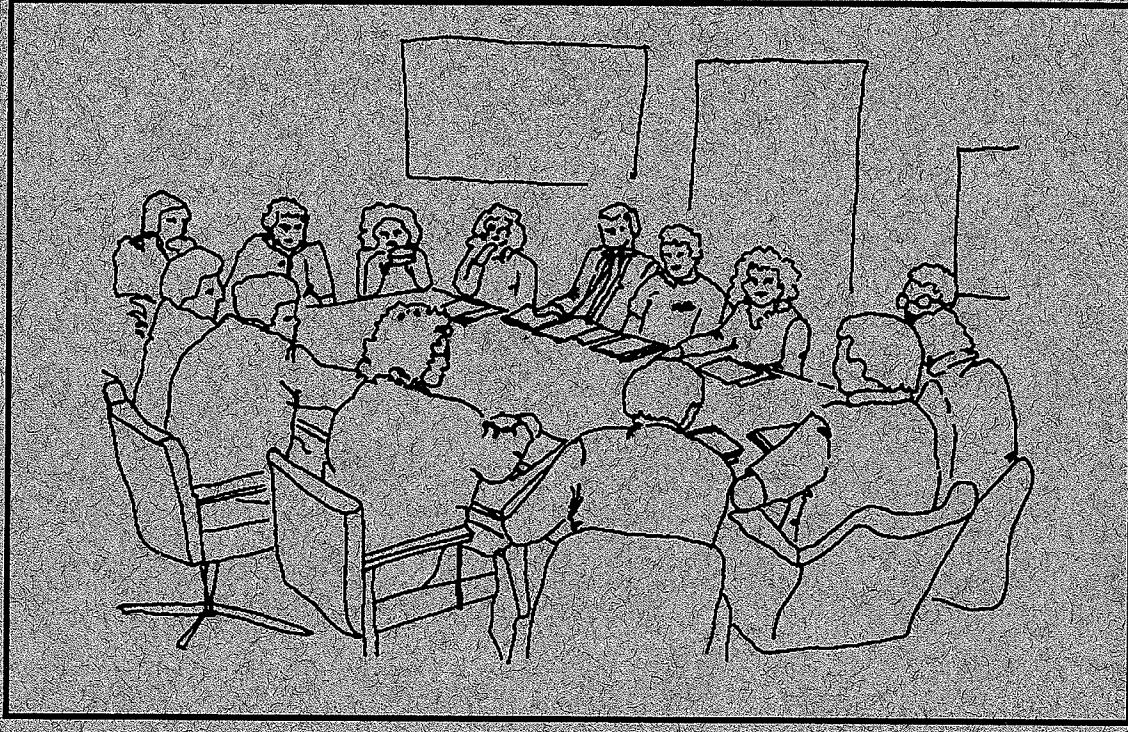


Eugene - Springfield Area Citizen's Guide to Transportation Planning



January 1995

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1.0 Introduction

In the “Hitchhiker’s Guide to the Universe,” Douglas Adams writes of the building of a hyperspatial express route through the Earth’s star system, a project which “regrettably” requires the demolition of Earth. The demolition crew has little sympathy for the people of Earth as all the plans and demolition orders have been on display for fifty years in the local planning department—on Alpha Centauri. Blaming the people of Earth for not bothering to take an interest in local affairs (Alpha Centauri is only 4 light years away), the planet is demolished and the demolition crew continues on its way.

This story humorously relates a problem typical in most long-range planning efforts—little input is received on plans and programs until they are ready to be implemented. The state of Oregon in general and the Eugene-Springfield area in particular are both known not only for their extensive public involvement programs, but more importantly, for the community members who show such a strong interest in the planning process.

To be eligible for federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds, specific requirements for public involvement must be met at both the state and metropolitan levels of transportation planning. The public involvement processes must be proactive and provide complete information, timely public notice, full public access to key decisions and the opportunity for early and continuing development.

This document is presented to provide a complete explanation of the transportation planning process, and the ways in which citizens can become involved. As with many other documents produced by the governments of Eugene and Springfield, this material is available for public comment. The 45-day review period will lead to effective and efficient two-way communication between the public and the governments.

1.1 Purpose

There are two purposes of this document. The first is to comprehensively explain the transportation planning process. This includes describing who is involved (local, state and federal agencies), what functions those agencies have and what is produced as a result of this process.

The second purpose is to explain and describe how the public can be involved in the transportation planning process. This includes a variety of opportunities during the various phases of planning, including citizen committees, public meetings, public hearings, workshops and public information programs.

1.2 Overview of the Citizen’s Guide

The transportation planning process helps to determine how the transportation system will be developed. The plan is basically an outline for how to invest limited funds into the local transportation system. The process provides for policy, public and technical input to help identify and evaluate choices and to make informed decisions. Many tasks

are required for the transportation planning process to be completed. As illustrated in Figure 1, there are three basic steps common to most transportation projects: planning, programming and implementation. This report will explain the process of those steps.

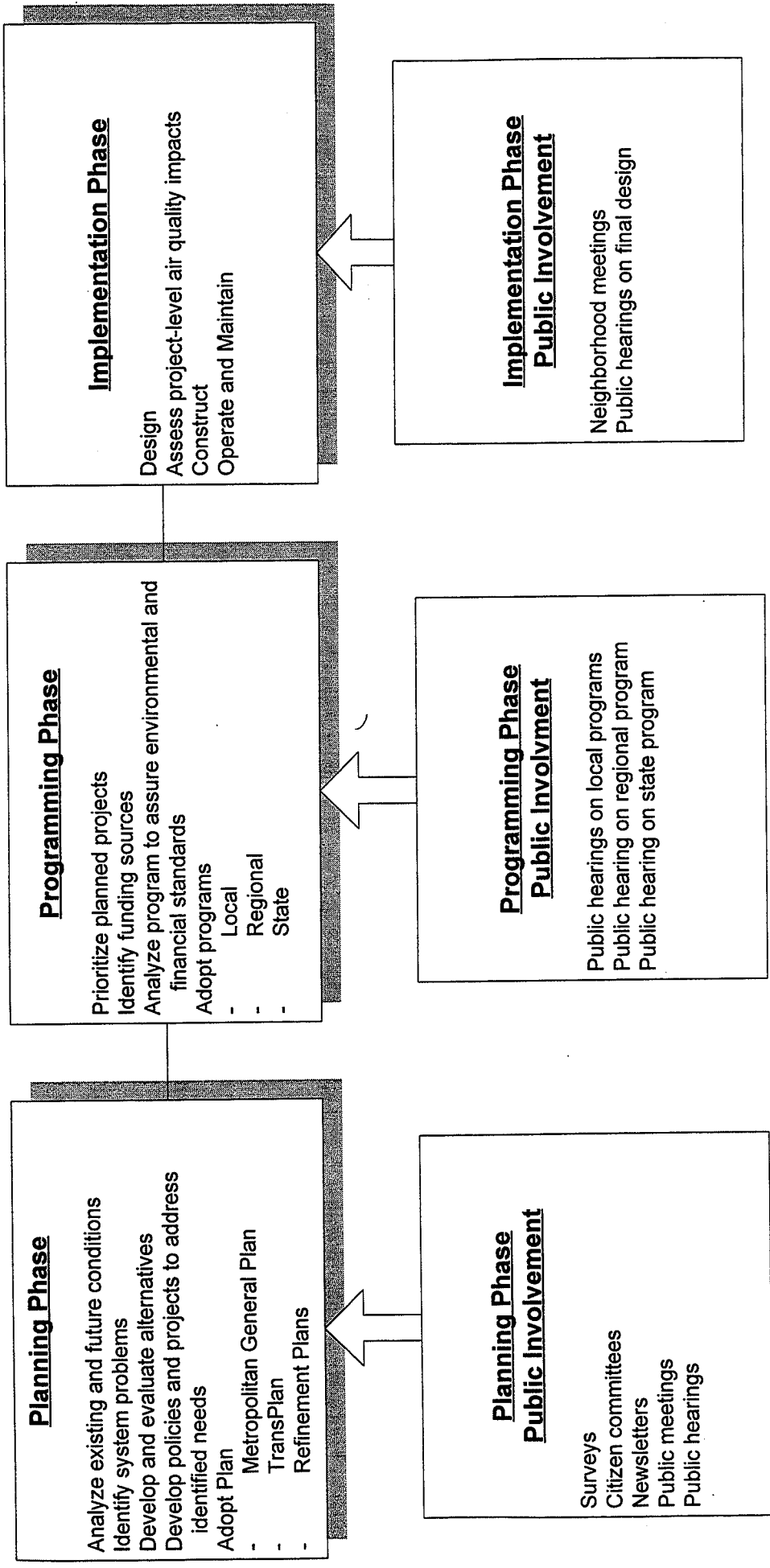
The first step, the planning phase, is where the need for particular improvement to the transportation system is identified. The planning step also includes analysis of alternative solutions and development of a project to fulfill those needs. Public involvement opportunities in the planning phase include citizen committees, public meetings and public hearings.

The second step, the programming phase, is used to set priorities among the needed projects. As funding becomes available, projects are evaluated and priorities are set for use of those funds. One of the more visible products developed during this phase is the Transportation Improvement Program, a report listing transportation projects and funding sources expected for the area in the next 5 years. Public involvement opportunities in the programming phase include public hearing on individual agencies' capital improvement programs and the Transportation Improvement Program.

The third step, project implementation, includes design and construction work as well as some non-construction activities, such as changes in transit operations or signal system changes. This step also includes the operation and maintenance of the changes. Public involvement opportunities in this phase vary but typically include neighborhood meetings and public hearings on the final design.

Conforming to federal and state regulations for air and water quality affects all phases of the process. The transportation plan must be consistent with state and federal standards for protection of air quality including the State Implementation Plan under the Federal Clean Air Act.

Figure 1
Overview of Transportation Planning Process



Overall Transportation Planning Process

As such, all major phases of the planning process must consider these plans in order to comply. Any revisions in the projects proposed must be analyzed to ensure that they will not contribute to violations of federal air quality standards. If the Eugene-Springfield region is found to be in "non-attainment" of the standards, a plan must be developed that shows how attainment of air quality will be reached and maintained. Subsequently, any revisions to the region's transportation plan must conform to the attainment and maintenance plan.

2.0 Planning Process

2.1 Introduction

Transportation planning is a process which includes a variety of plans and projects, many of which are updated yearly. As conditions change, plans and projects are reviewed and changed according to the needs of the community.

The primary goal of transportation planning, as defined in TransPlan (the Eugene-Springfield area's Regional transportation plan), is to provide for a balanced transportation system, giving mobility to all segments of the community, and to serve existing and future arrangements of land uses with safe, efficient and economic transportation. To achieve this, the transportation planning process relies heavily on other community goals and plans. The most important of these plans is the Metropolitan Area General Plan, the area's long-range land use plan. This relationship is illustrated in Figure 2.

