

# **Central Lane MPO**

## **2004-2025 Regional Transportation Plan**

### **Assessment of Compliance with Federal Rule Requirements**

Federal transportation planning rules require that MPOs designated as non-attainment or maintenance areas update their Regional Transportation Plans (RTP) every three years (23 CFR 450 Subpart C, 450.322). The intent of the 2004-2025 RTP Update is to comply with the federal regional transportation plan update requirements. This is considered a minor update to the RTP. Its primary intent is to keep the July 2002 adopted RTP current and operational. The scope of this minor RTP update includes:

1. Adjust planning horizon to add 4 years out to 2025;
2. Adjust geographic area to include Coburg and other parts of the Urbanized area added as part of the 2000 Census;
3. Update financial forecasts – both revenues and costs.

Federal legislation requires a minimum 20-year planning horizon for the RTP, thus this update presents a 2025 planning horizon. The expansion of the MPO geographic boundary since the 2002 adoption of the current RTP has brought the City of Coburg and additional unincorporated land within the RTP planning area. And, as part of the financial constraint analysis it is necessary to review the RTP project lists and bring them current with respect to completed projects, additional projects anticipated within the planning horizon, and updated information (such as scope and estimated cost) for projects in the adopted plan.

The assessment below responds to the comprehensive set of federal requirements related to the Regional Transportation Plan as well as the general transportation planning process. It is organized by the Code of Federal Regulations (CFR) reference number for each requirement. Overall, this assessment indicates that the 2004-2025 RTP meets all applicable federal requirements.

#### **49 CFR 613.100 The regulations in 23 CFR part 450, subpart C shall be followed in complying with the requirements of this subpart.**

**ASSESSMENT:** 23 CFR part 450 concerns the appropriate procedures for the adoption of a transportation system plan by an MPO. As shown in the findings set forth below, these requirements were followed in the development of the RTP.

#### **49 CFR 450.306 Metropolitan planning organization: Designations and redesignation.**

**450.306(b): The designation shall clearly identify the policy body that is the forum for cooperative decisionmaking that will be taking the required approval actions as the MPO.**

**ASSESSMENT:** The Lane Council of Governments has been designated by the Governor of Oregon as the Metropolitan Planning Organization for the Central Lane Region (the urbanized area defined by the 2000 census, including the urban growth boundaries of Eugene, Springfield, and Coburg). The designation directs

that LCOG will be responsible for all appropriate approval actions required of an MPO.

In October 2002, the LCOG Board, through Resolution 2002-08, delegated responsibilities associated with the Metropolitan Planning Organization (MPO) process to the Metropolitan Policy Committee (MPC). MPC is the forum for cooperative decisionmaking that will be taking the required approval actions as the MPO.

**49 CFR 450.312 Metropolitan transportation planning: Responsibilities, cooperation, and coordination.**

**450.312(a): The MPO in cooperation with the State and with operators of publicly owned transit services shall be responsible for carrying out the metropolitan transportation planning process. The MPO, the State and transit operator(s) shall cooperatively determine their mutual responsibilities in the conduct of the planning process, including corridor refinement studies, described in §§ 450.316 through 450.318. They shall cooperatively develop the unified planning work program, transportation plan, and transportation improvement program specified in §§ 450.314 through 450.318. In addition, the development of the plan and TIP shall be coordinated with other providers of transportation, e.g., sponsors of regional airports, maritime port operators, rail freight operators, etc.**

**ASSESSMENT:** As noted above, the LCOG Board has delegated responsibilities associated with the Metropolitan Planning Organization (MPO) process to the Metropolitan Policy Committee (MPC). The MPC is comprised of two elected officials from Lane County, Eugene and Springfield, two appointed board members from Lane Transit District, one elected official from the City of Coburg, and one representative from the Oregon Department of Transportation. Ex-officio members include the chief administrative officers of Lane County, Eugene, Springfield and the Lane Transit District, City of Coburg, and the Region 2 Manager for the Oregon Department of Transportation.

The planning work program, the RTP, and the Metropolitan Transportation Improvement Program (MTIP) are developed cooperatively among the enacting jurisdictions, the MPO, the State and key stakeholders and are adopted by MPC.

