



## U.S. DEPARTMENT OF TRANSPORTATION

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September 10, 2007  
IN REPLY REFER TO  
724.421

Mr. George Kloeppe  
Executive Director  
Lane Council of Governments  
99 East Broadway, Suite 400  
Eugene, Oregon 97401-3111

RE: Central Lane MPO Transportation Planning Certification Review

Dear Mr. Kloeppe:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are pleased to provide you with the final report on our Planning Certification Review of the Central Lane Metropolitan Planning Organization. As you know, because your metropolitan area exceeds 200,000 people and has been designated as a Transportation Management Area (TMA) FHWA and FTA staff conducted a joint review of the area's transportation planning process on May 1-2, 2007. An overview of the initial findings was provided verbally at the close out session. The draft report was also shared with your staff in July, 2007.

Although, we found no outstanding action items, which would preclude our certifying Central Lane MPO, we did note certain corrective actions and recommendations that the MPO needs to address. These are included in the Executive Summary section of the final report. We anticipate seeing progress made in these specific areas in the very near future. This TMA certification will remain in effect for four years from the date of this certification letter.

We also want to take the opportunity to commend the Central Lane MPO's highly skilled and professional staff. The MPO has made significant progress over the past year in advancing the planning and programming activities to meet the requirements of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). A prime example of this is the e-MPO which helps to fulfill the electronic access, visualization, and public participation requirements of SAFETEA-LU.

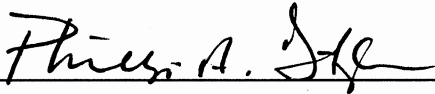
We appreciate the time and assistance that your staff provided along with your partners at ODOT, LTD and other local agencies. Please convey our thanks for their excellent support.

**MOVING THE  
AMERICAN  
ECONOMY**



If you have any questions regarding this review or any corrective actions and recommendations, please contact Satvinder Sandhu of the FHWA Oregon Division Office (503) 587-4723, Lorrie Lau (415) 744-2628 (FHWA HQ/Planning) or Ned Conroy of FTA Region 10 at (206) 220-4318.

Sincerely,



Phillip A. Ditzler  
FHWA Division Administrator  
Federal Highway Administration



R. F. Krochalis  
FTA Regional Administrator  
Federal Transit Administration

cc:

LCOG (Byron Vanderpool)  
(Susan Payne)  
(Paul Thompson)

FTA (Ned Conroy)

FHWA (Lorrie Lau, HEPP-10)  
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SS/ig



**Transportation Planning Certification Review  
Central Lane Metropolitan Planning Organization**

**Final Report  
September 2007**

**Prepared by**

**Federal Highway Administration  
Federal Transit Administration**

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## Executive Summary

Transportation Planning Certification Review has two purposes. First, the US Department of Transportation (USDOT) is required to review and evaluate the transportation planning process in metropolitan areas with population over 200,000 persons, no less than every four years. Upon completion of the review and evaluation, the results must support a joint certification by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) that the transportation planning process substantially meets federal planning regulations. The review covers actions by all agencies (State, MPO, Transit Operators and local governments) that are charged with cooperatively carrying out the processes on a daily basis. Failure to certify is significant as it can result in the withholding of USDOT funds. The second purpose of this process review is to enhance the quality of the planning process and ensure that projects receiving federal funds can advance without delay.

The FHWA and FTA provided a preliminary list of review questions to the Lane Council of Governments in February 2007, and conducted field review on May 1 & 2, 2007.

The outcome of this review is that the FHWA and FTA have jointly certified the planning process in the Central Lane Metropolitan Area, subject to the corrective actions and recommendations summarized below.

Additional information regarding all major findings, corrective actions, and recommendations can be found in the relevant sections of the report.