2.2 Description of Planning Process

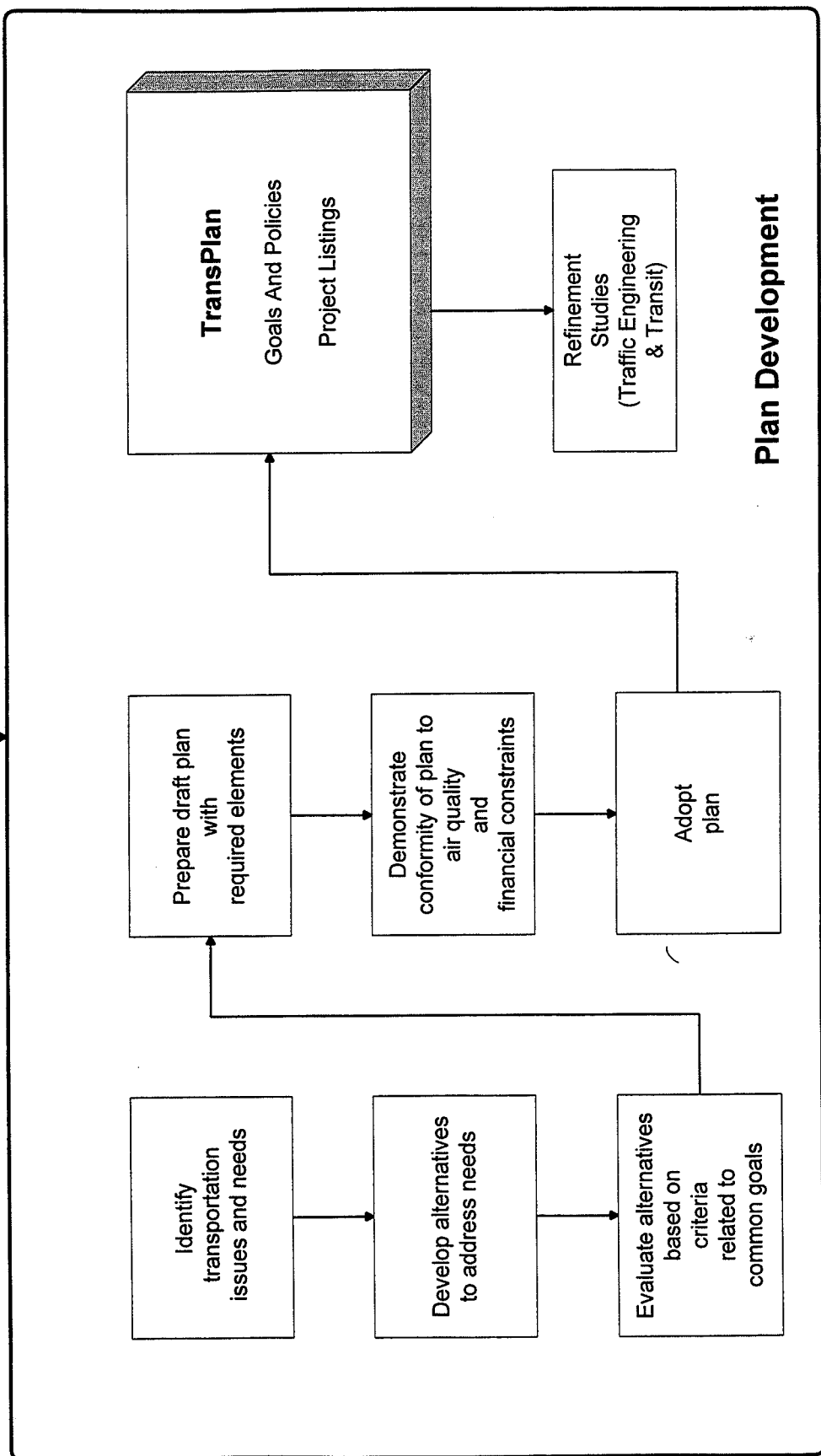
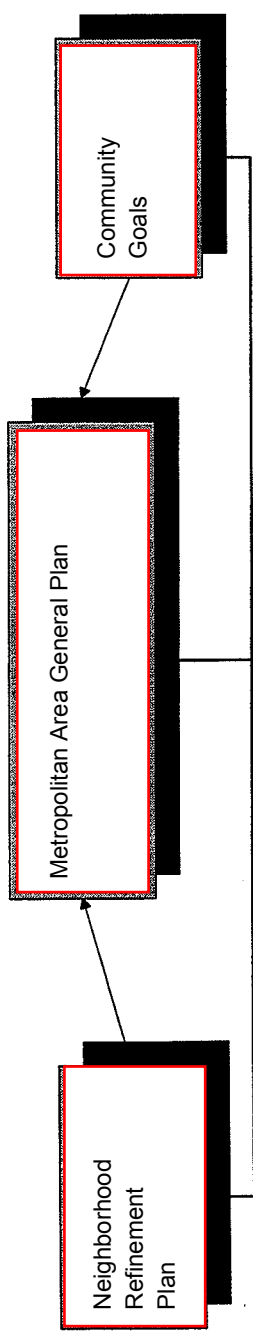
2.2.1 Issues Identification

The American Planning Association states in the *Practice of State and Regional Planning* that “the issues and needs of a particular time are the forces which tend to dictate what will be done and where the emphasis in planning will be. They are the ‘engines’ which drive change, which in turn creates the need for decision and action.” The issues that are identified in the planning process may result from changes in federal, state and local policies; changes in growth and development, increased population, air quality conditions; changes in trends and conditions of the transportation system; and, public values and perception. Figure 2 provides an overview of the transportation planning process.

2.2.2 Alternatives Development

Alternatives to the transportation plans are created to give the public and elected officials choices in reaching the goals and objectives of the original plans. Alternatives may range from taking no-action to modifying the existing system to designing a new one. A plan needing no action can be used as a benchmark against the other alternatives. In the current TransPlan process, stakeholders will select a few alternatives on which to conduct in-depth analysis on the plans and then recommend the preferred alternative.

Eugene-Springfield Area Transportation Planning Process



2.2.3 Evaluation of Alternatives

The evaluation of alternatives is based on criteria that are developed as part of the goals and objectives process.

Major Investment Analysis

Where the need for a major metropolitan transportation investment is identified, and Federal funds are potentially involved, major investment (corridor or subarea) studies shall be conducted. These studies will lead to the development or refinement of the plan, and to decisions by the Metropolitan Planning Organization (MPO), in cooperation with participating agencies, on the design concept and scope of the investment.

Major metropolitan transportation investments refer to a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service or mode share at the transportation corridor or subarea scale. When any of the implementing agencies or the MPO wish to initiate a major investment study, a meeting will be held to determine the extent of the analyses and agency roles in a cooperative process. Those agencies include the MPO, the Oregon Department of Transportation, Lane Transit District, environmental, resource and permit agencies, local officials, the FHWA and the FTA. Personnel attending these meetings will also determine where appropriate community development agencies, major governmental housing bodies, and other related agencies may be impacted by the proposed scope of analysis.

A reasonable opportunity shall be provided for citizens and interested parties to participate in the cooperative planning process. This cooperative process shall establish the range of alternatives to be studied, such as modes (see definition in glossary for modes) and technologies, general alignment, number of lanes, the degree of transportation demand management and operating characteristics. Major investment studies shall evaluate the effectiveness and cost-effectiveness of alternative investments or strategies in attaining local, state and national goals and objectives. The analysis shall consider the direct and indirect costs of reasonable alternatives and such factors as mobility improvements; social, economic, and environmental effects; safety; operating efficiencies; land use and economic development; financing; and energy consumption.

2.2.4 Plan Development

The updated version of TransPlan must contain certain elements necessary as part of several state and federal requirements. The plan is also impacted by several rules and pieces of legislation including: The Federal Intermodal Surface Transportation Efficiency Act (ISTEA); the State Transportation Planning Rule (TPR); the Federal Clean Air Act Amendments; and, the Americans with

Disabilities Act. Direction on the elements required for the plan come primarily from ISTEA and the TPR.

The other legislation does not identify any particular elements, but rather specifies coordination required, certain processes (e.g., conformity analysis) the plan must go through and certain inputs that must be considered. The Transportation Planning Rule requires the following elements for a Transportation System Plan (TransPlan): A determination of transportation needs; a road plan; a public transportation plan; a bicycle and pedestrian plan; an air, rail, water and pipeline plan; a transportation system management and transportation demand management plan; a parking plan; a finance plan; and an implementation plan.

ISTEA specifies fifteen factors that must be “explicitly considered and analyzed as appropriate, and reflected in the planning process products,” including:

1. Preservation and efficiency of the existing transportation system;
2. Consistency with energy conservation;
3. Need to relieve congestion and prevent from occurring where it does not yet occur;
4. Consistency with land use and development;
5. Inclusion of transportation enhancements in the Transportation Improvement Program;
6. The effect of all transportation projects, regardless of funding;
7. Access to major transportation facilities, important sites, and international border crossings;
8. Connectivity with roads within metropolitan areas with roads outside of those areas;
9. Transportation needs identified through the various required transportation management systems;
10. Identification and preservation of rights-of-way for future transportation corridors;
11. Methods to improve the efficiency of freight movements;
12. Life-cycle costing in design and engineering;
13. Overall socio-economic, environment and energy effects of transportation decisions;
14. Methods to expand and enhance transit; and
15. Investments for increased transit security.

2.2.5 Demonstration of Air Quality Conformity

The Clean Air Act Amendments passed by Congress in 1970 created the Environmental Planning Agency (EPA) and empowered it to set ambient air quality standards. These standards were established in 1971 and states were required to prepare state implementation plans (SIPs) to meet those standards. This act also specified reductions in new automobile emissions.

National Ambient Air Quality Standards (NAAQS) have been set for several pollutants - Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Ozone and Particulate Matter (less than 10 microns in diameter - PM₁₀). Geographic areas throughout the U.S. were categorized as being either in attainment or in non-attainment of the standards for each pollutant. The Eugene-Springfield area was designated as non-attainment for both CO and PM₁₀.

On February 4, 1994, the Eugene-Springfield area reached a significant milestone in its transportation planning efforts. Effective on that day, the area was officially redesignated by the EPA as being in attainment of the national ambient air quality standards set for carbon monoxide.

The area is now in a 20-year maintenance period during which the area will have to demonstrate continued compliance with the air quality standards. In addition to the monitoring and studies described above, the Clean Air Act Amendments of 1990 require conformity analysis for the Transportation Plan, Transportation Improvement Program (TIP) and projects contained in the TIP. This conformity is required to show that any additions to the transportation system contribute to continued attainment of the air quality standards.

Since the approved State Implementation Plan and EPA redesignation only contain an emissions budget for the Central Area Transportation Study (CATS) boundary, local air quality efforts will not focus on regional emissions tests for the purpose of conformity. As specified in the final rule on conformity, regionally significant projects within the Eugene-Springfield Air Quality Maintenance Area (AQMA) boundary and outside of the CATS boundary would be subject to project-level conformity analysis.

The Eugene-Springfield PM₁₀ SIP, which has been submitted to EPA for approval, concludes that control of emissions from motor vehicles is not necessary to demonstrate attainment from the PM₁₀ standards in this area since 1987. The Lane Regional Air Pollution Authority (LRAPA) is developing a maintenance plan as part of a request for redesignation to attainment status for PM₁₀. On the basis of the above, local agency staff have concluded that conformity determinations for PM₁₀ are not required.

2.2.6 Plan Adoption

TransPlan will undergo an extensive plan adoption process where the public will have several opportunities to comment to elected and appointed officials. There will be public hearings before the Eugene, Springfield and Lane County Planning Commissions and the Lane County Roads Advisory Committee. These advisory bodies will make recommendations to their respective elected officials. The Eugene and Springfield City Councils, the Lane County Board of Commissioners and the Lane Transit District Board will also hold public hearings where citizens

may testify prior to adoption by each agency. After all the local agencies approve the updated TransPlan, the Lane Council of Governments will ratify TransPlan.

2.2.7 Current TransPlan Update Public Involvement

The TransPlan Update public involvement program was developed by the Transportation Planning Committee and approved by the Joint Planning Commission Committee and the Metropolitan Policy Committee (MPC). Figure 3 illustrates the TransPlan Update process. Several techniques are being used to inform the public about the TransPlan Update process and to invite them to participate in the development of the plan.

The primary method to involve the public in developing TransPlan is a stakeholder-based technique involving a comprehensive cross section of the community. Included in the stakeholder process are elected and appointed officials, chambers of commerce, modal interest groups such as bicyclists, bus riders, automobile users and train advocates, neighborhood representatives, students, the development community and other citizen groups. Each stakeholder group selected its own member to represent its members throughout the process. Citizens were selected at-large through a public recruitment process.

The TransPlan stakeholder process is centered around a series of stakeholder symposiums to be held at critical stages of the update. Typically, a task force, made up of members of the stakeholders group, would build on outcomes of the previous symposium, preparing work to be carried into the next symposium. Symposium and Task Force outcomes are presented to the MPC. The role of the symposium process is to expedite the exchange of information among citizen/interest groups, elected officials and planners. The symposium process is meant to achieve a higher profile for the TransPlan update, and foster interaction and exchange of information throughout the update process.

Other public involvement techniques used to involve the general public in the update include newsletters, slide presentations, media coverage, surveys, displays at community-wide events and workshops. The public will also be encouraged to comment on the draft plan at public hearings.

2.3 Planning Documents

Table 1 provides a summary of transportation planning documents. Information regarding specific documents follows the table.

