involvement is to provide opportunities for members of the public to influence the Long Range Transportation Plan, its policies and its priorities. Clarifying how, when and to what extent they can influence the outcome will be part of ongoing communication.

The Public Involvement Plan outlines a number ways to identify and involve people in ways that are effective and meaningful. Because there are so many people affected by transportation services, it is important to identify and engage individuals and organizations that represent a wide variety of experiences and perspectives on transportation. These can range from individuals who rely exclusively on public transit to business owners concerned about access and congestion. The plan will represent the broad public interest rather than any one specific group. Consequently, involvement in the plan's development must include more than those who are highly motivated to participate.

The LRTP Steering Committee embraces the International Institute for Public Participation (IAP2) Core Values for the Practice of Public Participation, as outlined below.

**Table 2: IAP2 Core Values for the Practice of Public Participation<sup>3</sup>**

1. Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
2. Public participation includes the promise that the public's contribution will influence the decision.
3. Public participation promotes sustainable<sup>4</sup> decisions by recognizing and communicating the needs and interests of all participants, including decision makers.
4. Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
5. Public participation seeks input from participants in designing how they participate.
6. Public participation provides participants with the information they need to participate in a meaningful way.
7. Public participation communicates to participants how their input affected the decision.

The following sections describe the many different levels of public involvement that will be included in the long range transportation planning process.

### ***Identifying and Informing Stakeholders***

A stakeholder is someone who has something at stake. In this case, stakeholders include people who are affected by how, when and where transportation investment occurs. Stakeholders may include people who have some direct involvement in the transportation system (e.g., Public Works staff) or they may simply be a user or beneficiary of transportation services (e.g, a commuter). In order to participate in the planning process, stakeholders must be aware that the planning process is occurring. Much of this effort will occur at the beginning of the planning process, though it will also occur intermittently throughout the process.

The planning process will include a number of milestones where the public must be informed about opportunities to influence the direction of the planning process and its eventual outcomes. Because of competing demands on people's time and attention, as well as different communication styles and comfort levels, communication strategies must be varied. A direct mailing might be appropriate to some people, for example, while personal contact may be required to reach others. While some people might gravitate to the regional planning process, others may require more personal contact and coaxing. When necessary, the planning process will come to them.

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<sup>3</sup> Copyright 2007 International Association for Public Participation (IAP2)

<sup>4</sup> In this case, the term "sustainable" means that the decision is not likely to change or be overturned in the near future.

Appendix A identifies a working list of stakeholder groups. Tools and techniques to inform stakeholders include the following. Each of these efforts will be documented:

- Newsletter
- Media release
- Targeted mailing
- Project web site
- E-Mail distribution list
- Cable TV promotion
- In-person briefings (e.g., public officials, boards of civic organizations)
- Informal networks of contacts
- Frequently Asked Questions resource (print and web)

### *Consulting with Stakeholders*

Another level of public involvement involves consultation. The general public and various stakeholders are important sources of information and feedback. This includes information on transportation conditions; the experiences, needs, and desires of transportation users; and the expectations, concerns or wishes about the future. In reviewing products from the planning process, stakeholders will let us know whether or not what is presented reflects their understanding and objectives.

Tools and techniques to consult with stakeholders include the following. Each of these efforts will be documented or summarized for the Steering Committee, inventoried on the project web site, and include responses to specific questions and feedback.

- Information about operations, physical conditions and trends from transportation providers
- General public opinion scientific survey (by telephone)
- Survey of employees at large employers (written)
- Transit user survey (in person)
- Special presentations/feedback sessions (e.g., public officials, boards of civic organizations)
- E-mail and written correspondence to project manager
- Feedback from materials reviewed at public meetings, on-line and at libraries, city halls, community centers, etc.

### *Direct Stakeholder Involvement*

Direct involvement of stakeholders means working more closely with them during the process to ensure the concerns and objectives are understood and fully considered. The emphasis of these activities is that the LRTP Steering Committee, project managers and consultants are committed to working with these groups to seriously consider, if not fully incorporate, the objectives of these groups.

