

ORDINANCE NO. PA 960

-) IN THE MATTER OF AMENDING THE EUGENE-
-) SPRINGFIELD METROPOLITAN AREA TRANSPORTATION
-) PLAN (TRANSPLAN) BY ADOPTING THE AMENDMENTS
-) CONTAINED IN THE 1988 TRANSPLAN ANNUAL REVIEW

WHEREAS, Lane County and other local agencies adopted the Eugene-Springfield Metropolitan Area Transportation Plan (TRANSPLAN) in May, 1986;

WHEREAS, Policy number seven of the Eugene-Springfield Metropolitan Transportation Plan (Transplan), the metro area's long-range transportation plan, provides for the annual review and endorsement of Transplan. This review allows for consideration of amendments;

WHEREAS, Appendix C, (Transplan, Annual Plan Endorsement) requires that public hearings be held at the planning commission level, governing body level, or both;

WHEREAS, the Transportation Planning Committee (TPC) and the Metropolitan Planning Committee (MPC) have recommended approval of the amendments contained in the Transplan Annual Review report, dated September, 1988, pages 6-17, (Attachment A);

WHEREAS, the Roads Advisory Committee considered, on December 7, 1988, the proposed amendments in the Transplan Annual Review report and made no comment;

WHEREAS, the Lane Planning Commission held a public hearing and considered, on February 7, 1989, the proposed amendments in the Transplan Annual Review report and made a recommendation to the Board;

WHEREAS, the Board has held a public hearing to receive public comment on the Transplan Annual Review; NOW

THEREFORE, THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY ORDAINS as follows:

The Eugene-Springfield Metropolitan Area Transportation Plan (Transplan) is amended as described in Attachment A, pages 6-17.

FURTHER, while not a part of this Ordinance, the Board of County Commissioners adopts findings as set forth in Attachment E attached to this ordinance.

If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof.

ENACTED this 26 day of April, 1989.

Steve Oyler
Chair

Lane County Board of Commissioners

FILED

AT _____ O'CLOCK _____ M

MAY 2 1989

APPROVED AS TO FORM

Date 2/15/89 Lane County

W. L. ...
OFFICE OF LEGAL COUNSEL

Recording Secretary for this Meeting of the Board

County Clerk
Lane County, Oregon
BY *James ...*
DEPUTY

TRANSPLAN ANNUAL REVIEW

September 1988

**Prepared by:
Lane Council of Governments**

INTRODUCTION

Purpose of TransPlan

The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) is the Eugene-Springfield metropolitan area's long-range transportation plan. TransPlan addresses the principal modes of transportation used for travel within the metropolitan area including autos, buses, bicycles and walking. TransPlan also contains projects and policies to guide development of the area's freeway, arterial and significant collector systems for many years to come. TransPlan is a functional plan supporting the Metropolitan Area General Plan (Metropolitan Plan), the community's acknowledged general plan. TransPlan is not tied to a specific date (i.e., Year 2000). Rather, it is designed to serve the population, employment and land uses specified in the Metropolitan Plan.

TransPlan was adopted in May of 1986 by the City of Eugene, the City of Springfield, Lane County, Lane Transit District (LTD) and the Lane Council of Governments Board of Directors (L-COG).

The TransPlan Annual Review Process

Given the need to keep it up to date, TransPlan includes provisions for annual review and amendment. Because Eugene, Springfield, Lane County, Lane Transit District and L-COG originally adopted TransPlan, it was thought to be appropriate for all five agencies to endorse it annually. However, a change to that process is being proposed this year through an amendment contained in this annual review.

TransPlan's Annual Plan Endorsement (Appendix C of the May 1986 document) calls for the Annual Review to be prepared before the end of the local fiscal year. The Annual Review is to contain the following:

- A review of relevant transportation issues;
- A review of progress made on attaining the Plan's goals;
- Recommendations on proposed plan amendments; and
- A request for endorsement of the Plan.

The review, amendment and endorsement process is a joint responsibility of the Transportation Planning Committee (TPC) and the Metropolitan Policy Committee (MPC). TPC prepares technical information and makes recommendations to MPC on amendments. MPC provides oversight of the entire process and refers its recommendations on amendments and endorsement to Eugene, Springfield, Lane County, LTD and the Oregon Department of Transportation.