FIGURE 3

TRANSPPLAN UPDATE PROCESS

UPDATING TRANSPPLAN AT A GLANCE

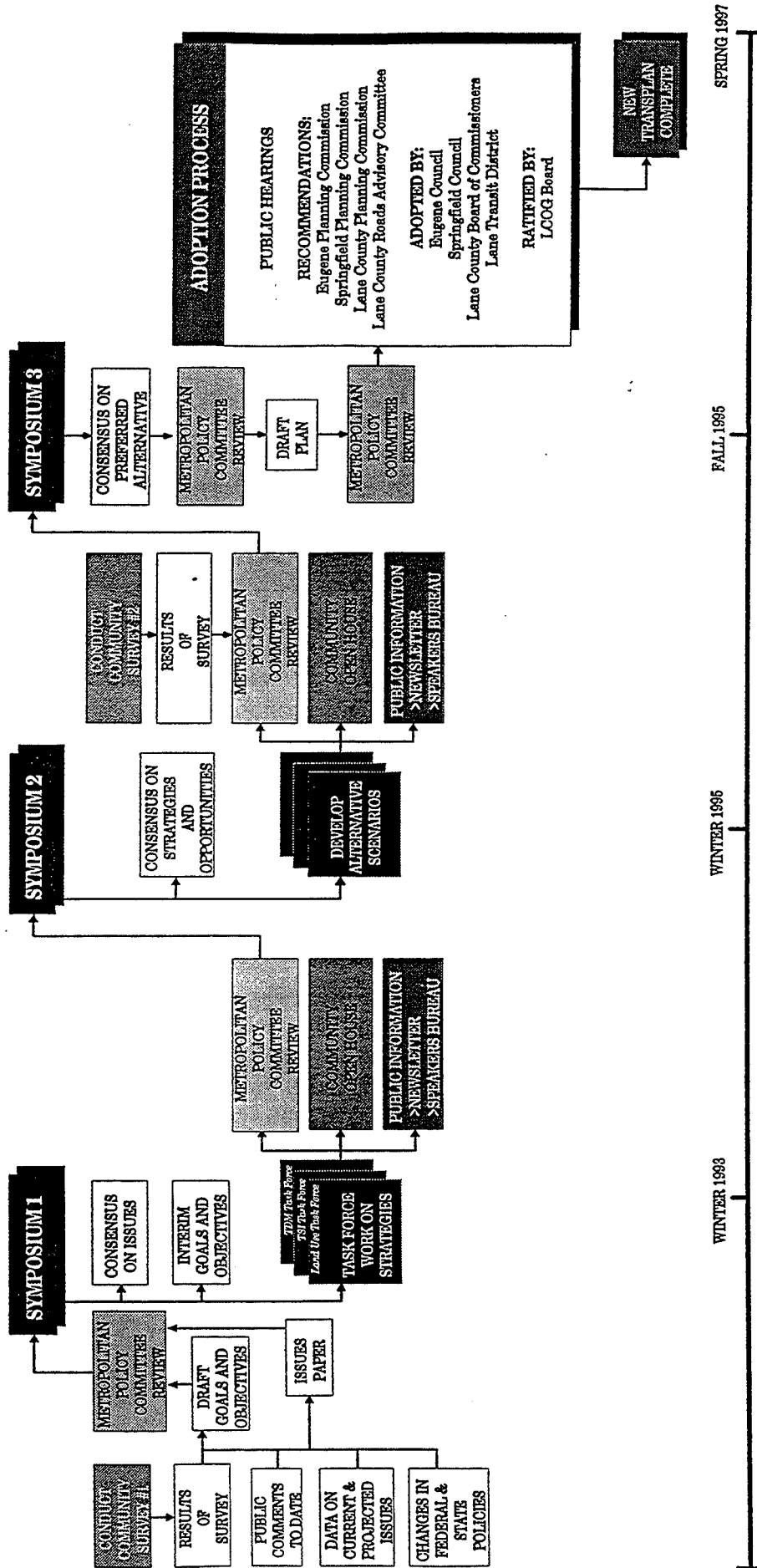


Table 1 - Summary of Transportation Planning Documents

Document	Update Requirements		Adoption Date	Adopted By	Updates/ Amendments	Public Involvement
	Produced By	Update Requirements				
Eugene-Springfield Metropolitan Area General Plan	LCOG	4-10 Years	1982, 1987	E,S,LC (3)	7 Years	Citizen Committees, Joint Public Hearings, Workshops
TransPlan	LCOG	3 Years	1986	E, S, LC, LCOG	Occasional	Citizen Committees, Public Hearings, Open Houses, Newsletters, Speakers Bureau, Visual Preference Survey, Attitude and Awareness Survey, Direct Mail Survey
Transportation Improvement Program (TIP)	LCOG	Annual (1)	Current Year	MPC	Occasional	Public Hearings
Unified Planning Work Program (UPWP)	LCOG	Annual	Current Year	LCOG	Occasional	
State Implementation Plan (SIP)	DEQ	Once	1979 (2)	EQC		Public Hearings
Statewide Transportation Improvement Program (STIP)	ODOT	2 Years	1994	OTC	Frequent	Public Meetings
Action Plan	ODOT	2 Years	1980	NA	None	None
Transition Plan	LTD	Once	1980	LTD, LCOG	None	Citizen Committee, Public Hearings
Transit Development Program (TDP)	LTD	Annual	Current Year	LTD	Occasional	Public Hearings
Lane County Transportation Plan and Master Road Plan	Lane County	Once	1980 (6)	Lane County Board of Commissioners	Occasional	Citizen Committee, Public Hearings
Metropolitan Area Public Facilities Plan	LCOG	3 Years	1987	E,S,LC	Occasional	Citizen Committees, Joint Public Hearings, Workshops
Transportation Rule Implementation Plan (TRIP)	Eugene	Once	1993	E	Occasional (5)	Public Hearings
Americans with Disabilities Act (ADA) Paratransit Plan	LCOG/LTD	Annual	1992	LTD		Citizen Committee, Public Hearings
Eugene Bikeways Master Plan	Eugene	As Needed	1974	E	1992	Citizen Committee, Public Hearings
Central Area Transportation Plan (CATS)	Eugene	As Needed (4)	1987, 1993	E, LRAPA		Citizen Committee, Public Hearing, Public Meetings

- (1) Must be adopted at least every two years but historically it is adopted annually.
- (2) The portion of the SIP dealing with transportation pollution in the Eugene-Springfield area was adopted in 1979. The SIP is currently being revised.
- (3) Acknowledged by Department of Land Conservation and Development.
- (4) Endorsement by Lane Regional Air Pollution Authority (LRAPA) is part of the CATS process.
- (5) Additional TRIP code amendments may be made as part of the TransPlan Update.
- (6) Policies adopted by reference in 1984 as part of the Rural Comprehensive Plan. Required by the Transportation Planning Rule to be updated by 1996.

2.3.1 Metropolitan Area General Plan

The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) is the official long range general plan of metropolitan Lane County and the cities of Eugene and Springfield. The plan sets forth general planning policies and land use allocations and serves as the basis for the coordinated development of programs concerning the use and conservation of physical resources, furtherance of assets, and development or redevelopment of the metropolitan area. The Metro Plan also makes planning information available to assist citizens to better understand the basis for planning decisions and encourages their participation in the planning process.

2.3.2 Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan)

The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) is designed to serve as the Eugene-Springfield metropolitan area's long range transportation plan and addresses the principle modes of transportation used for travel within the metropolitan area including autos, buses, bicycles and walking. The policies and proposed projects in the TransPlan are designed to support the adopted land use pattern and goals of the Metro Plan, to help reduce automobile demand, and to increase the use of alternative modes of transportation. The Plan contains projects and policies to guide development of the area's freeway, arterial and significant collector systems. TransPlan is being updated for the following reasons:

- To respond to recent land use changes and transportation facility improvements;
- To incorporate new strategies that increase the use of alternative modes of transportation and reduce vehicle miles traveled per capita;
- To comply with new federal and state transportation planning requirements;
- To maintain TransPlan as an effective public information document and decision making tool; and
- To continue the region's eligibility for federal funds.

2.3.3 Refinement Plans

Where the Metro Plan is the basic guiding land use policy document, it is not the only such document. The Metro Plan is supplemented by more detailed refinement plans. These can include: 1) City-wide comprehensive policy documents; 2) functional plans and policies addressing single subjects throughout the area, including water, sewer or transportation plans and 3) neighborhood plans or special area studies that address those issues that are unique to a specific geographical area. In all cases, the Metro Plan is the guiding document, and all

plans and policies must be consistent with it. Should inconsistencies occur, the Metro Plan is the prevailing policy document.

2.3.4 Special Studies

Transportation Rule Implementation Project (TRIP)

The Transportation Planning Rule (TPR) was adopted by the Land Conservation and Development Commission in 1991. The rule is intended to implement Statewide Planning Goal 12 (Transportation) and, in so doing, provide for a carefully planned transportation system designed to reduce reliance on cars and increase opportunities for bicycles, transit and walking. Among other requirements, the rule states that "...within 2 years of adoption of this rule, affected cities and counties shall, for urban areas of 25,000 or more, adopt land use and subdivision ordinances or amendments required..." by the rule. The Transportation Rule Implementation Project (TRIP) recommended amendments to the Eugene Code to address the requirements of the rule and other issues related to the City Council Goal for Transportation which took effect in January 1994.

Central Area Transportation Study Update (CATS)

The original Central Area Transportation Study (CATS) was completed in 1987 and the plan was updated in 1993. It was a technical report regarding traffic flow, parking supply, and air quality in the greater downtown, University of Oregon and Sacred Heart General Hospital areas. It recommended street improvement projects, identified existing and future parking supply needs, and evaluated the impacts of traffic circulation and parking on air quality in the metropolitan area. As a technical document, CATS served as the companion reference to the Central Eugene Parking and Traffic Circulation Plan, which was adopted by the Eugene City Council and the Lane Regional Air Pollution Control Authority (LRAPA). The Parking and Circulation Plan contained a set of projects and implementation strategies from CATS which were intended to maintain and improve the transportation and parking systems, and preserve air quality.

Since the completion of the CATS study, the City Council has strongly emphasized the need to increase the use of alternative modes of transportation. This emphasis, along with several transportation and land use changes that have occurred, prompted the need for an update of CATS. The CATS update includes policies, strategies to implement policy, and future projects necessary to maintain or improve the operation of the transportation system. Its purpose is to create a future transportation system that equally serves the needs of pedestrians, cyclists, transit users and drivers. The update was adopted by the City Council in 1993.

2.3.5 Other Documents

Unified Planning Work Program

Federal transportation planning regulations require the annual development of a Unified Planning Work Program (UPWP) which describes the transportation planning tasks undertaken in the metropolitan area. The UPWP lists work activities of the Lane Council of Governments (LCOG), Lane Transit District (LTD) and the Oregon Department of Transportation (ODOT). The UPWP forms the basis on which LCOG, LTD and ODOT receive transportation planning grants. The UPWP is adopted annually by the Lane Council of Governments Board of Directors.

Transit Development Plan

The Lane Transit District (LTD) Transit Development Plan (TDP) is an internal resource document as well as an external document distributed to interested members of the public and local public agencies. Included in the TDP is information on LTD's organization and history, strategic goals, historic performance, ridership and revenue projections, service plans, fare structure and policy, and operating and capital budgets.

Americans with Disabilities Act Paratransit Plan

The Americans with Disabilities Act of 1990 prohibits discrimination against persons with disabilities in employment, public accommodation and transportation. Public entities providing fixed-route transit service were required to prepare and submit a Complementary Paratransit Plan to FTA in 1992 that described how transit needs will be met for person prevented from utilizing fixed-route service due to a disability. Plan updates must be submitted annually.

Lane Transit District and the Lane Council of Governments prepared the Plan updates which have been adopted annually since 1992 by the LTD Board of Directors and certified by the Metropolitan Planning Organization for compliance with joint planning regulations.