**450.312(b): The MPO shall approve the metropolitan transportation plan and its periodic updates. The MPO and the Governor shall approve the metropolitan transportation improvement program and any amendments.**

**ASSESSMENT:** MPC, as the MPO policy body will have final approval authority of the RTP.

## **49 CFR 450.316 Elements of Transportation Planning Process**

The 15 planning factors established under ISTEA in 1991 and codified in 49 CFR 450.316(a) were replaced in TEA-21 by 7 factors. The language from the TEA-21 legislation directing changes to Section 134(f) of title 23, U.S.C. is provided below:

### **(f) Scope of Planning Process.--**

**(1) In general.--The metropolitan transportation planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will--**

**(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;**

**(B) increase the safety and security of the transportation system for motorized and nonmotorized users;**

**(C) increase the accessibility and mobility options available to people and for freight;**

**(D) protect and enhance the environment, promote energy conservation, and improve quality of life;**

**(E) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;**

**(F) promote efficient system management and operation; and**

**(G) emphasize the preservation of the existing transportation system.**

**(2) Failure to consider factors.--The failure to consider any factor specified in paragraph (1) shall not be reviewable by any court under this title, subchapter II of chapter 5 of title 5, or chapter 7 of title 5 in any matter affecting a transportation plan, a transportation improvement plan, a project or strategy, or the certification of a planning process.**

**ASSESSMENT:** The RTP's consideration of these factors is described below. The RTP's policy set remains unchanged from the 2002 TransPlan.

Several of the RTP policies were developed after the consideration the social and economic effects of transportation decisions on the economic vitality of the area. RTP Goods Movement Policy 1 requires transportation programs and developments that support reasonable and reliable travel times for freight movement in the region. RTP Land Use Policies 1 and 2 provide for nodal development so as to support the appropriate development of neighborhood

centers, commercial centers and employment centers consistent with the transportation needs and capacities of the regional transportation system.

Several of the RTP policies were adopted after consideration of the importance of the safety of all modes of transportation. RTP Roadway Policy 1 requires that transportation system planning address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians and the needs of emergency vehicles.

A key consideration in the development and consideration of the RTP was the need to increase the accessibility to safe and effective transportation for all users. RTP Transit Policy 1 directs the improvement of transit services and facilities to increase the transit system's availability for all users. RTP Bicycle Policy 1 requires the improvement of the region's bikeway system to increase use of bikes in the region. All modes of transportation are supported by RTP System-Wide policy 2, which provides for connectivity and ease of transfer among all transportation modes.

The RTP policies concerning nodal development and support for transit and multi-modal transportation method use (Land Use Policies 1 through 4), the RTP policies concerning transit, bicycle and pedestrian developments and the RTP policies concerning demand management are the result of the consideration of the social, economic environmental and energy consequences of transportation use in the region and represent the most balanced and appropriate method to protect and enhance the environment of the region, promote energy conservation and improve the quality of life of residents of the region.

After consideration of the importance of the movement of people and goods, and the use of all related transportation facilities, including the airport, rail and other transit systems, automobile and bicycle use, the RTP was written to contain policies such as RTP System-Wide Policy 2, which requires the development and promotion of intermodal linkages, Land Use Policy 4, which requires improvements that accommodate transit, bicycle and pedestrians in new developments, and RTP Roadway Policy 3, which works to promote and develop a regional roadway system that meets the combined needs for travel through, within and outside the region.

Consideration of the importance of reducing congestion, the need to preserve and make efficient use of existing facilities and existing rights of way that may be used for future development led to the inclusion of such RTP policies as TDM Policies 1 and 3, which call for the expansion of existing TDM policies and the creation of new TDM policies, as well as the implementation of policies to manage demand at congested locations, RTP System-Wide Policy 1, that calls for the protection and management of the existing transportation facilities in a way that maintains their long-term capacity and function and .RTP System-Wide Policy 3, which calls for the preservation of corridors, such as rail rights-of-way

private roads and easements of regional significance that are identified for future transportation related uses.

**450.316(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**
  - (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 decisionmaking 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;**

**ASSESSMENT:** Public education activities for the 2004 update of the Central Lane RTP began as early as November 2003 with regular status reports and agenda items on both the publicly-noticed Central Lane Transportation Planning Committee (TPC) and Policy Board (MPC) meetings. In particular, the MPC status reports regularly presented the schedule for the development, review and adoption of the update, and noted planned public comment periods.

The following list presents the significant public involvement activities during the two months leading up to the scheduled adoption of the 2004 update of the Central Lane RTP. This list is not a comprehensive compilation of all of the public outreach activities, but does include the significant activities and demonstrates that the public was provided with timely and adequate notice and opportunity to comment during review of the Draft RTP and the adoption process (all dates are in calendar year 2004).