TRANSPORTATION ISSUES

Several major transportation issues have attracted attention during the last year:

- Parking and traffic circulation in central Eugene;
- Transportation improvements required to serve the Riverfront Research Park;
- Transportation impacts of the proposed Gateway Mall in north Springfield; and
- The construction of Lane Transit District's new maintenance and administrative facility.

Parking and circulation issues in central Eugene have been the subject of considerable study and were resolved through the City of Eugene's Central Area Transportation Study (CATS). CATS, which incorporates the "Central Eugene Parking & Traffic Circulation Plan," was adopted by the Eugene City Council in July, 1987. The air quality aspects of the plan were accepted by the Lane Regional Air Pollution Authority in November, 1987. The area encompassed by the study included downtown Eugene, Sacred Heart General Hospital and the University of Oregon (U of O) campus. The study included an air quality analysis to determine the impacts of increased traffic and parking. The study proposed a series of transportation improvements, some of which have lead to proposed TransPlan amendments disussed in the final section of this document.

The Riverfront Research Park, a joint development of the U of O, Eugene, the Oregon Board of Higher Education and a private developer, is currently in the site design phase. The site design, which is undergoing review, will determine the transportation improvements necessary to serve this 71 acre site. Ultimately, close to one million square feet of building space is expected to be developed. Although the master site plan for the Riverfront Park has not yet been adopted, the City and the Oregon Department of Transportation have agreed upon a conceptual design and a financing partnership for access from Franklin Boulevard and internal streets. The transportation improvements required to support the Riverfront Park are included among the projects proposed for inclusion in TransPlan and are discussed in the final section of this document.

To ensure that transportation improvements would provide adequate access to the proposed regional mall in the Gateway area, a traffic impact study was performed for the developer by a consultant. The analysis led to a proposal by the City of Springfield for amendments to the street and highway and bicycle project lists discussed in the next section of this document.

Following a multi-year planning effort, Lane Transit District began construction of its new maintenance and administrative facility in 1987. Planning for the new facility, located in Glenwood, began in 1984. LTD had outgrown its 8th and Garfield facility at which it had operated since 1974. The new facility, which is partially financed by federal and state grants, is expected to cost about \$12.4 million, but will increase the efficiency of LTD's operation.

REVIEW OF PROGRESS

This section provides a review of individual elements of TransPlan and evaluates the progress made toward specific goals. TransPlan consists of the following nine elements:

- Element 1- Introduction
- Element 2- Plan Assumptions
- Element 3- Goals, Objectives and Policies
- Element 4- Streets and Highways
- Element 5- Bicycles
- Element 6- Transit
- Element 7- Parking
- Element 8- Air Quality
- Element 9- Financial

Activities which have taken place over the last year in Elements 2, 4, 5, 6, and 8 are discussed below.

ELEMENT 2: PLAN ASSUMPTIONS

One of the policies in TransPlan calls for undertaking a coordinated, metro-wide program for monitoring transportation activity. The object of this policy is to compare actual performance of the transportation system with that of the recent past and evaluate the community's progress toward the plan's key assumptions.

During the last year, local agencies have continued their data collection and monitoring efforts. Automobile traffic counts and bicycle counts at a few locations have been taken; bus ridership was counted; population and employment estimates have been evaluated. Both transit ridership and traffic volumes appear to have increased; bicycle counts were taken only in new locations, precluding comparisons with those of previous years; most population and employment data indicates increases.

Because of the conflicting data, the small sample size, statistical uncertainties, and daily fluctuations in residents' travel patterns, no conclusions can be drawn from recent data about the long-range assumptions upon which TransPlan was based. However, it does appear that LTD's daily ridership increases have exceeded the increases in other factors such as population.

During the last year, the Transportation Planning Committee undertook the Transit and Alternative Modes Study suggested in TransPlan. The study discussed the use of various modes for the different trip types, with an emphasis on work trips. Additional recent data was presented about the use of alternative modes for trips to downtown Eugene. The Study concluded that changes to the transit and alternative mode assumptions used for TransPlan are unnecessary at this time, but suggested it would be appropriate to reconsider them when a major update of TransPlan is undertaken. The Transit and Alternative Modes Study and the data gathered in the next few years can serve as a basis for evaluating plan assumptions used in the next major update of TransPlan.