## Summary of recommendations and corrective actions

| Topic Area   | Corrective Action   | Recommendation and Remarks  |
|--|---|---|
| Study Area<br>Organizational<br>Structure          | None  | <ul style="list-style-type: none"> <li>• There are no significant changes in the area warranting Organizational Structure changes since the 2003 review.</li> </ul>   |
| Metropolitan<br>Planning<br>Boundaries             | None  | <ul style="list-style-type: none"> <li>• MPO and ODOT are commended for developing clear TMA, Urban Growth, Census 2000 Urbanized Area and TMA study area boundaries.</li> <li>• Future RTP updates should include a review of federal functional classifications in cooperation with ODOT.</li> </ul>  |
| Agreements and<br>Contracts                        | None  | <ul style="list-style-type: none"> <li>• Central Lane MPO, ODOT, LTD and LRAPA should execute their MOA within 6 months of receiving the final report.</li> </ul>   |
| Unified Planning<br>Work Program                   | None  | <ul style="list-style-type: none"> <li>• UPWP should include transportation planning studies within the MPO area undertaken by ODOT and other agencies.</li> <li>• The UPWP should also include appropriate tasks to develop its Title VI Plan.</li> <li>• LCOG and ODOT should consult regularly when establishing priorities for planning activities in the MPO planning area.</li> <li>• We encourage the MPO to work with FHWA/FTA/State to develop and administer a biennial UPWP if desired.</li> <li>• UPWP should include planning activities that support the development of a Congestion Management Process (CMP).</li> </ul> |
| Transportation<br>Planning Process                 | None  | <ul style="list-style-type: none"> <li>• Develop a matrix showing how eight SAFETEA-LU planning factors are being addressed.</li> <li>• MPO is commended for its strong collaborative relationship with partner agencies.</li> <li>• Work toward fully incorporating recent planning activities as part of adopting an updated MTP that is SAFETEA-LU compliant.</li> <li>• Central Lane MPO should more clearly delineate and define transportation safety and security in the metropolitan planning process.</li> </ul>   |
| Congestion<br>Management<br>Process                | <ul style="list-style-type: none"> <li>• Within one year, develop a fully operational CMP in compliance with SAFETEA-LU.</li> </ul> | <ul style="list-style-type: none"> <li>• Coordinate with ODOT in data collection for measuring system performance for CMP.</li> </ul>   |
| Metropolitan<br>Transportation<br>Plan Development | None  | <ul style="list-style-type: none"> <li>• Complete the next metropolitan transportation plan update to fully address new SAFETEA-LU requirements.</li> <li>• Maintain a strong link between local plans and the metropolitan transportation plan.</li> <li>• Form a freight task force with representation from both public and private sectors.</li> <li>• Incorporate basic safety data into the planning process and the MTP.</li> <li>• Incorporate security into the planning process and the MTP.</li> </ul>   |

|                                      |  |   |
|--------------------------------------|--|---|
| MTIP and Project Selection           | None   | <ul style="list-style-type: none"> <li>• Provide more information on how projects selected in TIP preserve and enhance the existing system</li> <li>• Provide information on how selected projects meet the system performance criteria.</li> <li>• Apply HERS-ST or other similar software to provide economic analysis for RTP and MTIP project selection.</li> </ul> |
| Financial Planning/Fiscal Constraint | None   | <ul style="list-style-type: none"> <li>• MPO should show year of expenditure (YOE) costs for all projects in the TIP and MTP per new regulations.</li> </ul>  |
| Public Outreach                      | None   | <ul style="list-style-type: none"> <li>• MPO is commended for adopting new public participation plan and public outreach with its new e-MPO initiatives.</li> <li>• MPO should provide public information in easy to understand language with minimal use of acronyms and technical terms.</li> </ul>   |
| Air Quality                          | None   | <ul style="list-style-type: none"> <li>• LCOG does a commendable job of documenting air quality conformity findings.</li> </ul>   |
| Self Certification                   | None   | <ul style="list-style-type: none"> <li>• Provide follow-up status of corrective actions and recommendations from USDOT review in future self-certifications.</li> </ul>   |
| Title VI and Related Requirements    | <ul style="list-style-type: none"> <li>• Within 90 days, provide timeline for developing Title VI Plan and/or assurances.</li> <li>• Within one year, work with ODOT, LTD, FHWA and FTA to develop a Title VI Plan and or assurances.</li> </ul> | <ul style="list-style-type: none"> <li>• MPO develop Title VI training plan for Board members, Commissioners and staff.</li> <li>• ODOT and MPO should coordinate to develop environmental justice demographic information used for planning and project development purposes.</li> </ul>   |
| Intelligent Transportation System    | None   | <ul style="list-style-type: none"> <li>• Coordinate with ODOT in implementing the regional ITS plan and share data for use in the CMP.</li> </ul>   |

## Introduction

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to jointly review and evaluate the transportation planning processes for each metropolitan area with population over 200,000 persons, also known as Transportation Management Area. For the Central Lane MPO, the USDOT review team consisted of staff from FTA Region 10, FHWA headquarters (Office of Planning) and FHWA Oregon Division offices. The subject matter specialists from the FHWA Division office also participated during their respective sessions.