- Press Release, October 21
- Media Notice, October 29
- Display Advertisement, Register Guard, October 24
- Display Advertisement, Springfield News, October 29
- Display Boards developed for use in public presentations and other speaking opportunities
- Plotted maps developed for use in public presentations and other speaking opportunities
- Complete RTP document by section and chapter, contact information, presentation scheduling information, adoption schedule, etc available throughout process on the internet at [www.CentralLaneMPO.org](http://www.CentralLaneMPO.org)
- RTP document distribution of Preliminary Draft to approximately 100 people, October 15
- Direct mailing postcard invitation to November 4<sup>th</sup> Open House; included approximately 400 stakeholders identified through related transportation planning processes over the last two years; October 20
- RTP document distribution of Preliminary Draft to Eugene, Springfield, and Coburg libraries, November 1
- RTP document distribution of Draft to approximately 100, November 12
- RTP document distribution of Draft to Eugene, Springfield, and Coburg libraries, November 12
- October 14: Discussion of Preliminary Draft at the MPO Policy Board Meeting

- November 4: Eugene Library, Bascom-Tykeson Room, Public Workshop
- November 18: Eugene Library, Bascom-Tykeson Room, Public Hearing before Metropolitan Policy Committee (MPC)
- December 1: Springfield Council Chambers, Public Workshop.
- December 9: Eugene Library, Bascom-Tykeson Room, Public Hearing before MPC
- Correspondence with:
  - Eugene Chamber
  - Springfield Chamber
  - Eugene Neighborhood Leader’s Council
  - League of Women Voters
  - City Club of Eugene
  - Homebuilder’s Association
- Group Briefings With:
  - Eugene Chamber of Commerce Government Affairs Committee
  - Eugene Neighborhood Leader’s Council
  - Crest Drive Citizen Association
- Individual Briefings with numerous public officials, private representatives and citizens at large

**(2) Be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794, which ensure that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation;**

**ASSESSMENT:** The Lane Code, the Eugene Code and the Springfield Development Code and the implementation regulations and policies of each jurisdiction including ODOT, LCOG, and LTD contain provisions prohibiting discrimination or exclusion of persons on the grounds of race, color, sex, national origin or physical handicap. Consideration of all aspects of the RTP was carried out in conformity with these policies, and all portions, including the implementation policies, of the RTP must be applied in a manner consistent with these policies.

**(3) Identify actions necessary to comply with the Americans With Disabilities Act of 1990 (Pub. L. 101 -- 336, 104 Stat. 327, as amended) and U.S. DOT regulations “Transportation for Individuals With Disabilities” (49 CFR parts 27, 37, and 38);**

**ASSESSMENT:** The needs of the transportation disadvantaged are assessed under a separate Metro-area Paratransit Plan, the strategies and recommendations of which are consistent with the RTP. Implementation of the Paratransit Plan is carried out in coordination with implementation of the TransPlan through the regional Transportation Improvement Program. The ParaTransit Plan identifies and addresses the specific needs of the transportation disadvantaged population,

namely those persons who are limited in meeting their transportation needs because of age, income, physical or mental disability and other conditions. LTD is in full compliance with ADA requirements.

**(4) Provide for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies; commuter rail operators; airport and port authorities; toll authorities; appropriate private transportation providers, and where appropriate city officials; and**

**ASSESSMENT:** Officials and representatives from agencies supporting ridesharing, providing parking, transportation safety and enforcement, operating the Eugene Airport and other key stakeholders were provided the opportunity to participate in the development of the RTP. Appointed and elected officials from the County and the City of Eugene and the City of Springfield also participated in the development of the RTP.

**(5) Provide for the involvement of local, State, and Federal environment resource and permit agencies as appropriate.**

**ASSESSMENT:** The development of the RTP included consultation with state and local environmental protection agencies including representatives from Lane County, the City of Eugene and the City of Springfield, the Lane Regional Air Pollution Authority and ODOT.

**450.316(d): The metropolitan transportation planning process shall include preparation of technical and other reports to assure documentation of the development, refinement, and update of the transportation plan. The reports shall be reasonably available to interested parties, consistent with § 450.316(b)(1).**

**ASSESSMENT:** Numerous technical reports and other documents supporting the 2002 TransPlan were produced in the course of its development. These documents have been available to the public in accordance with policies of the participating governments and the state public records law, and all requested documents and reports have been released to members of the public.