ELEMENT 4: STREETS AND HIGHWAYS

The FY1988-89 to FY1992-93 Transportation Improvement Program adopted in June, 1988, lists 15 highway projects completed during FY1987-88. In addition, it contains a listing of those planned for construction during the next five years.

ELEMENT 5: BICYCLES

Bicycle improvements were also constructed in connection with some of the street and highway projects listed in the Transportation Improvement Program. Other bicycle projects undertaken during FY1987-88 included rehabilitation of existing facilities.

ELEMENT 6: TRANSIT

Lane Transit District (LTD) ridership for FY 87-88 was 3.815 million person trips. This represents an increase of 3.4 percent over the 3.688 million carried in FY 86-87.

As indicated in the introduction, LTD also began construction of its new maintenance and administrative facility in Glenwood. Planning for the facility began in late 1984. The project which will be funded in part by federal and state grants is expected to cost approximately 12.4 million dollars, though it is expected to increase the efficiency of LTD's operations.

In recent years there has been increased emphasis at the Federal level to use private providers in the provision of transit services. LTD continues to make use of private providers where appropriate. LTD allocates some of its own funds for contracting with a private provider which provides special transportation services to the elderly and handicapped. Service to the elderly and handicapped has been expanded partially due to the availability of Special Transportation Funds. These funds have been made available county-wide from a state tax on tobacco products instituted in 1986. It is projected that these services will provide approximately 45,000 county-wide rides in FY87-88.

ELEMENT 8: AIR QUALITY

In the Eugene-Springfield area, three air pollutants are considered a problem: carbon monoxide, suspended particulates and ozone. The area occasionally exceeds federal, state and local air quality standards for carbon monoxide and suspended particulates, while the ozone standard has not been exceeded for several years. The Environmental Protection Agency (EPA) has designated the Eugene-Springfield area as a "non-attainment area" for both carbon monoxide and suspended particulates. This designation requires continued monitoring and study, and the implementation of strategies to reduce pollution in the future. Transportation is a contributing factor for all three pollutants.

Monitoring is handled by the Lane Regional Air Pollution Authority (LRAPA). The EPA allows federal air quality standards to be exceeded once before a violation is cited. For carbon monoxide, the standard of 9 parts per million (ppm) was last violated in 1980 in the area of 11th and Willamette with a measure of 12 ppm. The projected improvement of carbon monoxide measurements due to the replacement of older cars with newer ones, the implementation of projects and policies from Eugene's Central Area Transportation Study, and LRAPA's indirect

source review program will be the basis for a request during the next year for a redesignation as an attainment area for carbon monoxide.

The federal particulate standard was changed during 1987 from a "Total Suspended Particulates" standard to a fine particulate standard. The emphasis is now on particulates smaller than ten microns in diameter (pm10).

LRAPA spent much of the last year developing a fine particulate control plan for the Eugene-Springfield area. The plan will provide guidance on minimizing emissions from particulate sources including industrial sources, residential woodheating, dust and backyard burning.

There was one exceedance of the new pm10 standard in 1986 and three in 1987.

cljryir

PROPOSED FY1988 TRANSPLAN AMENDMENTS

As part of the FY1988 Annual Review, amendments are proposed to four sections of TransPlan:

- Element III. Goals, Objectives and Policies
- Element IV. Street and Highway
- Element V. Bicycle
- Appendix C. Annual Plan Endorsement

The amendments are specified in detail in the following pages. The Transportation Planning Committee developed these amendments based upon the requests of Eugene and Springfield.

The proposed amendments to the Goals, Objectives and Policy Element and Appendix C Annual Plan Endorsement are designed to discontinue the annual endorsement process and to simplify the amendment process. Federal regulations no longer require an annual endorsement of an area's long-range plan. Action by any of the agencies which originally adopted the plan will be required only at such time as the plan is amended. The modifications proposed to Appendix C provide for policy direction by the Metropolitan Policy Committee, because the Metropolitan Area Transportation Committee has been dissolved.

Another key change proposed for the amendment process is a provision which would allow a single agency to amend the street and highway project list for projects which are found not to be regionally significant. A streamlined amendment process for minor projects would reduce the need for amendments to be taken to all agencies for action.

Amendments to the project lists for Element IV. Streets and Highways and Element V. Bicycles are the results of additional study and analysis performed during the last year. The amendments to the Street and Highway project list include deletions, modifications and additions.