In advance of the onsite meeting, the USDOT review team prepared a review guide which outlined the major federal planning requirements and asked several questions about the structure and process of the MPO. The MPO provided written responses to the review guide questions and references of their documents and products prior to this visit. These responses and material addressed many review questions and helped focus the agenda for the on-site portion of the review.

The on-site review began in LCOG's offices on the morning of May 1, 2007 with an opening session remarks from the review team and MPO's overview of the current state of planning process, mission, goals, challenges and future outlook. Review team spent two days with the MPO discussing various issues. The agenda included sessions with the elected officials and a public meeting for the purpose of gathering comments on how the overall transportation planning process is perceived to be working. During the closeout session, the review team outlined the preliminary findings, recommendations, corrective actions and formed the basis for this report.

This review serves two purposes. It evaluates the planning process to certify the transportation planning process in the metropolitan area and also provides insight and recommendations to help strengthen major aspects of the process. The planning certification review is required however, the value of identifying program improvements is equally important.

As part of this review, the team considered products and materials related to the transportation planning process, which included: Metropolitan Transportation Plan (MTP), the region's financially constrained long range plan; Metropolitan Transportation Improvement Program, and Unified Planning Work Program (UPWP).

The planning certification review focused on specific objectives, to determine the following:

- 1) Planning activities of Central Lane MPO and other agencies with responsibilities for regional transportation planning are conducted in accordance with FHWA and FTA regulations, policies and procedures including the provisions of Title 23 U.S.C. and SAEFTEA-LU.
- 2) The regional transportation planning process for the MPO area is a continuing, cooperative, and comprehensive process that results in the development, implementation, and support of transportation system preservation and improvements.
- 3) The UPWP adequately documents Central Lane MPO's transportation planning activities and all other on going significant transportation planning activities occurring in the region.
- 4) The regional transportation planning products, including the MTIP and the MTP, reflect the identified transportation needs, priorities and funding resources.
- 5) The Metropolitan Transportation Plan is multi-modal in perspective and meets the needs of the traveling public and community and is based on the current information.

- 6) Requirements of the Title 23 U.S.C., SAFETEA-LU, the Clean Air Act Amendments (CAAA), Title VI of the Civil Rights Act, and the Americans with Disabilities Act (ADA) are incorporated where appropriate into the planning process, and
- 7) Issues raised in the last certification review are being adequately addressed.

The current review was not aimed at technical adequacy of the MPO's processes leading to the development of plans and programs. Therefore, it does not attempt to judge the adequacy or lack thereof of those techniques and processes.

### **Structure of this Report**

Significant findings, corrective actions, recommendations and strengths of the planning process are summarized in the table with the Executive Summary section of this report. The user of this report should be aware of the following definitions, while interpreting the findings of this report:

**Findings** are statements of fact based on the FHWA and FTA observations made during the site visit and review of the planning documents.

**Corrective Actions** are improvements needed to correct statutory or regulatory deficiencies which, if not addressed, could lead to a "failure to certify" finding and the possible disruption of federally funded programs and projects.

**Recommendations** are not statutory or regulatory deficiencies, but actions identified by FHWA and FTA that represent best practices that are strongly endorsed.

## Findings, Corrective Actions and Recommendations

### A. Study Area Organizational Structure (23 CFR 450.306)

#### Findings:

1. The geography of the study area remained unchanged since the last plan update and 2003 certification review. No new areas were added to the MPO and no changes to the MPO structure or membership were warranted.
2. Lane Transit District (LTD) provides general public transit services in the region. The MPO and LTD have submitted resolutions to the State concurring with the designation of LTD as the direct recipient of FTA Section 5307 funds. LTD is a voting member of the MPO's policy board. Ridesource/Special Mobility Services provides para-transit service.
3. The Lane Regional Air Protection Agency (LRAPA) is the air quality agency with jurisdiction in the MPO area. LCOG is the air quality planning agency for carbon monoxide (CO). The MPO and LRAPA have developed an MOU defining their respective responsibilities.