Community Transportation Program (CT)

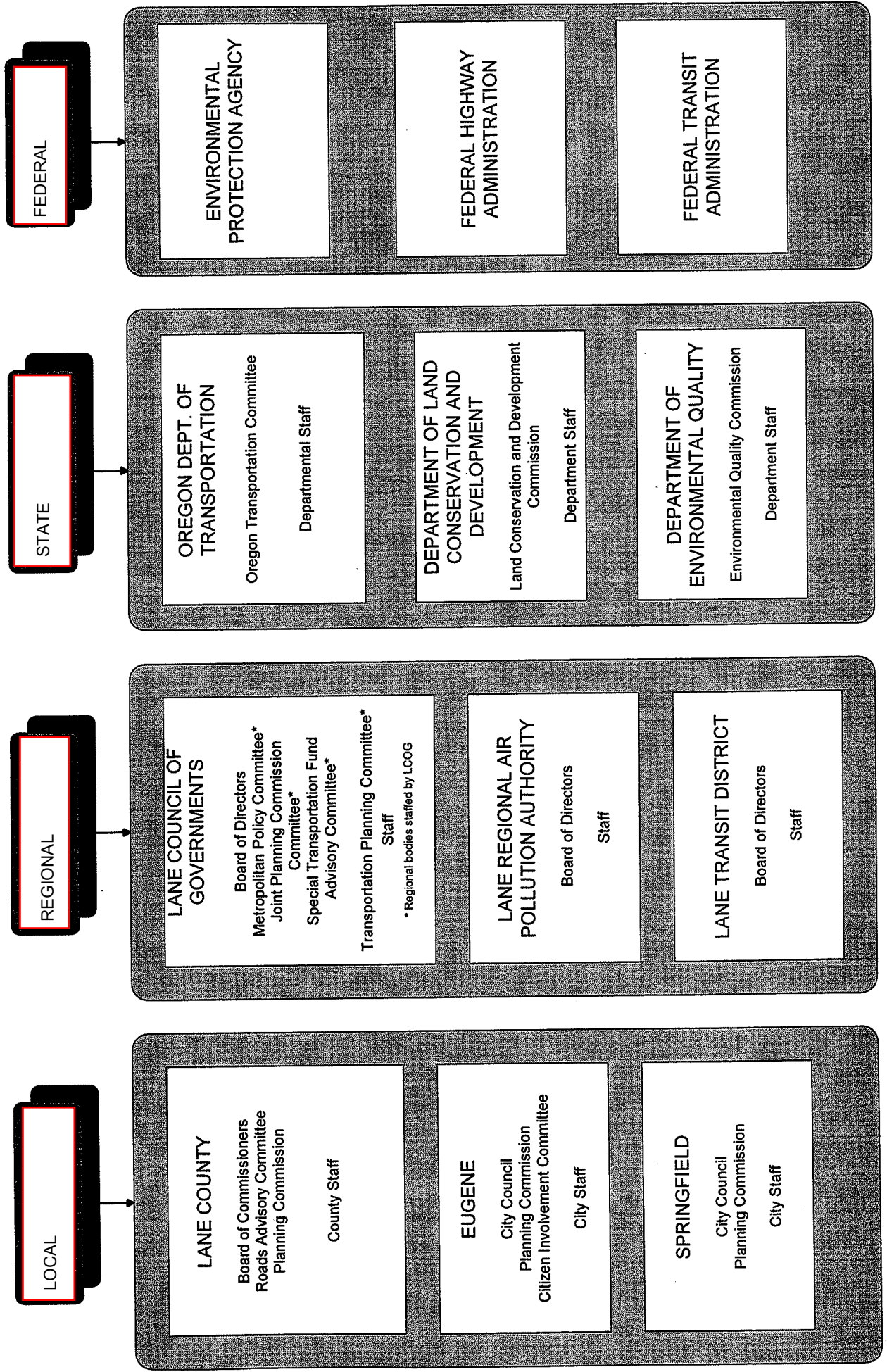
The Community Transportation Program is a competitive grant program designed to maintain and improve passenger transportation service for Oregon's senior citizens, people with disabilities and the general public. Public transportation improvements that are identified in area transportation plans are eligible for funding. Grants are available to counties, mass transit and transportation districts, cities and private non-profit organizations.

The Public Transit Section of the Oregon Department of Transportation distributes copies of the Community Transportation Program Handbook and Application. The Lane Council of Governments coordinates the application and review process for project requests from throughout Lane County. A local Review Committee conducts the initial review of CT applications and ranks them according to local priorities. ODOT screens applications and conducts a regional review making final recommendations to the Oregon Transportation Commission. A 5-Year Project Plan for Lane County Paratransit Services is submitted along with individual grant requests.

2.4 Planning Agencies and Policy Bodies

Figure 4 illustrates the primary agencies and policy bodies involved in transportation planning in the Eugene-Springfield area.

Figure 4
Primary Agencies and Policy Bodies
Involved in Transportation Planning
in Eugene-Springfield



2.4.1 Local - Eugene, Springfield and Lane County

As the primary beneficiaries of the transportation planning process, local agencies are also the major participants. Eugene, Springfield and Lane County are responsible for most streets and roads in the metropolitan area. Each agency has public works, engineering and planning staff to oversee street construction, maintenance, and planning.

2.4.2 Regional

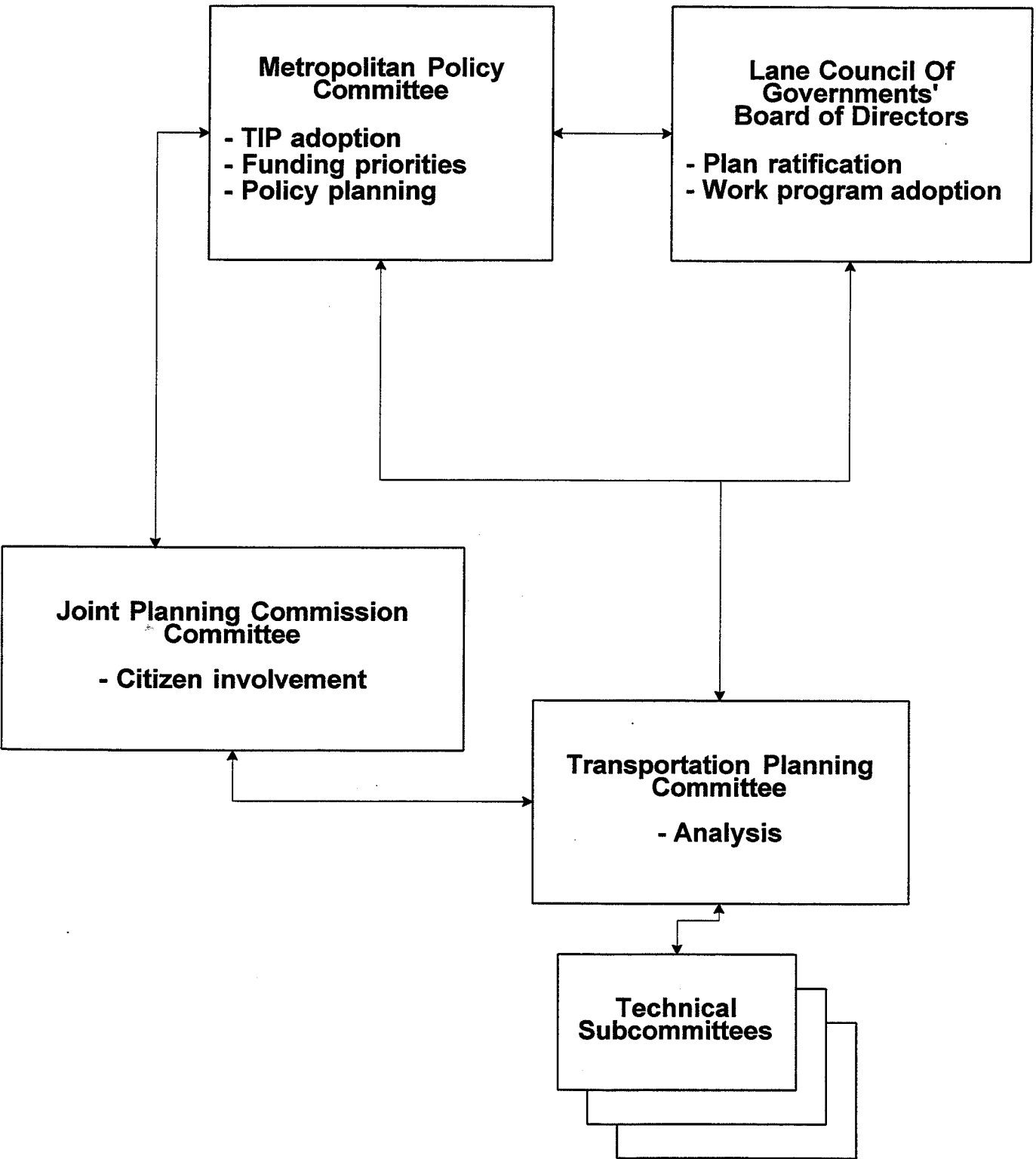
Metropolitan Planning Organization (MPO) (LCOG)

Lane Council of Governments (LCOG) serves as the Metropolitan Planning Organization (MPO) for the Eugene-Springfield metropolitan area. LCOG was designated as the MPO by the Governor in 1974. LCOG, as the MPO for the Eugene-Springfield area, and the Oregon Department of Transportation (ODOT), are jointly responsible for annually certifying that the transportation planning process for the area is conducted in accordance with federal transportation planning regulations. Figure 5 shows how the MPO is organized. Specific committees and the LCOG Board are described below.

Eight major goals for the Eugene-Springfield area's transportation planning program are supported by the activities carried out on an annual basis. The eight goals are to:

1. Provide a neutral forum that allows local officials to make informed decisions and set priorities on areawide decisions transportation matters;
2. Ensure timely and logical development of the transportation system in the Eugene-Springfield metropolitan area;
3. Ensure maintenance of federal and state ambient air standards for carbon monoxide and ozone and work with the Lane Regional Air Pollution Authority to help attain standards for fine particulates;
4. Ensure Transportation Plan consistency with the Metropolitan Area General Plan and other functional plans;
5. Ensure Transportation Plan consistency with the Oregon Transportation Plan;
6. Ensure consistency with federal and state transportation planning requirements including the Intermodal Surface Transportation Efficiency Act (ISTEA), the Clean Air Act, The Statewide Transportation Planning Rule (TPR) and the Oregon Transportation Plan (OTP);
7. Ensure consideration of the needs of all persons in transportation planning, especially the elderly and persons with disabilities; and
8. Ensure public participation and private sector participation in all phases of transportation planning, programming and decision-making.

**Figure 5
Eugene-Springfield
Metropolitan Planning Organization**



Air quality planning for the Eugene-Springfield area is handled jointly by LCOG and the Lane Regional Air Pollution Authority (LRAPA). LCOG has responsibility for the preparation and submittal of the carbon monoxide portion of the State Implementation Plan (SIP) and for analysis of reasonably available control measures (RACMs). LRAPA has responsibility for the remaining air quality activities including the monitoring program and the submittal of the particulate portion of the SIP.

Metropolitan Policy Committee (MPC)

The Metropolitan Policy Committee (MPC) was created by Eugene, Springfield, and Lane County to cooperate on problems of metropolitan significance. It is composed of elected officials from Eugene, Springfield, Lane County, Lane Transit District and the Oregon Department of Transportation. While it has responsibilities beyond transportation, MPC has responsibility for adoption of some transportation reports and for setting priorities on expenditures of certain federal funds. The Transportation Improvement Program is reviewed by the MPC for adoption.

Joint Planning Commission Committee (JPCC)

The JPCC is responsible for conducting the citizen involvement program for the Metropolitan Plan, a duty transferred from the Metropolitan Area Planning Advisory Committee (MAPAC) in 1990. For the purposes of future updates of the Metro Plan, the three governing bodies, Eugene, Springfield and Lane County, designated the JPCC as the citizen's committee for coordinating and soliciting citizen input on the update process. The functions of JPCC also include monitoring of the citizen involvement process regarding amendments to and the implementation of the Metro Plan. The committee is composed of two representatives from each of the three metropolitan planning commissions.

Transportation Planning Committee (TPC)

Lane Council of Governments Transportation Planning Committee (TPC) is made up primarily of technical staff from the public works and planning departments of local agencies. Because of their technical expertise, TPC members are mostly involved with the transportation planning process. TPC advises the Metropolitan Policy Committee and the LCOG board on technical transportation issues and reviews all of the transportation documents produced by LCOG. The Eugene-Springfield Transportation Improvement Program was developed by the TPC. The TPC assembled the Transportation Improvement Program from the adopted capital improvement programs of the participating agencies.

Lane Transit District (LTD)

Lane Transit District (LTD) also has major transportation responsibilities. Created under state legislation, LTD is technically a state agency, and its seven-member Board is appointed by the Governor. LTD operates buses in the Eugene-Springfield area and outlying communities. LTD provides about 260,000 hours of service and carries about 5 million trips per year. LTD has its own planning staff.

LTD plays a major role in local transportation demand management planning within the community. LTD manages the area's car pool program, provides group transit passes with several major organizations in the area, provides several discounted transit passes, and operates transit service to major community events such as the Lane County Fair, Oregon Country Fair and University athletic events.

LTD reviews development permits for transit compatibility issues such as street patterns and pedestrian connections. LTD can request that developers provide transit amenities such as passenger shelters or bus turnouts.

LTD and LCOG jointly staff the Special Transportation Fund Advisory Committee which makes recommendations to the LTD Board of Directors regarding transportation for persons with disabilities unable to use LTD's fixed-route service.

Lane Regional Air Pollution Authority (LRAPA)

The Federal Environmental Protection Agency (EPA) has established public health standards for several outdoor air pollutants. These standards must be met everywhere throughout the U. S. The Lane Regional Air Pollution Authority (LRAPA) has jurisdiction over air quality for all of Lane County, and is responsible for implementing most of the regulatory, monitoring, public information and program development elements needed to meet local, state and federal air quality requirements.

The LRAPA Board of Directors is a seven-member board which meets monthly to establish policy and adopt agency regulations. Board members are appointed from their respective city councils and the Lane County Board of Commissioners. The membership comprises three representatives from the city of Eugene, one each from Lane County and the city of Springfield, one from either the city of Cottage Grove or Oakridge, and one at large representative. The LRAPA Director, who is appointed by the Board, works closely with the Oregon Department of Environmental Quality and the EPA to assure implementation of state and federal requirements.