This type of public participation includes opportunities for different groups to come to common understandings and learn from each other. Smaller, but representative groups will be engaged to dig more deeply into questions of transportation problems, policies, priorities, and long-term objectives. These activities will include both randomly selected individuals as well as targeted groups of stakeholders that have more direct influence on the transportation system.

Tools and techniques to involve stakeholders include the following. Each of these efforts will be documented or summarized for the Steering Committee and inventoried on the project web site:

- Community Focus Groups that include citizens of the St. Joseph Area
- Leadership Focus Groups that include public officials and service providers

### ***Key Stakeholder Collaboration***

Collaboration means partnering with key transportation agencies and service providers in this update to the Long Range Transportation Plan. Formulating the plan's ultimate recommendations and policies together will ensure that the vision of the LRTP is realistic, supported by each agency, and reflects a long-term vision informed by public participation. Primary means of this collaboration will include working sessions of the steering committee and/or SJATSO Coordinating Committee. Representatives of the general public (e.g., transit riders, civic groups, business organizations) may be specifically asked to participate in these sessions in some way to ensure that these voices are heard.

Tools and techniques to support stakeholder collaboration include the following. Each of these efforts will be documented or summarized and inventoried on the project web site:

- LRTP Steering Committee working sessions
- SJATSO Coordinating Committee working session
- Joint Steering Committee/Coordinating Committee working session

### **Milestones/ Work Tasks**

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The LRTP planning process includes a number of work tasks with milestones associated with them. Major milestones and public involvement phases are indicated below. Following these are the technical work tasks that the project managers and consultants will undertake and to guide public involvement and decision making. Finally, components of plan development are listed, each of which can be influenced by public involvement. Appendix B identifies the public involvement techniques, targeted stakeholder groups and key milestones in the decision making process.

#### ***Major Milestones***

- Project announcement and dissemination of Public Participation Plan
- Launch of transportation inventory and analysis

- Launch of major public input and consultation initiatives
- Completion of transportation inventory and analysis
- Survey and focus group results
- Release of draft investment/development scenario
- Release of Draft LRTP policies, recommendations and priorities

#### *Public Involvement Phases*

- Finalize Public Participation Plan for the update to the LRTP
- Continue to develop the list of stakeholders and refine techniques to target these groups
- Public input on transportation issues, problems, opportunities and objectives
- Review and input with regard to transportation inventory and analysis
- Involvement in development of LRTP policies, recommendations and priorities

#### *Transportation Inventory and Analysis*

- Inventory of comprehensive land use and economic development plans and policies
- Inventory and mapping of socioeconomic and development conditions and trend data
- Review of results of survey data and stakeholder focus groups
- Update and refinement of the Travel Demand Model
- Inventory and analysis of existing transportation system and its maintenance and performance
- Transportation safety and security analysis
- Inventory and analysis of environmental considerations
- Identification of existing and future operations and management strategies
- Review the cost effectiveness of alternatives to solve transportation network deficiencies
- Impact and service level analysis for disadvantaged populations
- Environmental resource mapping

#### *Development of LRTP Policies, Recommendations and Priorities*

- Update goals and objectives
- Develop evaluation criteria to guide the screening of long-range investment alternatives
- Review and evaluation of funding alternatives, financial coordination, and implementation strategies
- Development of short, medium and long range transportation priorities
- Future land use recommendations
- Future roadway recommendations and functional role
- Pedestrian and bicycle recommendations
- Transit system recommendations
- Travel Demand Management (TDM) plan
- Intelligent Transportation Systems (ITS) plan
- Aviation plan
- Environmental mitigation plan

## Appendix A: Stakeholders

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This inventory of stakeholders is not organized by order of importance. A more detailed inventory of stakeholders and contact information will be kept on file and updated on an ongoing basis. This will include information on the needs of the stakeholder related to dissemination of information, how best to involve them, and contacts that occur.