Three related documents are referenced in the RTP. Federal guidelines encourage MPOs to reference these types of documents in RTPs as part of a coordinated regional planning effort. The three documents include:

- *The TDM Refinement Plan* – completed back in 2003, this plan was developed to provide more detail in the RTP on TDM actions currently being implanted. It just brings the RTP up to date with what is already happening.
- *The Regional Intelligent Transportation System Operations and Implementation Plan* – also completed in 2003, this plan outlines several improvements which could be made to the state system. This plan makes the region eligible for ITS-related funding opportunities.

- *The Congestion Management Plan Baseline Report* – completed this year, this report basically outlines how the policies and strategies in the 2001 TransPlan are related to and affect congestion levels.

#### **49 CFR 450322 Transportation Plan**

**450.322(a): The metropolitan transportation planning process shall include the development of a transportation plan addressing at least a twenty year planning horizon. The plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The transportation plan shall be reviewed and updated at least triennially in nonattainment and maintenance areas and at least every five years in attainment areas to confirm its validity and its consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. The transportation plan must be approved by the MPO.**

**ASSESSMENT:** The RTP includes a 20-year planning horizon and goals, objectives, policies and implementation measures to address both the region’s long-term and short-term transportation needs. The RTP includes mechanisms for periodic review of its implementation for attainment of policies and consistency with existing conditions. The RTP establishes a coordinated network of transportation facilities to lead to the efficient movement of people and goods throughout the planning period.

#### **450.322(b) In addition, the plan shall:**

**(1) Identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan;**

**ASSESSMENT:** The RTP is based upon an assessments of the region’s transportation needs, which reflect both the transportation demands, and the mechanisms to satisfy those demands in a manner that addresses the region’s transportation needs while reducing reliance on private automobiles and increasing the use of alternative modes of transportation. The region’s travel demand forecasting model was used to develop the projected transportation demand of persons and goods in the metropolitan planning area over the planning period.

**(2) Identify adopted congestion management strategies including, as appropriate, traffic operations, ridesharing, pedestrian and bicycle facilities, alternative work schedules, freight movement options, high occupancy vehicle treatments, telecommuting, and public transportation improvements (including regulatory, pricing, management, and operational options), that demonstrate a systematic approach in addressing current and future transportation demand;**

**ASSESSMENTS:** The RTP contains numerous capital investment actions, land use planning and program actions, transportation demand management planning and program

actions, and transportation system improvement planning and program actions that incorporate strategies for reducing automobile reliance and increasing use of alternate transportation modes. These implementation measures incorporate a balance of land use programs, transportation demand programs and transportation systems improvements, to systematically and comprehensively address current and future transportation demand.

A Congestion Management System (CMS) Baseline Report has been developed specifically to identify strategies which demonstrate the RTP's systematic approach in addressing current and future transportation demand.

In order to establish a baseline condition and develop the final set of congested corridors for the initial CMS, the regional travel model was used to assess current and future conditions. Using the most up-to-date inputs for land use allocation and network assumptions, the model was used to simulate traffic flow on the major roadway network and compare each roadway section with the level of service or volume-to-capacity measures discussed earlier. Based on a review of this information several roadways have been identified as congestion management corridors for the initial CMS.

Each of the congested corridors is discussed in more detail in Appendix A: Initial Assessment of Congested Corridors of the CMS, which summarizes:

- The location and severity of congestion in the corridor
- A recap of proposed projects or major studies for that corridor in the RTP
- A review of other strategies included in the RTP, such as transit, TDM or nodal development, that are directed at addressing congestion in the corridor
- Any other studies or projects contemplated for the corridor that are not already in RTP
- A quick assessment of the potential for using other strategies to address congestion in the corridor, including land use measures, transit, bike/pedestrian, TDM, ITS/operational measures, or other tools.

**(3) Identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);**

**ASSESSMENT:** The RTP identifies bicycle and pedestrian projects which connect and extend the existing network of bicycle and pedestrian routes throughout the planning area. Both the existing and planned systems have been identified in the region's geographic information system.

**(4) Assess capital investment and other measures necessary to preserve the existing transportation system (including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities) and make the most efficient use of existing**

**transportation facilities to relieve vehicular congestion and enhance the mobility of people and goods;**

**ASSESSMENT:** Chapter 3 of the RTP includes an itemization of the capital improvement projects within each of the three components of the TransPlan, including transportation demand projects and systems improvement projects. Implementation of those projects, as well as the non-capital improvement actions itemized in that chapter, are designed to make the most efficient use of existing transportation facilities, reduce reliance on automobiles and increasing use of non-auto modes, thereby relieving congestion and enhancing mobility of people and goods.