Like the Environmental Quality Commission (EQC), the LRAPA Board holds public hearings, provides notice of those hearings, and receives written and oral

testimony from the public whenever there is a proposed new regulation or regulation change.

LRAPA's Citizen's Advisory Committee consists of up to 15 local citizens that represent specific areas of interest, including agriculture, community planning, fire suppression, industry, public health, and the general public. The committee provides input before policies are established, and has been active in developing policy for LRAPA's mandatory home wood heating advisory program, open burning rules and long-term policies.

One of LRAPA's functions is to provide public information and education that promotes an understanding of air pollution and methods of prevention through public presentations, media relations, intergovernmental relations, and audio/visual and written materials. LRAPA produces both a bi-monthly newsletter that is sent to interested persons and an annual report. It also issues daily air pollution advisories to the media and the public, and responds to public complaints and inquiries about air quality.

2.4.3 State

Department of Environmental Quality/Environmental Quality Commission

The Department of Environmental Quality's (DEQ) main areas of responsibility are air quality, water quality, management of hazardous and solid waste, and cleaning up environmentally contaminated sites. The Federal Clean Air Act and its amendments directly address the air quality impacts of transportation. Transportation activity produces air pollutants such as carbon monoxide, sulfur oxides, and nitrogen oxides, which are regulated by DEQ's air quality program, in compliance with state and federal law. Water pollutants from vehicle tailpipe exhaust, spills and leaks impact creeks, rivers and other water bodies. Meeting state and federal water quality standards also falls under DEQ's area of responsibility. DEQ is responsible for seeing that urban areas meet air and water quality standards and that the environmental quality within the rest of the state does not deteriorate. In the Eugene-Springfield region, DEQ provides oversight to the Lane Regional Air Pollution Authority in carrying out state and federal air quality regulations.

The Environmental Quality Commission (EQC) is the policy and rule-making board of the DEQ. The commission comprises five citizens, each of whom are appointed by the Governor for 4-year terms. The EQC appoints the DEQ director.

Whenever any rules affecting the state's air quality are proposed for adoption by the EQC there is a public hearing process. Copies of proposed rules or rule changes are available well in advance of public hearings, and can be obtained through the DEQ Public Affairs office. The hearings are generally held in the community affected by a proposed rule. If a person cannot attend the hearing,

written testimony is also accepted. Hearing notices are published in various newspapers, and in the Administrative Rules Bulletin of the Secretary of State. DEQ also maintains a mailing list to notify any interested persons of hearings, meetings, and other air quality activities.

Oregonians can obtain daily information on air quality through the Air Pollution Index (API), other information through the Air Quality Report, and from other reports and pamphlets published by DEQ. People or organizations interested in adding their names to a DEQ mailing list or who want to find out more about getting involved can contact the DEQ Public Affairs Office, 811 S.W. Sixth Ave., Portland, OR 97204-1390. The telephone number is (503) 229-5317, or within Oregon, toll-free 1-800-452-4011. In the Eugene-Springfield area, citizens can obtain API information by calling LRAPA at 726-2514.

Oregon Department of Transportation/Oregon Transportation Commission

The Oregon Department of Transportation (ODOT) has direct responsibility for state and interstate highways in the Eugene-Springfield area, distributes some federal funds, and assists LCOG staff with some specific planning activities. The Intermodal Surface Transportation Efficiency Act (ISTEA) requires ODOT to cooperate with Metropolitan Planning Organizations (MPO's) and local agencies on project selection and implementation. ISTEA also requires ODOT to make available to local communities a certain portion of its federal-aid highway apportionments. Staff from ODOT participate as members on the Metropolitan Policy Committee and the Transportation Planning Committee.

The Oregon Transportation Commission (OTC) is a five-member committee appointed by the Governor and oversees the activities of the Oregon Department of Transportation. One of OTC's functions particularly important to the Eugene-Springfield area is its setting of priorities for state funding in the Statewide Transportation Improvement Program (STIP).

Department of Land Conservation and Development (DLCD)/Land Conservation and Development Commission (LCDC)

The department of Land Conservation and Development (DLCD) is the state agency responsible for administering Oregon's statewide planning goals and statutes. DLCD central offices are located in Salem with field representatives in Newport, Medford, Bend and Portland. The policy body for DLCD is the Land Conservation and Development Commission (LCDC). LCDC is an eight-member commission established by Senate Bill 100 in 1973 to develop and administer Oregon's statewide planning goals. LCDC adopted the Transportation Planning Rule in 1991. The transportation planning rule is designed to assure that comprehensive plans provide for a network of transportation improvements sufficient to meet identified local, regional and state transportation needs.

2.4.4 Federal

Federal Highway Administration (FHWA)

The Federal Highway Administration (FHWA) is the responsible federal agency overseeing the disbursement and use of the Highway Trust Fund revenues on our nation's highways. In this role, the FHWA is directed to ensure that Federal laws and regulations tied to these federal funds are adhered to by State and local recipients.

At the metropolitan area level, the FHWA is involved to some degree in all Federally funded surface transportation planning, development and construction activities. For planning, minimum requirements concerning the content of a planning process and the manner in which a metropolitan area's planning process is carried out have been legislatively established as conditions for receipt of Federal transportation funds. The FHWA is responsible for monitoring the procedures and products of each metropolitan area to assure that such minimum requirements are satisfied. Specific actions by FHWA include approval or certification of an area's planning process, and approval of an area's Transportation Improvement Program.

For project development, requirements and procedures such as for environmental documentation, design, and right-of-way acquisition have been established for Federally funded transportation projects. The FHWA is responsible for assuring that these requirements and procedures are satisfied. Specific actions by the FHWA include approval of project environmental documents and, on a selective basis, review and/or approval of project plans, specifications and estimates (PS&Es).

For construction, procedures and practices such as contracting, contract administration and construction have been established for Federally funded transportation projects. Specific actions by the FHWA include approval of construction standards and procedures and periodic monitoring of the adherence to such standards and procedures.

Federal Transit Administration

The Federal Transit Administration (FTA) is a division of the U.S. Department of Transportation. FTA is the responsible federal agency overseeing the disbursement of federal transit funding from the Section 3, Section 8, Section 9, Section 10, Section 16 and Section 18 programs. In this role, FTA must ensure that recipients of the funds follow all applicable federal laws and regulations. FTA conducts reviews every three years (Triennial Reviews) with each of its grant recipients.

LTD receives an annual allocation of Section 9 funds to assist in funding both operating expenses and capital purchases and Section 16 capital funding for paratransit. LTD has also received discretionary Section 3 funds for major purchases such as buses and major facilities. LCOG receives an annual allocation of Section 8 funds for planning purposes. Section 18 funds are intended for transit service and capital improvements in rural areas, and are occasionally used within Lane County.

2.5 Summary of Planning Public Involvement Process

The Eugene-Springfield area has a long history of involving the public in planning issues. The Eugene-Springfield Metro Area General Plan, the land use planning policy document for the area, includes an element on citizen involvement. The goal of this element is to:

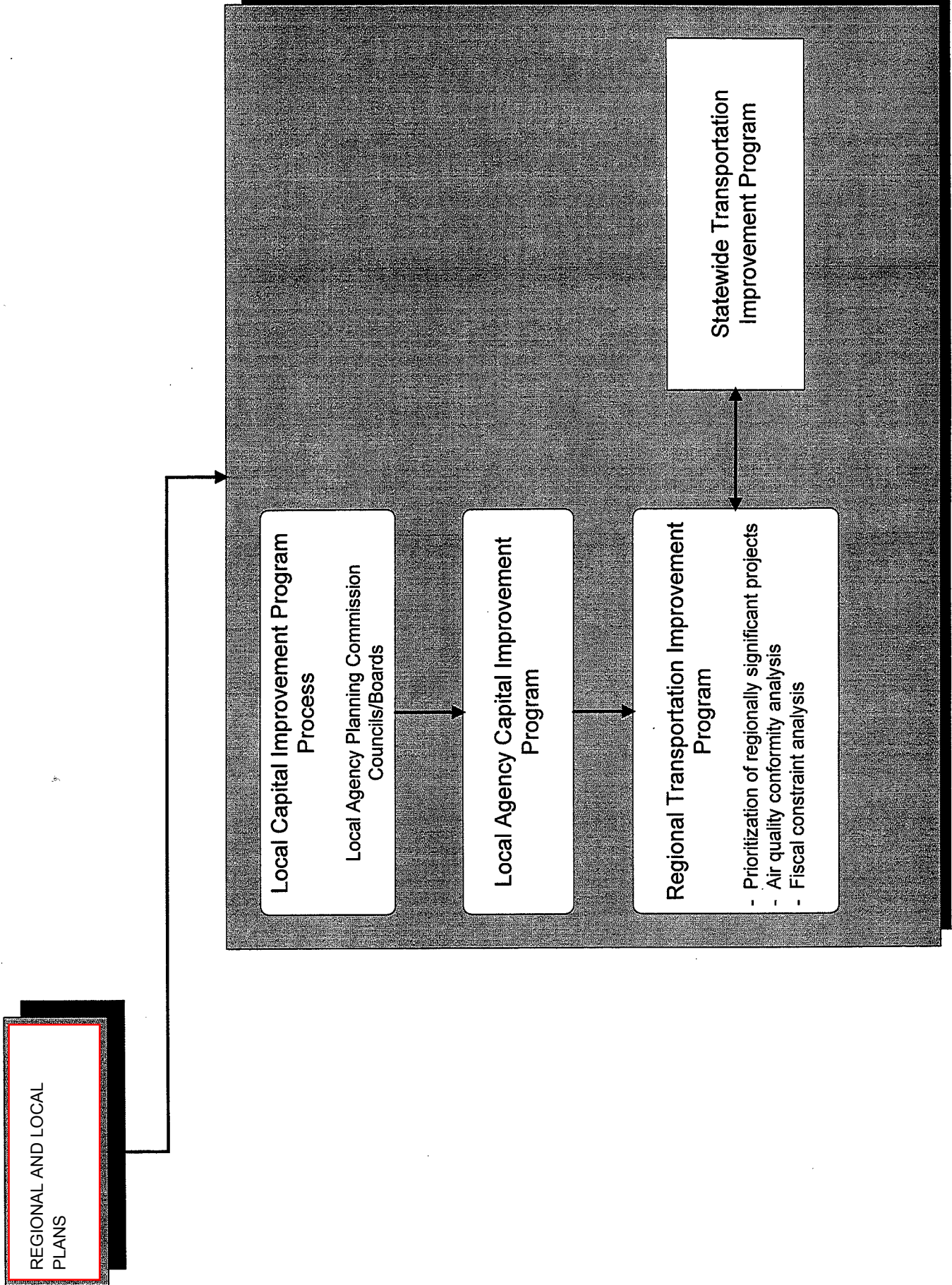
"Continue to develop, maintain and refine programs and procedures that maximize the opportunity for meaningful, ongoing citizen involvement in the community's planning and planning implementation processes consistent with mandatory statewide planning standards."

While every plan, refinement plan or special study has its own citizen involvement process, public involvement opportunities in the planning phase generally include citizen committees, public meetings and public hearings. For example, the TransPlan update involves citizens through citizen committees, symposiums, community workshops and public information programs. Participants at the symposiums guide development of the new plan and help to develop specific strategies in work group meetings between symposiums. Workshop participants are first updated about the transportation planning process and are then asked to provide input about the process. Public information programs, including video, slide and oral presentations, newsletter mailings, television, radio and newspaper stories provide additional information to the public. All workshop and hearing schedules are released to the media prior to these events.

For the Central Area Transportation Study (CATS) update, a Citizen Advisory Committee (CAC) was formed to work with a staff team to prepare and develop the document. The CAC represented the residents, businesses and institutions and assisted in guiding the content of the update, while the staff team prepared the document and

performed the technical analysis. Public meetings were held to develop the scope of work for the study and a discussion paper was released which outlined the study concepts. Mailings were sent to interested parties, and the CAC met with numerous civic groups to discuss the study concepts. The CAC met on more than 35 occasions in subcommittees, work sessions and other meetings to address the objectives of the update, to review successful programs used in other communities, and to make recommendations for concepts to be included in the study.

**Figure 6
Overview of
Transportation Programming Process**



3.0 Programming Process

3.1 Introduction

The long-range planning process identifies the improvements necessary to meet our future transportation needs. Specific projects are listed in TransPlan as having short-, medium- and long-range needs. Local agencies prioritize the projects based on local and regional transportation plans, goals and policies. Projects are prioritized in local capital improvement programs, the regional transportation improvement program and in the statewide transportation improvement program. Figure 6 depicts the programming process.