#### Corrective Actions:

None

#### Comments and Recommendations:

1. There are no significant changes in the area warranting Organizational Structure changes since the 2003 review.

### B. Metropolitan Planning Boundaries (23 CFR 450.308)

#### Findings:

1. Central Lane MPO updated its planning and federal-aid boundaries to reflect changes with the 2000 Census information, prior to the 2003 certification review. No additional changes have been warranted since then.
2. Central Lane MPO's boundaries are slightly different from the air quality boundary and Urban Growth Boundary. With minor exceptions, the TMA boundary encompasses the entire AQMA boundary.

#### Corrective Actions:

None

#### Comments and Recommendations:

1. Future Regional Transportation Plan (RTP) (referred to throughout document as Metropolitan Transportation Plan or MTP) updates should include a review of federal functional classifications in cooperation with ODOT. Any inconsistencies with federal functional classifications should be addressed prior to the adoption of a updated RTP.

2. MPO and ODOT are commended for developing clear TMA, Urban Growth, Census 2000 Urbanized Area and TMA study area boundaries.

**C. Agreements and Contracts (23 CFR 450.310 & 312)**

**Findings:**

1. Central Lane MPO has circulated a final draft of a memorandum of agreement (MOA) among Central Lane MPO, ODOT, LTD and LRAPA. All MPOs within the State are reviewing their agreements for consistency and accuracy among other MPOs.

**Corrective Actions:**

None

**Comments and Recommendations:**

1. Central Lane MPO, ODOT, LTD and LRAPA should execute their MOA within 6 months of receiving the final report.

**D. Unified Planning Work Program (23 CFR 450.314)**

**Findings:**

1. Central Lane MPO adequately identified significant planning activities to document their planning efforts are SAFETEA-LU compliant;
2. MPO has not identified any tasks or activities to develop a CMP in the UPWP;
3. LTD plays a central role in the development of the UPWP, both through participation in the TPC and the identification of specific work activities in the UPWP.
4. Consistent with the MPO's Public Participation Plan, the draft UPWP is made available to the public in hard copy upon request and is posted to the MPO's web site as early as February.

**Corrective Actions:**

None

**Comments and Recommendations:**

1. Central Lane MPO's next UPWP should include planning activities that support the development of a Congestion Management Process (CMP).
2. The UPWP should also include appropriate tasks to develop its Title VI Plan.
3. The MPO queried FTA/FHWA whether a biennial UPWP is allowed. 23 CFR 420 does allow multi-year UPWPs. We encourage the MPO to work with FHWA/FTA/State to develop and administer a biennial UPWP if desired. UPWP should include federally funded and regionally significant transportation planning studies within the MPO area undertaken by ODOT and other agencies.
4. LCOG and ODOT should consult regularly when establishing priorities for planning activities in the MPO planning area.

**E. Transportation Planning Process (23 CFR 450.312, 316 & 320)**

**Findings:**

1. The Central Lane MPO has instituted planning efforts over the past 2 years to ensure that their underlying planning process is SAFETEA-LU compliant.
2. MPO adopted the Public Transit Human Services Plan in January 2007.
3. A matrix of requirements needed for SAFETEA-LU compliance was prepared and submitted to FHWA/FT for review. The Central Lane MPO planning process adequately addresses the eight SAFETEA-LU planning factors. However, Safety and Security elements are not fully developed or clearly delineated.
4. The MPO conducts environmental agencies consultation and coordination, to develop environmental mitigation strategies for the MTP, through CETAS, an inter-agency group convened by ODOT and FHWA.

**Corrective actions:**

None

**Comments and recommendations:**

1. Central Lane MPO is commended for its strong collaborative relationship with partner agencies.
2. Develop a matrix showing how eight SAFETEA-LU planning factors are being addressed.
3. Central Lane MPO should continue to work with FTA/FHWA toward fully incorporating recent planning activities as part of adopting an updated MTP that is SAFETEA-LU compliant.

**F. Congestion Management Process (23 CFR 450.320 & 500.109)**

**Findings:**

1. The MPO has accomplished significant work toward developing a Congestion Management Process (CMP) for the Central Lane region. The MPO acknowledges that more work is needed to more fully develop a CMP that is integrated into transportation decision making and has identified milestones to achieve that.

**Corrective actions:**

1. Within one year of the date of this report, Central Lane MPO should develop a CMP in sufficient detail to demonstrate compliance with SAFETEA-LU.