**(6) Include design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of the source of funding, in nonattainment and maintenance areas to permit conformity determinations under the U.S. EPA conformity regulations at 40 CFR part 51. In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates;**

**ASSESSMENT:** The capital improvement projects tables in Chapter 3 of the RTP detail all roadway projects, transit projects and current and future bicycle projects. These include improvements on existing facilities as well as proposed facilities. The project descriptions included in these tables include sufficient detail needed to permit air quality conformity determinations. These tables list the planned transportation facilities and major improvements within each category; provide an estimate of the timing of each project and provide a rough estimate of the costs of each project, considering the type and scope of each proposed improvements.

**(7) Reflect a multimodal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all major transportation investments in accordance with § 450.318;**

**ASSESSMENT:** The RTP is premised upon a multimodal system that addresses the region's overall transportation needs. As described in the plan's goals and objectives, and as implemented through the programs and actions and the financial plan, the RTP is a comprehensive evaluation of all transportation related needs, including the socioeconomic, environmental and financial impacts inherent in fully addressing those needs.

**(8) Reflect, to the extent that they exist, consideration of: the area's comprehensive long-range land use plan and metropolitan development objectives; national, State, and local housing goals and strategies, community development and employment plans and strategies, and environmental resource plans; local, State, and national goals and objectives such as linking low income households with employment opportunities; and the area's overall social, economic, environmental, and energy conservation goals and objectives;**

**ASSESSMENT:** The RTP's policy set, established as part of the 2002 TransPlan update, was developed in coordination with the Cities of Eugene and Springfield, LTD, and Lane County. As such, they reflect consideration of the various plans and objectives listed under this requirement. In addition, the comprehensive plan is reflected in the data used in the travel demand forecasting model and the resulting forecasts.

**(9) Indicate, as appropriate, proposed transportation enhancement activities as defined in 23 U.S.C. 101(a); and**

**(10) Include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, State, and Federal and private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends. For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of projects and programs to reach air quality compliance.**

**ASSESSMENT:** The RTP includes a complete Transportation Financing Program. The financial policies in Chapter 2 identify and explain the finance policies that guide the development and allocation of funding for transportation services, facilities and projects. Part 2 of Chapter 3 provides the specific details of the transportation financing program. The transportation financing program includes a list of planned transportation facilities and major improvements for motor vehicles, transit, bicycles, pedestrians, goods movement, and other modes that require significant capital investment; a general estimate of the timing for planned transportation facilities and major improvements; and a determination of rough cost estimates for the transportation facilities and major improvements.

The Financial Plan describes total Capital Investment Action project costs, anticipated revenues from existing sources, the expected gap in revenues, potential yields from new revenue sources, factors to consider in determining project priorities, and the Financially Constrained RTP.

Forecasts of state and federal modernization revenue sources are developed cooperatively by a statewide working group consisting of ODOT staff and representatives from all Oregon MPOs. As the 2004 update of the Central Lane

MPO RTP was underway, updates of these forecasts were still in the preliminary stage. The state and federal modernization revenue forecasts used for the 2004 update reflect the preliminary assumptions and conclusions of the statewide working group and follow direction provided by the Federal Highway Administration regarding the development of financial forecasts while awaiting reauthorization of federal program funds.

Forecasts of local modernization (or “systems improvements”) and all operations, maintenance and preservation (OM&P) revenues for the 2004 RTP update are based on an extension of the financial model used for the 2002 RTP, adjusted for the new time frame and for inflation.

**450.322(c): There must be adequate opportunity for public official (including elected officials) and citizen involvement in the development of the transportation plan before it is approved by the MPO, in accordance with the requirements of § 450.316(b)(1). Such procedures shall include opportunities for interested parties (including citizens, affected public agencies, representatives of transportation agency employees, and private providers of transportation) to be involved in the early stages of the plan development/update process. The procedures shall include publication of the proposed plan or other methods to make it readily available for public review and comment and, in nonattainment TMAs, an opportunity for at least one formal public meeting annually to review planning assumptions and the plan development process with interested parties and the general public. The procedures also shall include publication of the approved plan or other methods to make it readily available for information purposes.**

**ASSESSMENT:** The public outreach process used for this RTP update is summarized under section **450.316(b)** on page 5 above.

**450.322(e): Although transportation plans do not need to be approved by the FHWA or the FTA, copies of any new/revised plans must be provided to each agency.**

**ASSESSMENT:** During the development of the RTP, copies of the RTP have been provided to federal officials, and final copies of the draft TransPlan and the adopted TransPlan will be provided to the FHWA and FTA.