3.2 Description of Programming Process

Program Development

The cities of Eugene and Springfield, Lane County and Lane Transit District prepare capital improvement programs (CIPs) that represent a balanced program for capital improvements given the anticipated needs over the programming period. The projects in the CIPs are selected from a long list of capital needs. Part of the development includes identifying specific funding sources for all capital projects. CIPs are typically programmed for several years.

Demonstration of Financial Conformity

The Oregon Department of Transportation (ODOT) and the Lane Council of Governments must develop a Transportation Improvement Program that is financially constrained by year and includes a financial plan. This financial plan demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources. The Statewide Transportation Improvement Program must be developed by ODOT in cooperation with the Metropolitan Planning Organization (MPO). The Metropolitan Policy Committee sets priorities for ODOT's projects in the Eugene-Springfield area. Subsequently, ODOT uses the local priorities as part of the decision making process in determining which projects to fund. ODOT also consults with individual jurisdictions regarding projects within their boundaries. The Oregon Transportation Commission also considers other selection criteria such as projects that improve air quality, maximize the use of the existing system, improve safety, include a significant local match or have statewide significance.

The financial plan created by LCOG, the MPO, is developed by a technical committee made up of staff from the Transportation Planning Committee (TPC). TPC members identify the source of revenue for each project in their

jurisdiction and recommends the plan as part of the TIP process that is approved by Metropolitan Policy Committee.

Program Adoption

The CIPs are approved by local and appointed officials on an annual basis. Public hearings are held prior to adoption to allow the public to comment on the proposed expenditures. The STIP is adopted by OTC every two years. The Eugene-Springfield TIP must be approved at least every two years but local agencies have selected to approve it annually. Amendments may be made to the TIP as needed.

3.3 Programming Documents

Capital Improvement Program

Eugene, Springfield, Lane County and Lane Transit District develop multi-year Capital Improvement Programs (CIP) to guide the funding of land acquisition, construction of facilities and maintenance of assets. CIP's are updated annually and identify funding sources for the capital projects. Public hearings are held by the local agencies where citizens may comment on the capital expenditures. The transportation related CIP projects are included in the Eugene-Springfield Area Transportation Improvement Program (TIP).

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a listing of transportation improvements scheduled in the Eugene-Springfield metropolitan area during fiscal years 1994-95 through 1997-98. The TIP lists federally-funded and locally-funded projects that comprise construction and operational improvements anticipated by local agencies and the Oregon Department of Transportation

Federal legislation requires that the Lane Council Of Governments (LCOG), the Metropolitan Planning Organization (MPO) for the Eugene-Springfield area, in cooperation with the State and transit operators, develop a TIP which is updated and approved at least every two years by Metropolitan Policy Committee and the governor. The TIP is a listing of transportation improvements scheduled in the Eugene-Springfield metropolitan area during a designated time period (typically 3-5 years).

The TIP contains a listing of anticipated expenditures for locally-funded projects drawn from the capital improvement programs of Eugene, Springfield, Lane County, Lane Transit District and the Oregon Department of Transportation. In addition, the TIP lists projects for which application of specific federal funds will be made in the next four years. Priorities for the use of specific federal funds are established during development of the TIP.

TIP projects are determined by the transportation needs identified in the area's long-range transportation plan, the *Eugene-Springfield Metropolitan Area Transportation Plan* (TransPlan). TIP projects fall into one of three categories found in TransPlan: (1) projects identified to meet long-term needs; (2) projects designed to correct existing deficiencies or upgrade substandard facilities; and (3) policies to guide development of the area's transportation system over a 20-year period.

In addition, the TIP must be consistent with funding that is expected to be available during the relevant period, and projects in the TIP must be consistent with the long-range transportation plan. There must be reasonable opportunity for public comment prior to approval.

Statewide Transportation Improvement Program

Oregon's Statewide Transportation Improvement Program (STIP) is a project prioritization and scheduling document developed through various planning processes involving local and regional governments and transportation agencies. Through the STIP, the Oregon Department of Transportation (ODOT) allocates resources to those projects that have been given the highest priority through the planning activities. The Intermodal Surface Transportation Efficiency Act requires projects identified in the STIP to be consistent with the long-range statewide transportation plan, consistent with the metropolitan transportation improvement programs approved by the metropolitan planning organizations (MPO), in conformance with the state implementation plan in areas that are in non-attainment with the federal Clean Air Act, and consistent with expected available revenue. ODOT develops the STIP every two years. A meeting is held in the Eugene-Springfield area to provide information and gather comments from the public prior to adoption by the Oregon Transportation Commission (OTC). The public is invited to make comments directly to the OTC prior to adoption.

3.4 Programming Agencies/Funding Sources

Many sources of funding are available for transportation projects from federal, state, and local sources. A short explanation of the different funding programs follows.

Federal Sources

On December 18, 1991, the President signed the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 providing authorizations for highways, highway safety and transit transportation for the next 6 years. State and local governments are given more flexibility in determining transportation solutions, whether transit or highways. The TIP development process must address the ISTEA requirements and give full consideration to the flexibility provisions in the act. Reflecting the broader mandates of the transit program, the Urban Mass Transportation Administration, which administers transit provisions, was renamed the Federal Transit Administration (FTA).

Surface Transportation Program (STP), a new block grant program replacing federal-aid systems, is available for all roads not functionally classified as local or rural minor collector. Transit capital projects and bicycle-pedestrian projects are also eligible under this program.

Enhancement funds are available for environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. Enhancement projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation. Requests for enhancement funding will be submitted to ODOT and OTC as part of the metropolitan planning process.

High Cost Bridge Projects, congressionally-designated highway projects, are funded as part of ISTEA. This special program provided \$23.7 million for the Ferry Street Bridge project.

FTA Section 3 funds are available for transit capital improvements. Funds are administered by the FTA regional office and are granted on a project-by-project basis. Lane Transit District anticipates receiving some Section 3 funds during the next five years. Should Section 3 funds be available, they will be used to finance one-time capital improvements. The funding ratio for these funds is 80 percent federal and 20 percent local.

FTA Section 9 and 9A funds are distributed on a statutory formula basis to support capital, operating and planning expenditures for publicly-owned transit systems. Lane Transit District anticipates receipt of some funding from this program in the next few years. When used for capital or planning projects, Section 9 and 9A funds have a funding ration of 80 percent federal and 20 percent local; when used for operating, the maximum federal percentage is 50 percent.

FTA Section 16(b) program provides transportation services for elderly and disabled persons. The funds are allocated to ODOT for distribution to local transit agencies. The funds may go to private, non-profit organizations or to public bodies which coordinate service. ODOT is currently recommending an

allocation formula based on operating miles and population. OTC will make a decision on the allocation formula when it adopts the transit section of the ODOT TIP.

FTA Section 18 funds are used to fund capital, operating and planning needs of public transit. The Section 18 program has a new program element under ISTEA, an intercity bus program. It provides for planning, marketing, capital assistance, purchase of service agreements, user-side subsidy projects and demonstrations, and rural connections coordinated between intercity bus and rural public transportation operators.

State Sources

The State plays a major role in the street and highway program and a minor role in the transit program.

The State Highway Fund consists primarily of user fees, such as the state gas tax, license fees, and weight-mile tax. Nearly one-third of the fund is transferred to cities and counties throughout the state for street and highway improvements. Most of the remaining portion of the fund is available to the State for maintenance, state construction and matching of federal aid funds. One percent of State highway construction funds is required by law to be used for bicycle facilities. Priorities for use of the State Highway Fund are established by the Oregon Transportation Commission. Generally, the State provides all of the eight percent match required on interstate projects and half of the 12 percent match required on federal highway-related projects.

The State General Fund is the source of funding for the State's Public Transit Division. These funds are distributed to transit districts including Lane Transit District. In the past, Oregon's Public Transit Division provided some funding for capital purchases. Future state funding for transit capital projects is uncertain.

The Special Transportation Fund (STF) is revenue generated by a tax on tobacco products administered by the Public Transit Section of the Oregon Department of Transportation for the purpose of financing and improving transportation programs and services to persons who are elderly or disabled. The majority of the funds are distributed statewide using a formula that is based on population distribution. Remaining funds primarily for capital and demonstration projects are granted on a project-by-project basis with a bi-annual application that must integrate with the local Transportation Improvement Program. Lane Council of Governments manages the STF program under contract to Lane Transit District.

Local Sources

The State Highway Fund Transfer results in state-collected user fees being distributed to the cities and county for local improvements. Eugene, Springfield and Lane County collectively receive about \$4 million annually through this transfer. This amount could change if the State increases the gas tax, license fees and weight-mile tax.

Federal Timber Receipts received by Lane County from timber sales on U.S. Forest Service lands in Lane County make up a majority of the County's budget for street and highway improvements. By State law, 75 percent of the Federal Timber Receipts are allocated to County Road Funds and 25 percent to schools within Lane County. Federal Timber Receipts currently account for a significant portion of the County's annual road improvement budget.

Economic Development Assistance Program funds are available from Lane County to finance public road improvements needed for projects that result in the creation or retention of permanent jobs.

Assessments of adjoining property owners often constitutes a large portion of the total cost of specific street improvements. The assessment depends on the type of street and the agency. The cost of curbs, gutters and sidewalks is usually assessed to property owners. Sometimes, assessments include part of the cost of the pavement, underground drainage and street lighting. The cost of features not normally required on similar streets, as well as oversize facilities or additional width, are absorbed by the implementing agency. The public works department of the implementing agency should be consulted for the specific details of the assessment on individual projects.

Local funds are derived by the cities from user fees, parking revenues, citations, bond issues, and other taxes. A large number of locally-generated funds are used by the cities for street improvements. The Employer Payroll Tax accounts for a majority of Lane Transit District's local revenues.

System Development Charges are used on capital projects exclusively due to the need to serve new development. SDC's are based on a formula related to the cost of providing increased transportation capacity to serve new development.

3.5 Summary of Programming/Public Involvement Process

Each local agency has a public involvement program where citizens have the opportunity to comment on expenditures for transportation projects and programs.

Capital Improvement Programs (CIPs) are updated on an annual basis and local staff may be contacted to obtain information on the program timeline, public involvement process and adoption. Contact names and telephone numbers are

listed in Appendix E. The Transportation Improvement Program is updated annually by the Metropolitan Policy Committee. Citizens may contact Lee Shoemaker at 687-4355. Finally, the Statewide Transportation Improvement Program is updated every two years by the Oregon Department of Transportation (ODOT). Citizens may contact ODOT Region 3 staff at 440-3399.

4.0 Implementation Process

Once a specific project has been identified in the plan and programmed for implementation, the responsible agency begins a process of design and construction. The end result is the operation and maintenance of a project. The following section describes this process and the related public involvement activities. Figure 7 illustrates the implementation process.

4.1 Introduction

Project implementation includes construction work as well as some non-construction activities, such as changes in transit operations or signal system changes.

For projects involving street construction, additional construction location information is needed, followed by preliminary design work. All of this data helps to determine the need for right-of-way. As part of this determination, an environmental analysis and public hearings may be needed, depending on the scope of the project. Once right-of-way is acquired and final plans and contract documents are prepared, construction can begin.

For non-construction projects, the number of steps leading to implementation varies. Acquisition of transit vehicles, for example, is a lengthy process which includes developing vehicle specifications and soliciting bids prior to delivery. Transit route changes or traffic signal timing changes are non-construction activities which require less time but still require substantial detailed analysis.