### Area Residents

- Andrew County
- Buchanan County
- Doniphan County
- City of Elwood
- City of Savannah
- City of St. Joseph
- Village of Country Club
- Racial/ethnic minority groups
- Low income residents/households

### Businesses and Business Organizations

- InterServ
- St. Joseph Chamber of Commerce
- St. Joseph Downtown Partnership

### Civic and Booster Organizations

- Community and Neighborhood Groups
- St. Joseph Area Convention & Visitors Bureau
- St. Joseph Bicycle Club

### Economic Development/Planning

#### Authorities

- Economic Opportunity Corporation of St. Joseph
- St. Joseph Regional Port Authority
- St. Joseph Riverfront Corporation

#### Elected Officials

- City Council and Mayors
- Planning Commissions
- State Legislators
- Transportation and Public Works Committees

### Human Services Organizations

- MERIL

### Institutions and Large Trip Generators

- Missouri Western State University
- Heartland Health

### Public Officials

- City Coordinators/Administrators
- Public Works Staff
- St. Joseph Park and Recreation District

### Transportation System Users

- Bicyclists
- Pedestrians
- Car drivers
- Transit riders
- Transit “dependent” individuals

### Transportation Agencies and Providers

- Andrew County Road Dept.
- Buchanan County Road Dept.
- Doniphan County Road Dept.
- St. Joseph Public Works Dept.
- St. Joseph Transit
- KDOT
- MoDOT
- Freight Rail
  - BNSF Rail
  - Union Pacific Rail

## Appendix B: Public Involvement Techniques

Technique	Primary Targeted Stakeholders	Timing	Major Milestones
<ul style="list-style-type: none"> <li>▪ Steering Committee</li> </ul>	<ul style="list-style-type: none"> <li>▪ Andrew County</li> <li>▪ Buchanan County</li> <li>▪ Doniphan County</li> <li>▪ City of Savannah</li> <li>▪ City of St. Joseph</li> <li>▪ Village of Country Club</li> <li>▪ Human Services Organizations</li> <li>▪ Business/Business Organizations</li> <li>▪ Freight Rail</li> <li>▪ St. Joseph Transit</li> </ul>	<p>Every four-to-six weeks</p>	<ul style="list-style-type: none"> <li>▪ Finalize Public Participation Plan for the update to the LRTP</li> <li>▪ Review update and refinement of the Travel Demand Model</li> <li>▪ Review results of transportation inventory and analysis</li> <li>▪ Review survey and focus group results</li> <li>▪ Review investment/development scenarios</li> <li>▪ Draft LRTP policies, recommendations and priorities</li> </ul>
<ul style="list-style-type: none"> <li>▪ Media release</li> <li>▪ Project web site</li> <li>▪ Cable TV promotion</li> <li>▪ E-Mail distribution</li> <li>▪ Frequently Asked Questions resource (print and web)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Area Residents</li> <li>▪ Transportation System Users</li> </ul>	<p>Intensive at beginning of process</p> <p>At major milestones</p>	<ul style="list-style-type: none"> <li>▪ Project announcement and Public Participation Plan dissemination</li> <li>▪ Survey and focus group results</li> <li>▪ Results of transportation inventory and analysis</li> <li>▪ Investment/development scenarios</li> <li>▪ Release of Draft LRTP policies, recommendations and priorities</li> </ul>

Technique	Primary Targeted Stakeholders	Timing	Major Milestones
<ul style="list-style-type: none"> <li>▪ Newsletter</li> <li>▪ Targeted mailing</li> </ul>	<ul style="list-style-type: none"> <li>▪ Elected Officials</li> <li>▪ Public Officials</li> <li>▪ Businesses Organizations</li> <li>▪ Civic Organizations</li> <li>▪ Economic Development Authorities</li> <li>▪ Human Services Organizations</li> <li>▪ Institutions and Large Trip Generators</li> <li>▪ Transportation Agencies and Providers</li> </ul>	<p>At major milestones</p>	<ul style="list-style-type: none"> <li>▪ Project announcement and dissemination of Public Participation Plan</li> <li>▪ Following survey and focus group results</li> <li>▪ Following results of transportation inventory and analysis</li> <li>▪ With draft investment/development scenarios</li> <li>▪ With release of Draft LRTP policies, recommendations and priorities</li> </ul>
<ul style="list-style-type: none"> <li>▪ In-person briefings</li> <li>▪ Informal networks of contacts</li> </ul>	<ul style="list-style-type: none"> <li>▪ Elected Officials</li> <li>▪ Area Residents</li> <li>▪ Racial/ethnic minority groups</li> <li>▪ Low income residents/households</li> </ul>	<p>Early in process</p>	<ul style="list-style-type: none"> <li>▪ With launch of major public input and consultation initiatives</li> <li>▪ Following results of survey and focus group</li> </ul>
<ul style="list-style-type: none"> <li>▪ Data re: operations, physical conditions and trends</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transportation Agencies and Providers</li> <li>▪ Economic Development/Planning Authorities</li> </ul>	<p>Early in process</p>	<ul style="list-style-type: none"> <li>▪ With launch of transportation inventory and analysis</li> </ul>