**Comments and Recommendations:**

1. As needed, FHWA and FTA can provide additional support with the development of CMP that meets the SAFETEA-LU requirements.
2. Coordinate with ODOT in data collection for measuring system performance for CMP.
3. Central MPO should amend their UPWP as needed to allocate funding and identify tasks/activities that are required over the next 12 months to more fully develop a CMP.

## **G. Metropolitan Transportation Plan (MTP) Development (23 CFR 450.322)**

### **Findings:**

1. The current Metropolitan Transportation Plan (MTP) was adopted in December 2004 with subsequent amendments in August and December 2005.
2. While efforts to incorporate safety into planning process are underway, safety deficiencies data are not readily available in the useful format from ODOT.

### **Corrective actions:**

None

### **Comments and Recommendations:**

1. Central Lane MPO should work with ODOT to incorporate basic safety data into the planning process and the MTP.
2. Central Lane MPO should work with ODOT to more fully incorporate security into the planning process and the MTP.
3. Central Lane MPO should consider establishing a freight task force (with public and private sectors) to identify strategies to improve freight mobility in the region.
4. Complete the next metropolitan transportation plan update to fully address new SAFETEA-LU planning requirements.
5. Maintain a strong link between local plans and the metropolitan transportation plan.

## **H. Metropolitan Transportation Improvement Program (MTIP) and Project Selection (23 CFR 450.324, 326, 328, and 332)**

### **Findings:**

1. MTIP and subsequent amendments are published on the website for public review and adequate opportunities for public comments are provided.
2. MPO is in the process of upgrading its website to provide more visual information on projects in the MTIP.
3. Central Lane MPO projects funded with local STP funds are selected based on well documented procedures.
4. The MPO, the State and the local transit operator (LTD) work closely together on the development of the TIP.
5. An annual list of Federally funded obligated projects is published on the MPO's web site and is also distributed to TPC and made available to MPC.

### **Corrective actions:**

None

### **Comments and Recommendations:**

1. Central MPO is commended for its efforts in visualization through its e-MPO concept. The general public and other stakeholders will be able to access project information and proposed improvements in an easy to understand visual format.
2. Central Lane MPO is encouraged to make use of training opportunities available for use of economic analysis in their selection of projects for MTIP and RTP.

3. Provide more information on how projects selected in TIP preserve and enhance the existing system.
4. Central Lane MPO's initiative in looking at HERS-ST software in preparing TIP documentation is commended. LCOG should apply HERS-ST or other similar software to provide economic analysis for TIP project selection.
5. Provide information on how selected projects meet the system performance criteria.

**I. Financial Planning/Fiscal Constraint (23 CFR 450.322 & 324)**

**Findings:**

1. Revenue projections for the short-term are developed in cooperation with the local jurisdictions and ODOT.
2. Long term revenue projections are based on historical trend and reviewed by local jurisdictions and ODOT.
3. The operation, maintenance, and preservation needs are addressed through local processes and reflected in the TIP.
4. The projects in the first two years of TIP are programmed in the responsible jurisdictions' capital improvement program.

**Corrective actions:**

None

**Comments and Recommendations:**

1. MPO should develop and/or request member jurisdictions to provide project cost estimates for both the TIP and MTP in year of expenditure (YOE) dollars, as required under SAFETEA-LU. The new requirement will become effective December 11, 2007.

**J. Public Outreach (23 CFR 450.316, 322, 324)**

**Findings:**

1. MPO does excellent job of reaching traditional and non-traditional participants.
2. MPO has adopted a revised public participation process based on SAFETEA-LU requirements.

**Corrective actions:**

None

**Comments and Recommendations:**

1. As suggested by the public comments, MPO should provide information at public meetings in a format that is easily understood by the public. Presenters at the public meeting and information at the website should minimize use of acronyms and technical terms.
2. MPO is commended for its new public participation plan and e-MPO project that will provide meaningful visualization information to the public and other local and resource agencies reviewing and commenting on transportation plan and program.

**K. Air Quality (23 CFR 450.310, 312, 320, 322, 324, 326, 330 & 334)**

**Findings:**

1. MPO completed the TIP and RTP air quality conformity in a timely manner.
2. MTIP was last determined to be in conformance with federal air quality regulation on August 22, 2006. Next MTP conformity findings are due in August 2007.
3. No TCMs are required within the MPO area.