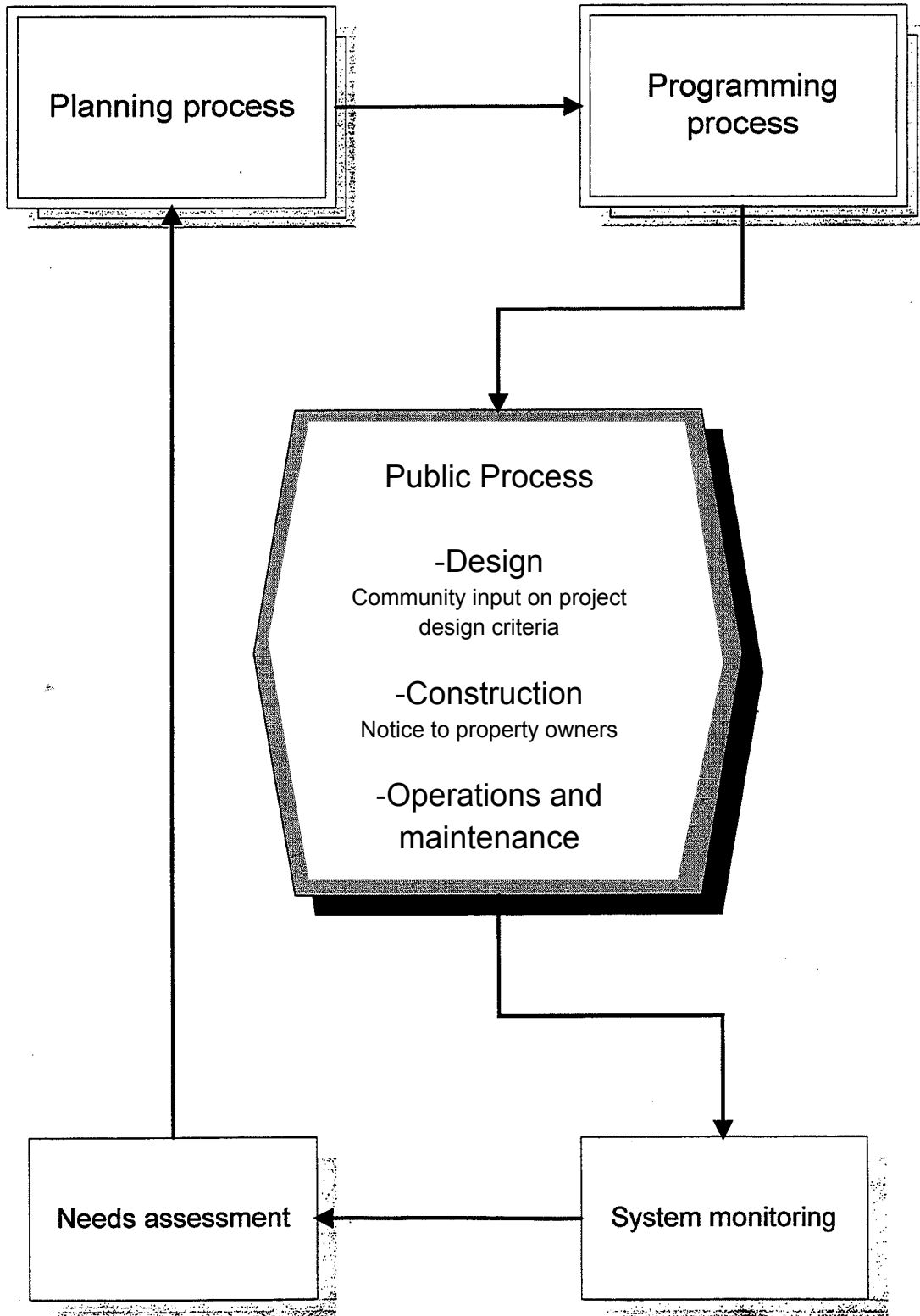
4.2 Description of Implementation Process

At the implementation stage, each jurisdiction takes the projects identified in the transportation plan and programmed in the Transportation Improvement Program, and advances them to the design and construction phase. Operations and maintenance plans are also part of the implementation phase.

While local jurisdictions vary in their public involvement process, each agency has developed a program for involving the citizens affected by transportation projects.

Lane County's implementation process for transportation projects includes an opportunity for public input on project alternatives and design decisions at the Roads Advisory Committee and before the Board of Commissioners before approval. The citizen involvement process includes mailings to adjacent property owners and other interested parties. The public hearing process includes at least one public hearing with a procedure for appeals to the Lane County Board of Commissioners.

**Figure 7
Overview of
Transportation Implementation Process**



Springfield involves citizens in the implementation process by holding neighborhood meetings to receive input on public concerns and to answer questions about the project.

The City of Eugene holds public hearings and open houses to give the public opportunities to be involved in project level decisions. Affected citizens are notified through neighborhood associations or through direct contact to property owners or residents.

The Oregon Department of Transportation (ODOT) conducts a variety of public involvement efforts in conjunction with its project development and planning activities. The more traditional advisory committee process is still used at a specific project level and staff is available to speak to various interested groups. Additionally, ODOT is increasing the use of an “open house” meeting style for informational meetings and public hearings. The purpose of this approach is to provide the general public with an opportunity to view the project in an informal, non-threatening, environment.

In the case of public hearings, ODOT supplements this “open house” approach by providing people with an opportunity to speak with a project manager or group of officials in the presence of a court reporter who records the testimony for the official record.

Lane Transit District conducts public hearings on service changes, fare changes, capital grants and their annual budget. For large capital projects such as the Eugene Transit Station, advisory citizen committees may be formed. Lane Transit District also involves affected property owners when improvements are made to bus stops.

4.3 Project Documents

If a transportation corridor warrants an environmental analysis, Environmental Impact Statement (EIS) or a major investment analysis, citizens will have an opportunity to comment on such documents at public meetings and hearings.

4.4 Summary of Implementation Process

The transportation planning process identifies the needs of the transportation system. Those needs are programmed in Capital Improvement Programs and Transportation Improvement Programs. The final stage in the process is the design, construction and maintenance of the system.

As described above, the public has an opportunity to provide input during all phases of the transportation process.

The process does not stop at the implementation stage. The system also must be monitored for performance. Over time it will be necessary to conduct a needs assessment of the transportation system. Information gathered from the assessment will be used as part of the on-going planning process.

Appendix A. Acronyms

ADA	Americans with Disabilities Act
AQMA	Air Quality Maintenance Area
CAA	Clean Air Act (federal)
CAAA	Clean Air Act Amendments
CAC	Citizens Advisory Committee
CATS	Central Area Transportation Study - (downtown Eugene)
CIP	Capital Improvement Plan
CO	Carbon Monoxide
CWA	Clean Water Act
DEQ	Department of Environmental Quality (state of Oregon)
DLCD	Department of Land Conservation & Development (state of Oregon)
DOE	Department of Energy (federal)
DOT	Department of Transportation (federal)
EQC	Environmental Quality Commission
EIS	Environmental Impact Statement
E-SATS	Eugene-Springfield Area Transportation Study
EPA	Environmental Protection Agency (federal)
FHWA	Federal Highway Administration (part of federal DOT)
FTA	Federal Transit Association
FY	Fiscal Year
GOAL 12	State Transportation Goal (see Transportation Planning Rule)
HBR	Highway Bridge Replacement
HWY	Highway
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991 - A Federal Bill allocating money for transportation
JPCC	Joint Planning Commission Committee
LC	Lane County
LCDC	Land Conservation & Development Commission (state of Oregon)
LCOG	Lane Council of Governments
LRAPA	Lane Regional Air Pollution Authority
LTD	Lane Transit District
LUBA	Land Use Board of Appeals
MPC	Metropolitan Policy Committee
MPO	Metropolitan Planning Organization (a federal designation)
NAAQS	National Ambient Air Quality Standards (federal)
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
O & M	Operations and Maintenance
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan (the state's Transportation Plan)
PFP	Public Facilities Plan
PM10	Particulate matter - 10 micrometers in diameter or less

ROW	Right of Way
RP	Refinement plan
SDC	Systems Development Charge
SIP	State Implementation Plan
STIP	State Transportation Improvement Plan
STF	Special Transportation Fund (from cigarette tax, etc. - used for elderly and disabled transportation)
STP	Surface Transportation Program (a program from ISTEA)
TIP	Transportation Improvement Program
TPC	Transportation Planning Committee (Eugene-Springfield regional committee)
TPR	Transpiration Planning Rule (a state administrative rule implementing Goal 12)
TRANSPLAN	The current regional transportation plan for our area.
TRIP	Transportation (Planning) Rule Implementation Project
TSP	Transportation System Plans (required by TPR; TransPlan is the TSP for the E-S area)
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled

Appendix B. Glossary

Alternative Modes of Transportation - Forms of transportation that provide transportation alternatives to the use of single-occupant automobiles. Examples include: rail, transit, carpools, bicycles and walking.

Americans with Disabilities Act (ADA) - Federal civil rights legislation for persons with disabilities, signed into law in 1990, that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications and transportation. Transportation requirements include the provision of "comparable paratransit service" that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

Attainment Area - An area which has met or exceeded the federal ambient air health standards established by the EPA. An area may be an attainment area for one pollutant and a non-attainment area for another.

Attainment Plan - A program of air pollution emission control measures associated with state and federal requirements which are designed to ensure that an area achieves attainment with an ambient air standard.

Balanced Transportation System - A system that provides a range of transportation options and takes advantage of the inherent efficiencies of each mode.

Capacity - The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour or persons per hour.

Capital Improvement Program (CIP) - A plan for future capital infrastructure and program expenditures which identifies each capital project, its anticipated start and completion, and allocates existing funds and known revenue sources for a given period of time.

Carbon Monoxide - A colorless, odorless, tasteless gas formed in large part by incomplete combustion of fuels. Local sources of carbon monoxide include automobiles, wood stoves, and industrial processes.

Clean Air Act - Federal statutes established by the United States Congress which set the nation's air quality goals and the process for achieving those goals.

Clean Water Act (CWA) - Federal law regulating the quality of the waters of the United States. Amendments to the CWA in 1987 require local jurisdictions to develop stormwater management plans for the control of municipal nonpoint source pollution.

Comprehensive Plan - An official document adopted by a local government that describes the general, long-range policies on how the community's future development should occur. A local comprehensive plan must be in compliance with state land use planning goals.

Congestion - A condition under which the number of vehicles using a facility is great enough to cause reduced speeds and increased travel times.

Criteria Pollutants - Air pollutants for which there are National Ambient Air Quality Standards that have been established by the Environmental Protection Agency to protect the public health and welfare from their known adverse effects. There are additional standards set by the State of Oregon. Communities are required to test the air continually for those criteria pollutants which appear to merit testing, based on historical data and trends, and population. In the Eugene-Springfield area, the Lane Regional Air Pollution Authority is responsible for monitoring these air pollutants.

Design Standards - Standards that are met when a new road is constructed, or when a deficient section is improved. These standards pertain to all relevant geometric and structural features required to provide a desired level of service over the life of the project. The life of the project is generally 20 years beyond its implementation.

Environmental Protection Agency - The federal agency charged with protecting the environment. EPA is the source agency of air quality control regulations affecting transportation.

Eugene-Springfield Metro Area General Plan (Metro Plan) - The comprehensive land use planning document for the Eugene-Springfield Metropolitan Area. This document outlines broad goals, objectives and policies for long-range planning inside the urban growth boundary (UGB). The Metro Plan is in compliance with state land use planning goals.

Goal 12 - One of 19 statewide planning standards that make up the state land use planning program. Goal 12 relates to transportation and reads: "To provide and encourage a safe, convenient and economic transportation system." See Transportation Planning Rule.

Goals - A desired result or purpose. In planning, a goal is a broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable, but it is used as a point toward which the community may strive.

Interim Benchmarks - Transportation System Plans (TSP) required by the Transportation Planning Rule must include interim benchmarks for use in evaluating progress at 5-year intervals. Where interim benchmarks are not met, the TSP must be amended to include new or additional efforts.

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 - This is the 1991 federal transportation funding legislation that provides for a new direction in transportation planning, with emphasis on protecting the environment and reducing congestion. Emphasis is

placed on identifying the most efficient modes in relation to particular needs. State and local governments have increased flexibility to invest in a wider range of alternatives.

Land Conservation and Development Commission (LCDC) - An eight-member commission established by Senate Bill 100 in 1973 to develop and administer Oregon's statewide planning goals.

Land Use - The way land or the structures on the land are used; for example, residential, commercial, industrial, and open space.

Land Use Board of Appeals (LUBA) - A board established by the state legislature in 1979 to hear and decide on contested land-use cases.

Lane Regional Air Pollution Authority (LRAPA) - The local agency formed through an intergovernmental agreement between Lane County and the cities of Eugene, Springfield, Cottage Grove, and Oakridge. LRAPA is responsible for restoring and maintaining the ambient air quality of Lane County.

Long-Range Projects - Projects identified as long-range are expected to be needed ten or twelve years after TransPlan adoption.

Maintenance Plan - A program of air pollution emission control measures associated with state and federal requirements which are designed to ensure that an area remains in attainment with an ambient air standard.

Medium Term Capital Project - Projects identified as medium-range are expected to be needed six to ten years after TransPlan adoption.

Metropolitan Planning Organization (MPO) - The organization responsible for regional transportation planning in an urbanized area. Members are designated by the governor and local elected officials. Lane Council of Governments is the MPO for the Eugene-Springfield area.

Metropolitan Policy Committee (MPC) - An intergovernmental policy group comprises representatives from Eugene and Springfield Council, Lane County Board of Commissioners and the Lane Transit District Board of Directors. MPC has been delegated certain responsibilities by the Lane Council of Governments Board of Directors to provide policy guidance on the transportation planning process in the Metro area.