Technique	Primary Targeted Stakeholders	Timing	Major Milestones
<ul style="list-style-type: none"> <li>▪ General public opinion survey</li> </ul>	<ul style="list-style-type: none"> <li>▪ Area Residents</li> <li>▪ Transportation System Users</li> </ul>	<p>Mid-way through process</p>	<ul style="list-style-type: none"> <li>▪ With launch of major public input and consultation initiatives</li> </ul>
<ul style="list-style-type: none"> <li>▪ Survey of employees</li> </ul>	<ul style="list-style-type: none"> <li>▪ Businesses and Business Organizations</li> <li>▪ Institutions and Large Trip Generators</li> </ul>	<p>Mid-way through process</p>	<ul style="list-style-type: none"> <li>▪ With launch of major public input and consultation initiatives</li> </ul>
<ul style="list-style-type: none"> <li>▪ Transit user survey</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transit riders</li> <li>▪ Transit “dependent” individuals</li> </ul>	<p>Mid-way through process</p>	<ul style="list-style-type: none"> <li>▪ With launch of major public input and consultation initiatives</li> </ul>
<ul style="list-style-type: none"> <li>▪ Special presentations</li> </ul>	<ul style="list-style-type: none"> <li>▪ Elected Officials</li> <li>▪ Public Officials</li> <li>▪ Businesses and Business Organizations</li> <li>▪ Civic and Booster Organizations</li> </ul>	<p>Mid-way through process</p> <p>With release of draft LRTP</p>	<ul style="list-style-type: none"> <li>▪ Following results of transportation inventory and analysis</li> <li>▪ Following completion of public input and consultation initiatives</li> </ul>
<ul style="list-style-type: none"> <li>▪ Community Focus Groups</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bicyclists</li> <li>▪ Car drivers</li> <li>▪ Transit riders</li> <li>▪ Transit “dependent” individuals</li> <li>▪ Racial/ethnic minority groups</li> <li>▪ Low income residents/households</li> </ul>	<p>Mid-way through process</p>	<ul style="list-style-type: none"> <li>▪ With launch of major public input and consultation initiatives</li> </ul>

Technique	Primary Targeted Stakeholders	Timing	Major Milestones
<ul style="list-style-type: none"> <li>▪ Leadership Focus Groups</li> </ul>	<ul style="list-style-type: none"> <li>▪ Elected Officials</li> <li>▪ Public Officials</li> <li>▪ Transportation Agencies and Providers</li> <li>▪ Human Services Providers</li> <li>▪ Business Organizations</li> <li>▪ Civic and Booster Organizations</li> </ul>	<p>Mid-way through process</p> <p>With release of draft LRTP</p>	<ul style="list-style-type: none"> <li>▪ Following completion of major public input and consultation initiatives</li> <li>▪ Following draft investment/development scenarios and/or draft LRTP</li> </ul>
<ul style="list-style-type: none"> <li>▪ LRTP Steering Committee working sessions</li> <li>▪ SJATSO Coordinating Committee working session</li> <li>▪ Joint Steering Committee/Coordinating Committee working session</li> </ul>	<ul style="list-style-type: none"> <li>▪ LRTP Steering Committee</li> <li>▪ SJATSO Coordinating Committee</li> <li>▪ Represented organizations and agencies</li> </ul>	<p>Toward end of process</p>	<ul style="list-style-type: none"> <li>▪ Following results of transportation inventory and analysis</li> <li>▪ Following completion of major public input and consultation initiatives</li> <li>▪ With completion of investment/development scenarios</li> </ul>