**Corrective actions:**

None

**Comments and Recommendations:**

1. LCOG does a commendable job of documenting air quality conformity findings.

**L. Self Certifications (23 CFR 450.334)**

**Findings:**

1. MPO produces an annual self certification document as part of the UPWP.

**Corrective actions:**

None

**Comments and Recommendations:**

1. MPO should be aware that the self-certification elements have been updated and revised in the new planning regulation.
2. Provide follow-up status of corrective actions and recommendations from USDOT review in future self-certifications.

**M. TITLE VI and Related Requirements (23 CFR 450.316 & 334)**

**Findings:**

1. Central Lane MPO does not have a written Title VI Plan/Assurances.

**Corrective actions:**

1. Within 90 days, prepare timeline to develop Title VI Plan/Assurances.
2. Within one year, work with ODOT, LTD, FHWA and FTA to develop a Title VI Plan or signed Title VI Assurances that documents how Title VI policies will be applied and how complaints will be addressed.

**Comments and Recommendations:**

1. ODOT and MPO should coordinate to develop environmental justice demographic information used for planning and project development purposes.
2. Provide name and contact information for Title VI Coordinator
3. MPO develop Title VI training plan for Board members, Commissioners and staff.

**N. Intelligent Transportation Systems (23 CFR 940)**

**Findings:**

1. ODOT and MPO in coordination with the FHWA Division office have developed an ITS Implementation Plan and Regional Architecture.
2. The implementation of ITS field devices is anticipated to lead to improved data sources to be used in the CMP.

**Corrective actions:**

None

**Comments and recommendations:**

1. It is recommended that the MPO coordinate with ODOT, FHWA, and FTA to implement their ITS Strategic Implementation Plan and share data to use as part of the CMP.

## Appendix A: Public and Elected Officials Comments

This review included a public meeting in Eugene Public Library on May 1, 2007 and with the elected officials in Springfield on May 2, 2007. The notice advertising the public meeting also encouraged written comments to be submitted to FHWA/FTA. Review team presented a brief overview of the federal certification process and encouraged comments and suggestions to improve the transportation planning process in the area.

Citizens and elected officials discussed both satisfaction and areas for improvement with certain elements of the planning process. Some of the citizens expressed concerns that their comments have limited influence on the outcome of planning processes. Written public comments received at the meeting are also included. Following summarizes the observations at these meetings:

### A. Elected Officials Meeting:

- 1) MPO does a good job in inviting public participation as part of their ongoing planning efforts.
- 2) Elected officials who were able to attend the meeting with the review team indicated their appreciation of MPO's function and general satisfaction with the transportation planning process. Additional comments are summarized below:
  - a. Federally supported pilot projects would be appreciated and deliver significant benefits.
  - b. Small communities growing in the outlying areas will be joining the MPO in the future and need to be part of outreach efforts now.
  - c. Local match requirements will be harder to come by as small communities with fewer resources join the MPO.

### B. Public Meeting:

- 3) Participants at the public meeting expressed their satisfaction with the MPO's public outreach activities and requested that the information in the public meeting be presented more clearly, using minimal technical jargon and acronyms. Additional comments are summarized below:
  - a. Limited opportunity to build sidewalks outside of the metropolitan area.
  - b. Local agencies do a good job in providing the information, but do not describe the implications of decisions.
  - c. Difficult to determine who keeps the planning data and how is it produced.
  - d. Need for better transit service to the hospital.
  - e. Uncertainty regarding plans for additional freeway capacity being built in the area.
  - f. The Eugene Springfield EMx (BRT) is a good addition to the transit system.
  - g. Public not clear what they can comment on and how it will help the decision makers.
  - h. Provide early notification of planning efforts and meetings.
  - i. Encourage local planning to integrate diverse community goals into a understandable set of rules, practices and procedures.

## Public Comments Sheet

### Federal Planning Certification Review Lane Council of Governments May 1, 2007

Name: CHARLES SNYDER  
Agency/Organization: JEFFERSON WESTSIDE NEIGHBORS; 3RT  
Address(optional): 990 W. 12<sup>TH</sup> AVE., EUGENE, OR 97402  
chasnyder@yahoo.com

1) How is the transportation planning process working in the MPO?