Multimodal - A trip involving several types of transportation, such as both rail and bus.

National Ambient Air Quality Standards (NAAQS) - Federal standards that set allowable concentrations and exposure limits for various pollutants.

Non-Attainment Area - An area that has failed to meet a federal ambient air health standard set by the EPA. An area can at the same time be classified as in attainment for one or more air pollutants and as a non-attainment area for another air pollutant.

Objective - An attainable target that the community attempts to reach during the process of striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.

Oregon Benchmarks - Standards for measuring government performance and statewide progress in a variety of areas. Benchmarks help state government set program and budget priorities.

Oregon Transportation Plan (OTP) - The comprehensive, long-range plan for a multimodal transportation system for the state which encompasses economic efficiency, orderly economic development, safety and environmental quality.

Oregon Roads Finance Study - A major analysis of long-term needs, revenue adequacy and funding alternatives to preserve our road infrastructure.

Ozone - A toxic gaseous pollutant which is formed in the atmosphere through photochemical reactions of nitrogen oxides, volatile organic compounds and sunlight.

Paratransit - Alternative known as "special or specialized" transportation which often includes flexibly scheduled and routed transportation services. These services use low capacity vehicles such as vans to operate within normal urban transit corridors or rural areas. Services usually cater to the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

Particulate Matter - Any material that exists in the atmosphere as solid or liquid (with the exception of uncombined water).

PM 10 - Any particulate matter with an aerodynamic diameter less than or equal to 10 micrometers.

Pedestrian Pathway - A pathway designed for pedestrian travel.

Policy - A statement adopted as part of a plan to provide a specific course of action moving the community towards attainment of its goals. Due to budget constraints and other activities, all policies cannot be implemented at the same time. Generally, those with metropolitan-wide implications should receive priority consideration.

Public Facility Plan - A plan required by state law for any city with an urban growth boundary encompassing a population greater than 2,500. A plan outlining the sewer, water and transportation facilities needed to serve such an urbanized area.

Refinement Plan - Refinement plans are a detailed examination of the service needs and land use issues relevant to a particular area. Refinements to the Metropolitan Area General Plan include specific neighborhood plans, community plans, or special purpose plans (such as water, sewer, or transportation plans).

Right-of-Way - Public space legally established for the use of pedestrians, vehicles or utilities. Right-of-way typically includes the street, sidewalk and buffer strip areas.

Short-term Capital Project - Projects identified as short-range needs are expected to be needed within 5 years of TransPlan adoption.

Transportation Corridor - Major or high volume routes for moving people, goods and services from one point to another. They may serve many transportation modes or be for a single mode such as an air corridor.

Transportation Demand Management (TDM) - "Demand-based" techniques which are designed to change travel behavior in order to improve the performance of transportation facilities and to reduce the need for additional road capacity. Methods include the use of alternative modes, ride-sharing and vanpool programs and trip-reduction ordinances.

Transportation Needs - These are estimates of the movement of people and goods that are consistent with an acknowledged comprehensive plan and the requirements of the Transportation Planning Rule. Needs are typically based on projections of future travel demands resulting from a continuation of current trends as modified by policy objectives, including those expressed in Statewide Planning Goal 12 and the Transportation Rule, especially those for avoiding principal reliance on any one mode of transportation.

Transportation Planning Rule (TPR) - A state planning administrative rule, adopted by the Land Conservation and Development Commission in 1991 to implement state land use planning Goal 12, Transportation. The TPR requires metropolitan areas to show measurable progress towards reducing dependence on automobiles.

Transportation System Management - The techniques for increasing the efficiency, safety, capacity or level of service of the existing transportation system without increasing its size. Examples include traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, ramp metering, and restriping for high occupancy vehicle (HOV) lanes.

Transportation Systems Plan - A plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.

TransPlan - The Eugene-Springfield metropolitan area's long-range transportation plan.

Travel Mode - The means of transportation used, such as automobile, bus, bicycle, or by foot.

Urban Growth Boundary (UGB) - A site-specific line in the Metropolitan Plan that separates existing and future urban development from rural lands. Urban levels and densities of development, complete with urban levels of services, are planned within the UGB. A requirement of the state land use planning program.

Vehicle Miles of Travel (VMT) - The sum of distances traveled by all motor vehicles in a specified region. A requirement of the state Transportation Planning Rule is reducing vehicle miles traveled per capita.

Appendix C. State Planning Goal 1: Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The governing body charged with preparing and adopting a comprehensive plan shall adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land-use planning process.

The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and comprehend the issues.

Federal, state and regional agencies, and special-purpose districts shall coordinate their planning efforts with the affected governing bodies and make use of existing local citizen involvement programs established by counties and cities.

The citizen involvement program shall incorporate the following components:

1. Citizen Involvement -- To provide for widespread citizen involvement.

The citizen involvement program shall involve a cross-section of affected citizens in all phases of the planning process. As a component, the program for citizen involvement shall include an officially recognized committee for citizen involvement (CCI) broadly representative of geographic areas and interests related to land use and land-use decisions. Committee members shall be selected by an open, well-publicized public process.

The committee for citizen involvement shall be responsible for assisting the governing body with the development of a program that promotes and enhances citizen involvement in land-use planning, assisting in the implementation of the citizen involvement program, and evaluating the process being used for citizen involvement.

If the governing body wishes to assume the responsibility for development as well as adoption and implementation of the citizen involvement program or to assign such responsibilities to a planning commission, a letter shall be submitted to the Land Conservation and Development Commission for the state Citizen Involvement Advisory Committee's review and recommendation stating the rationale for selecting this option, as well as indicating the mechanism to be used for an evaluation of the citizen involvement program. If the planning commission is to be used in lieu of an independent CCI, its members shall be selected by an open, well-publicized public process.

2. Communication -- To assure effective two-way communication with citizens.

Mechanisms shall be established which provide for effective communication between citizens and elected and appointed officials.

3. Citizen Influence -- To provide the opportunity for citizens to be involved in all phases of the planning process.

Citizens shall have the opportunity to be involved in the phases of the planning process as set forth and defined in the goals and guidelines for Land Use Planning, including Preparation of Plans and Implementation Measures, Plan Content, Plan Adoption, Minor Changes and Major Revisions in the Plan, and Implementation Measures.

4. Technical Information -- To assure that technical information is available in an understandable form.

Information necessary to reach policy decisions shall be available in a simplified, understandable form. Assistance shall be provided to interpret and effectively use technical information. A copy of all technical information shall be available at a local public library or other location open to the public.

5. Feedback Mechanisms -- To assure that citizens will receive a response from policy-makers.

Recommendations resulting from the citizen involvement program shall be retained and made available for public assessment. Citizens who have participated in this program shall receive a response from policy-makers. The rationale used to reach land-use policy decisions shall be available in the form of a written record.

6. Financial Support -- to insure funding for the citizen involvement program.

Adequate human, financial, and informational resources shall be allocated for the citizen involvement program. These allocations shall be an integral component of the planning budget. The governing body shall be responsible for obtaining and providing these resources.

Appendix D. ISTEA Public Involvement Requirements

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Subpart C--Metropolitan Transportation Planning and Programming

§450.316 metropolitan transportation planning process: Elements.

(b) In addition, the metropolitan transportation planning process shall:

(1) Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs and meets the requirements and criteria specified as follows:

(i) Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised;

(ii) Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns);

(iii) Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;

(iv) Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs (in nonattainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, TIP and major amendment(s));

(v) Demonstrate explicit consideration and response to public input received during the planning and program development processes;

(vi) Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;

(vii) When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP;

(viii) If the final transportation plan or TIP differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available;

(ix) Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all;

(x) These procedures will be reviewed by the FHWA and the FTA during certification reviews for TMAs, and as otherwise necessary for all MPOs, to assure that full and open access is provided to MPO decision making processes;

(xi) Metropolitan public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs;

Appendix E. Public Notification Procedures

Transportation Improvement Program (TIP)

A public hearing will be held by the Metropolitan Policy Committee for public comment prior to adoption or amendments to the TIP.

An advertisement will be placed in the newspaper 30 days prior to the public hearing indicating the availability of the TIP for public review and where and when the public hearings will be held.

Letters will be written to private providers of transportation services indicating the availability of the TIP for public review and where and when the public hearings will be held.

A media notice will be released indicating the availability of the TIP for public review and where and when the public hearings will be held.

TransPlan

A public hearing will be held by the Metropolitan Policy Committee for public comment prior to adoption or amendments to TransPlan.

An advertisement will be placed in the newspaper 30 days prior to the public hearing indicating the availability of the TransPlan for public review and where and when the public hearings will be held.

Letters will be written to private providers of transportation services indicating the availability of TransPlan for public review and where and when the public hearings will be held.

A media notice will be released indicating the availability of the TransPlan for public review and where and when the public hearings will be held.

Americans with Disabilities Act

The annual Americans with Disabilities Act Paratransit Plan Update is developed in consultation with the local Special Transportation Fund (STF) Advisory Committee and Lane Transit District's Accessible Issues Committee (AIC). Membership is comprised of users, representatives of users or providers of transportation services specifically designed to meet the needs of persons who are elderly or disabled. Meetings are open to the public and are announced via an extended mailing list and in local newspapers.

A public hearing to review and receive comments on the draft Americans with Disabilities Act Paratransit Plan Update is conducted by LCOG and LTD staff. A second public hearing is conducted by the LTD Board of Directors prior to submittal of the final version of the plan which includes comments or revisions resulting from the first hearing. Media notices, public

service announcements, on-board newsletters, posters and mailings to riders are all used to announce public hearings and information sessions.

Typically, in addition to the formal public hearing process, LTD and LCOG jointly host community forums on specialized transportation services inviting customers, social service agency representatives and the general public to learn more about accessible services operating in the community and to provide a more relaxed setting for customers to comment.

Citizen's Guide to Transportation Planning

The Transportation Planning Committee and the Metropolitan Policy Committee will periodically, or at least every 3 years (consistent with ISTEA), review and evaluate these public involvement procedures. Amendments to the procedures will require a 45-day public comment period prior to adoption.

A public hearing will be held by Metropolitan Policy Committee for public comment prior to adoption or amendments to the Citizen's Guide.

An advertisement will be placed in the newspaper 45 days prior to the public hearing indicating the availability of the Citizen's Guide for public review and where and when the public hearings will be held.

A media notice will be released indicating the availability of the Citizen's Guide for public review and where and when the public hearings will be held.

Appendix F. Transportation Planning Contacts

Lane Council of Governments

Lee Shoemaker, Associate Planner, Transportation and Public Infrastructure, 687-4355

City of Eugene

Dave Reinhard, Transportation Engineer, 687-5218

Jan Childs, Planning Division Manager, 687-5481

City of Springfield

Gary McKenney, Traffic Engineer, 726-3681

Mel Oberst, Associate Planner, Development Services Department, 726-3783

Lane County

Tom Stinchfield, Transportation Planning Engineer, 341-6900

Lane Transit District

Stefano Viggiano, Planning Administrator, 741-6100

Oregon Department of Transportation

Larry Asburry, District 5 Manager, 726-2552

Richard McSwain, Planning Traffic Manager, 986-2649

Lane Regional Air Pollution Authority (LRAPA)

Kim Partridge, Public Information Coordinator, 726-2514

Department of Environmental Quality

Public Affairs Office, 1-800-452-4011

Department of Land Conservation and Development

Salem Office 373-0050

General Information, Mitch Rhose, Communications Manager

Transportation Planning Rule Information, Bob Cortright

Federal Highway Administration

Fred Patron, Salem Field Office, 399-5749

Federal Transit Administration

Region 10, Seattle, (206) 220-7954

Appendix G

Intermodal Surface Transportation Efficiency Act Requirements for Public Involvement

<p>(1) Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and Transportation Improvement Programs and meets the requirements and criteria specified as follows:</p>
<p>(i) Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised;</p>
<p>(ii) Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns);</p>
<p>(iii) Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;</p>
<p>(iv) Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs (in nonattainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, TIP and major amendment(s));</p>
<p>(v) Demonstrate explicit consideration and response to public input received during the planning and program development processes;</p>
<p>(vi) Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;</p>
<p>(vii) When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP;</p>
<p>(viii) If the final transportation plan or TIP differs significantly from the one which was made available for public comment by the Metropolitan Planning Organization and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available;</p>
<p>(ix) Public involvement processes shall be periodically reviewed by the MPO in terms of their effectiveness in assuring that the process provides full and open access to all;</p>
<p>(x) These procedures will be reviewed by the Federal Highway Administration and the Federal Transit Administration during certification reviews for Transportation Management Associations, and as otherwise necessary for all MPOs, to assure that full and open access is provided to MPO decision making processes;</p>