


<p>Oregon Transportation Commission</p>  <p>POLICY</p> <p>(Draft Date:3/25/2008)</p>	<p>NUMBER TRANSPORTATION COMMISSION-</p>	<p>SUPERSEDES TRANSPORTATION COMMISSION</p>
	<p>EFFECTIVE DATE</p>	<p>PAGE NUMBER 01 OF 05</p>
	<p>REFERENCE 1994 PUBLIC INVOLVEMENT POLICY AND PROCEDURES</p>	
<p>SUBJECT PUBLIC INVOLVEMENT POLICY</p>		

OBJECTIVES

The Oregon Transportation Commission (OTC) establishes the following policy and basic implementation procedures to assist in meeting state and federal public participation requirements for statewide planning processes and the Statewide Transportation Improvement Program (STIP) development and provide:

- a) Improved coordination in the development and updates of the statewide transportation plans and the STIP, and
- b) Improved consistency for Oregon Department of Transportation (ODOT) public involvement processes, and
- c) Advice to ODOT regions and staff for public involvement processes; and coordination within the agency and its partners.

POLICY

The Oregon Transportation Commission and the Oregon Department of Transportation will meaningfully involve the public in important decisions by providing for early, open, continuous, and effective public participation in and access to key planning and project decision-making processes.

BACKGROUND

The Oregon Transportation Commission (OTC) and the Oregon Department of Transportation (ODOT) are dedicated to the goals of developing an integrated, balanced multimodal transportation system that moves people, goods, and services safely and efficiently throughout the state; and improves Oregon's livability and economic prosperity. Achieving these goals requires a unified transportation system plan that considers all modes of Oregon's transportation system as a single system.

The Oregon Transportation Plan (OTP) is ODOT's policy document that articulates these goals with strategies to implement them. Along with its component mode and topic plans, the OTP forms the long-range, multimodal, state transportation system plan. The OTP considers all modes of Oregon transportation as a single system and addresses the future needs of Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads. The Statewide Transportation Improvement Program, (STIP) is Oregon's four-year transportation capital improvement program. It shows the transportation projects and activities to be funded by ODOT to implement the policies and strategies stated in the OTP.

The OTP and its statewide mode and topic component plans are updated as needed. Transportation Facility Plans, such as Interchange Area Management Plans, will also follow this policy as they are primarily an amendment to the Oregon Highway Plan. Transportation Facility plans are developed to identify solutions for specific transportation problems. Many of the projects that are later funded in the STIP result from these planning efforts. The STIP is regularly updated to respond to current needs and available funds.

This public involvement policy is adopted because the OTC and ODOT recognize that public involvement is crucial to ensuring that statewide transportation plans and the projects selected for funding in the STIP effectively and efficiently provide for Oregonians' transportation needs. This policy and its implementation requirements are intended to provide the public with opportunities to provide input to the development of plans and possible projects. It will also ensure that ODOT meets its state and federal obligations for public involvement and help to implement Goal 7 - Coordination, Cooperation, and Communication in the OTP.

This is an overarching policy that updates the Public Involvement Policies and Procedures adopted by the OTC in 1994. It re-commits the OTC and ODOT to providing for meaningful involvement from the public while developing and updating statewide transportation plans and the STIP and lists basic steps necessary to meet public involvement obligations. ODOT has and utilizes extensive public involvement practices. The policy and implementation requirements set forth in this document are core practices to maintain compliance with regulations regarding public involvement. Many sections and units within ODOT such as Project Delivery, Transportation Enhancement and Scenic Byways conduct public involvement and/or public outreach

using processes unique to their needs. Those sections and units will continue to refine their specific procedures building on these core requirements.

POLICY IMPLEMENTATION

The purposes of public involvement policy implementation actions are to implement the policy, recent federal and state regulations regarding public involvement requirements, incorporate guidance received from the OTC and other ODOT policies and procedures regarding public involvement. Additionally, the requirements address an aspect of the Policy on Formation and Operation of the Area Commissions on Transportation (ACTs) relating to the ACT's advisory role to the OTC and ODOT in the development of the STIP.

The following procedures implement the public involvement policy. The OTC and ODOT will:

1. Abide by all applicable state and federal laws and rules in implementing public involvement processes for the development and major revisions of the long-range statewide transportation plan (the Oregon Transportation Plan and its mode/topic and transportation facility plans) and the development of the STIP.
2. Follow the requirements of the Oregon Public Meetings Law (ORS 192.610 to 192.690) for all advisory committees appointed by or reporting to the OTC, such as holding meetings at convenient and accessible locations and times.
3. Maintain and utilize as appropriate a broad based, statewide list of stakeholders: individuals and organizations that are interested in or affected by transportation decisions such as members of the public; freight shippers; private providers of transportation; representatives of users of public transportation; representatives of users of pedestrian walkways and bicycle transportation facilities; representatives of the disabled; providers of freight transportation services; other interested parties; and organizations who are interested in or affected by transportation decisions; including but not limited to representatives of Indian tribal governments; organizations traditionally underserved by existing transportation systems such as low-income minority populations; and, others who may face challenges accessing employment and other services.
4. Provide an ODOT representative to advise the Area Commissions on Transportation (ACT) during the development and update of statewide transportation plans and the STIP.
5. Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority populations, who may face challenges accessing employment and other services during public involvement processes.

