

Communities and Stakeholders We Serve

The RPTCP public engagement process seeks input from a broad cross-section of the community, including both residents and stakeholders whose perspectives can help inform transportation planning decisions. Special emphasis is placed on engaging traditionally underserved populations and individuals who may experience barriers to transportation access, as well as organizations that support economic and workforce development.

All – Represents the full spectrum of population and stakeholder groups engaged through the RPTCP public involvement process, including the general public, priority populations, workforce-related groups, employers, and other community stakeholders. This category is used when outreach, participation, feedback, or representation encompasses multiple groups collectively rather than a single population or stakeholder segment.

General Population – Residents who represent the broader community and provide feedback on transportation needs, priorities, and opportunities affecting the region as a whole.

Seniors – Older adults whose mobility needs may be influenced by aging, access to public transportation, walkability, safety, and availability of transportation alternatives.

People with Disabilities – Individuals with physical, sensory, cognitive, or other disabilities who may face unique transportation challenges related to accessibility, connectivity, and independence.

Low-Income Residents – Community members whose financial circumstances may affect their ability to access reliable transportation, vehicle ownership, or transportation-related services.

Zero-Car Households – Individuals and families who do not have access to a personal vehicle and rely on alternative transportation options such as transit, walking, bicycling, ridesharing, or community transportation services.

Youth – Young people whose transportation needs may depend on safe routes to schools, recreational opportunities, employment, and other destinations.

Residents with Limited English Proficiency (LEP) – Individuals who may have difficulty accessing transportation information or participating in planning processes due to language barriers, requiring targeted outreach and accessible communication materials.

Veterans – Former members of the U.S. Armed Forces whose transportation needs may be associated with employment, education, healthcare access, and community services.

Chambers of Commerce / Economic Development Organizations – Organizations that promote economic growth, business development, workforce attraction, and community prosperity. This category includes chambers of commerce, economic development corporations (EDCs), business alliances, and similar entities that support employers, encourage investment, and advocate for conditions that strengthen the local and regional economy.

Workforce Agency – An organization that provides workforce development services, including employment assistance, job training, career counseling, skills development, employer connections, and other programs designed to help individuals enter, re-enter, or advance in the workforce. Workforce agencies may also coordinate supportive services, such as transportation assistance, to improve access to employment and training opportunities.

Employment/Job Seekers – Residents actively seeking employment who may face transportation barriers that affect their ability to access job opportunities, interviews, training programs, or employment centers.

Employers – Businesses and organizations that depend on reliable transportation systems to support employees, customers, goods movement, and overall economic activity. Employer input helps identify workforce transportation needs and economic development opportunities.

This diverse range of population and stakeholder groups helps ensure that transportation investments and policies reflect the needs of all community members and support access to opportunities throughout the region.