

### **3. PUBLIC AND AGENCY PARTICIPATION**

Public participation was a vital part of the DTOGS project and took many forms. The DTOGS project employed committees, public meetings, various media (including the internet), and surveys, in addition to small-group discussions that provided valuable information used to make project decisions. Further, as required by the FTA New Starts process, the DTOGS project developed a Public Participation Plan (dated October 2006). The findings of various outreach methods are presented in subsequent sections of this document, coinciding with project milestones.

#### **3.1 Public Participation Process**

The purpose of the public participation process was to support decision-making efforts and encourage an open, collaborative approach regarding a balanced transportation system. The key was to actively involve the community to create enthusiasm and consensus for rapid transit within the project area. The DTOGS project public participation process approach was to fulfill the following principles:

- Communicate with and involve local residents in refining the proposed alternatives.
- Communicate with and educate the public, neighborhoods, and agencies in the project area on the opportunities and impacts the proposed alternatives present for their community and/or area of interest.
- Involve local residents in the decision-making process, thereby create a sense of public ownership of the project.
- Gain insight into the issues of greatest concern or interest to the public and municipalities of the DTOGS project area and incorporate them into decision making factors.
- Meet or exceed the requirements and intent of federal, state, and local public involvement policies in a manner that is consistent with the federal NEPA process.

## 3.2 Outreach Techniques

The following outreach techniques were utilized throughout the project to communicate with and educate the public, in addition to regularly scheduled meetings, workshops, and briefings:

- Open houses and informational meetings
- Project web site
- Newsletters
- Presentations to the Technical Committee, the public and other organizations
- Media alerts and news releases
- Interviews with key stakeholders
- Surveys

## 3.3 Committee Structure

Project guidance was carried out by the DTOGS Technical Committee that met monthly and at key milestones throughout the study process to provide guidance, to discuss interim results, and to review products. Project milestones included the development of Purpose and Need Statements; study goals and objectives; detailed definition of alternatives; ridership forecasts; and order-of-magnitude capital and operating and maintenance costs. The Technical Committee was comprised of staff from agencies within the DTOGS area plus county, regional, state and federal agencies.

- City of Detroit – Transportation Public Works, Planning and Development, Municipal Parking, Coleman A Young International Airport, Environmental Affairs, and Public Lighting
- Wayne County
- City of Dearborn
- City of Hamtramck
- City of Highland Park
- Detroit Economic Growth Corporation (DEGC)
- Eastern Market Corporation
- Federal Highway Administration
- Federal Transit Administration
- HP Devco
- Michigan Department of Transportation (MDOT)
- Regional Transportation Coordinating Council (RTCC)
- SEMCOG
- Congresswoman Carolyn Kilpatrick’s Office.

The following Detroit area policymakers and stakeholders (a group comprised of elected officials and representatives from business, healthcare, civic, entertainment, education and public agencies) also provided guidance:

- Larry Alexander, President and CEO, Detroit Convention & Visitors Bureau
- Katherine Beebe, Executive Director, Eastern Market Corporation
- Arthur Blackwell, Financial Manager, City of Highland Park
- Richard Blouse, President and CEO, Detroit Regional Chamber
- Donna Burke (representing Gail Torreano), Vice President, External Affairs, AT&T
- Honorable Kenneth Cockrel, City Council President, Detroit City Council
- Matthew Cullen, General Manager, Economic Development and Enterprise Services, General Motors Corporation
- Peter Cummings, Chairman, RAM Development Company
- Michael Duggan, CEO, Detroit Medical Center
- John Hertel, Executive Director, Regional Transit Coordinating Council
- Harvey Hollins (representing Irvin Reid), Vice President, Government and Community Affairs, Wayne State University
- Atanas Ilitch, President, Olympia Development
- Dr. Curtis Ivey, Chancellor, Wayne County Community College District
- Denise Knoblock Starr (representing Peter Karmanos), Chief Administrative Officer, Compuware
- Saundra Nelson (representing Robert Ficano), Wayne County Department of Public Service, Wayne County
- James Nicholson, President and CEO, PVS Chemicals, Inc.
- Megan Owens, Executive Director, Transportation Riders United (TRU)
- Cynthia Pasky, President, Strategic Staffing Solutions
- Charlie Pryde, Director of Public Policy, Ford Motor Company
- Doug Rothwell, President, Detroit Renaissance, Inc.
- Shirley Stancato, President & CEO, New Detroit, Inc.
- Paul Tait, Executive Director, SEMCOG
- Reverend Marvin Winans, Senior Pastor, Perfecting Church.

A summary of stakeholder meetings is included in **Appendix A**.

### **3.4 Public Meetings**

The DTOGS project included three sets of public meetings. The first set of meetings were conducted in March 2007 and presented the project to the public and the preliminary results of the initial evaluation results. The public had opportunities to express their preferences on the various corridors and transit technologies under consideration. **Appendix B** presents a summary of the March 2007 public meetings

The second set of public meetings was the Early Environmental Scoping meetings conducted in July 2007. The scoping process formally initiated the dialogue on the transportation alternatives being proposed; sought out additional options which could be evaluated; and identified issues to be considered and/or resolved during the project planning process. Additionally, scoping determined the scope and significance of social, economic, and environmental issues associated with the potential alternatives. Should the study proceed from the AA to an Environmental Impact Statement (EIS), this early scoping process was intended to satisfy standard National Environmental Policy Act (NEPA) scoping requirements. An Early Scoping Notice was published in the Federal Register on July 17, 2007, which began the scoping period. The official scoping comment period extended from July 17 to August 29, 2007. This scoping process was summarized and reported fully in the Scoping Summary Report (see **Appendix C**). Public comments and questions were documented and formally addressed as part of this process.

The third set of public meetings – held in March 2008 – presented the results of the detailed evaluation of three alignments and three transit technologies, along with the draft recommended locally preferred alternative and next steps in developing a rapid transit project in the DTOGS area. **Appendix D** presents a summary of the March 2008 public meetings.