THIS MEETING IS THE FIRST THAT I'VE BEEN AWARE OF FOR THIS SPECIFIC PURPOSE, ALTHOUGH I HAVE BEEN PARTICIPATING IN THE WEST EDGE (WE) GROUP THAT IS WORKING ON TRANSPORTATION ISSUES, AND THE 3RT GROUP ABOUT EMX.

2) Do you get adequate notice to participate in the public participation meetings?

I SAW A NOTICE IN THE R-G AT THE END OF LAST WEEK.

3) Do you believe your comments are adequately considered in the MPO's transportation decision making?

I HAVE NO DATA... ONLY HOPE.

4) In your opinion, how can we improve public participation in the transportation planning and programming decision making?

- MAKE IMPLICATIONS OF PLANS & DECISIONS OBVIOUS TO THE RESIDENTS AFFECTED. DO THIS IN TIME TO ALLOW MEANINGFUL PUBLIC INPUT AT THE EARLIEST STAGES OF PLANNING AND DEVELOPMENT.
- ENCOURAGE LOCAL PLANNING TO INTEGRATE DIVERSE COMMUNITY GOALS INTO A USABLE SET OF RULES AND PRACTICES AND PROCEDURES.

Comments may be submitted to the federal agencies at the meeting or submitted in writing to either FTA or FHWA. Please submit your comments via mail or e-mail by May 8, 2007 to:

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## Sandhu, Satvinder

---

**From:** Ned.Conroy@dot.gov  
**Sent:** Tuesday, July 31, 2007 11:12 AM  
**To:** Sandhu, Satvinder  
**Subject:** FW: Eugene, Springfield,Coburg

Satvinder here is the comment I received from the Eugene resident regarding the LCOG cert review.

Ned Conroy  
Federal Transit Administration, Region 10 Seattle, WA  
(206) 220-4318  
Ned.Conroy@dot.gov

-----Original Message-----

From: carmen bayley [mailto:cbayley80@hotmail.com]  
Sent: Monday, April 30, 2007 1:05 PM  
To: Conroy, Ned <FTA>  
Subject: Eugene, Springfield,Coburg

Dear Mr. Conroy, When planning for the transportation needs of the Eugene, Springfield, Coburg, Oregon area, please be advised to include train service and public transportation opportunities to cut down on car use. Thank you.  
Carmen Bayley, 2856 Friendly St. Eugene, Or. 97405

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## Appendix B: Acronyms and Abbreviations

|                   |  |
|-------------------|--|
| <b>ADA</b>        | American with Disabilities Act   |
| <b>CAAA</b>       | Clean Air Act Amendments of 1990.  |
| <b>CETAS</b>      | Collaborative Environment and Transportation Agreements for Streamlining             |
| <b>CFR</b>        | Code of Federal Regulations  |
| <b>CO</b>         | Carbon-monoxide  |
| <b>CMAQ</b>       | Congestion Mitigation and Air Quality  |
| <b>EPA</b>        | Environmental Protection Agency  |
| <b>FHWA</b>       | Federal Highway Administration   |
| <b>FTA</b>        | Federal Transit Administration   |
| <b>HOV</b>        | High Occupancy Vehicle   |
| <b>HPMS</b>       | Highway Performance Management System  |
| <b>ITS</b>        | Intelligent Transportation Systems   |
| <b>MTP</b>        | Metropolitan Transportation Plan   |
| <b>LTD</b>        | Lane Transit District  |
| <b>LRAPA</b>      | Lane Regional Air Pollution Authority  |
| <b>MOU</b>        | Memorandum of Understanding  |
| <b>MPO</b>        | Metropolitan Planning Organization   |
| <b>NAAQS</b>      | National Ambient Air Quality Standards   |
| <b>NHS</b>        | National Highway System  |
| <b>PM</b>         | Particulate Matter   |
| <b>SAFETEA-LU</b> | Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| <b>SIP</b>        | State Implementation Plan  |
| <b>STIP</b>       | Statewide Transportation Improvement Program   |

**TCM**            Transportation Control Measure  
**TIP**            Transportation Improvement Program  
**TMA**            Transportation Management Area  
**UPWP**          Unified Planning Work Plan  
**USDOT**        United States Department of Transportation

## Appendix C: US Department of Transportation Review Team

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Region 10  
915 Second Avenue, Room 3142  
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