Proposed Changes to TransPlan Element III. Goals, Objectives and Policies

The following describes proposed modifications to TransPlan's Element III. Goals, Objectives and Policies.

This section is prepared in legislative format; deletions are indicated by brackets []; additions are indicate by *italics*.

PC7. Provide for [an annual review and endorsement process for TransPlan which includes consideration of amendments] *a process by which TransPlan can be amended.*

Proposed Changes to TransPlan Element IV. Street and Highway

The following describes proposed modifications to TransPlan's Street and Highway Project List.

The following project is to be deleted from the Short-Range Phase:

191.) -

Beverly St Extension, Harlow to Gateway:

- develop Beverly St Loop Road west of Gateway from Beverly at Harlow to Gateway
- provide curbs, sidewalks and bike lanes
- install signal at Harlow and at Gateway

Cost: \$625,000

Distance: .50 mi.

Justification: A, LOS, ED

Jurisdiction: Spr

Discussion: This project was originally included in TransPlan to ensure that there would be adequate access to the adjacent commercially zoned land should this land be developed in a piecemeal fashion. The anticipated development of this site as a regional shopping center (Gateway Mall) will accomplish the goal of land access in a comprehensive way and makes this project unnecessary.

The following projects are to be added to the Short-Range Phase.

125.) -

Riverfront Research Park Access:

- extend Agate, Onyx, Broadway, 8th and Patterson onto site
- construct local and minor collector streets to serve new research park
- streets to include on-street bicycle lanes, curbs, sidewalks, lighting and landscaping
- location and design to follow adopted master site plan

Cost: \$6,500,000

Justification: A, ED

Jurisdiction: Eug, ODOT

Discussion: Although the master site plan for the Riverfront Park has not yet been adopted, the City and ODOT have agreed upon a conceptual design and financing partnership for access from Franklin Boulevard and internal streets. Four basic access points are planned; the rest of the description is general since final design have to conform to the adopted site plan. Implementation of parts of this project will occur in both the short-range and medium range phases.

126.) -

Centennial Boulevard, Patterson Slough to I-5:

- provide curb, gutter and sidewalks
- add center turn lanes

Cost: \$1,000,000

Distance: 1.6 mi.

Justification: A,S,U

Jurisdiction: Eug

Discussion: This project was apparently left off the original list due to an oversight. The City of Eugene plans to construct it in 1989 or 1990 and recommends that it be included in the Short-Range Phase.

152.) -

Hilyard St at 13th:

- add east bound through lane
- remove parking

Cost: limited capital cost

Distance: .06 mi.

Justification: LOS,S

Jurisdiction: Eug

Discussion: The need for this project was determined through the City of Eugene's Central Area Transportation Study.

153.) -

Hilyard St, E 11th to E 13th:

- remove parking/restripe as 3 lanes

Cost: limited capital cost

Distance: .14 mi.

Justification: LOS,S

Jurisdiction: Eug

Discussion: The need for this project was determined through the City of Eugene's Central Area Transportation Study.

154.) -

Pearl/Amazon Parkway, 18th to 24th:

- widen to provide two southbound lanes

Cost: \$185,000

Distance: 0.4 mi.

Justification: LOS,0

Jurisdiction: Eug

Discussion: The need for this project was determined through the City of Eugene's Central Area Transportation Study. It is needed to alleviate traffic congestion at the Pearl and 18th intersection.

155.) -

Centennial at 10th Street:

- install traffic signal

Cost: \$105,000

Justification: LOS,S,0

Jurisdiction: Spr

Discussion: The intersection already meets signal warrants. It is in the current TIP and is being processed for FAU funding and construction in 1989.

195.) -

15th Avenue at Agate Street:

- install traffic signal

Cost: \$105,000

Justification: LOS,S,0

Jurisdiction: Eug

Discussion: The need for this signal was determined through the City of Eugene's Central Area Transportation Study.

196.) -

Hilyard, between 12th and 13th Avenues:

- install traffic signal

Cost: \$75,000

Justification: S,0

Jurisdiction: Eug

Discussion: The need for this signal was determined through the City of Eugene's Central Area Transportation Study.

197.) -

11th Avenue at Kincaid Street:

- install traffic signal

Cost: \$105,000

Justification: LOS,S,0

Jurisdiction: Eug

Discussion: The need for this signal was determined through the City of Eugene's Central Area Transportation Study.

198.) -

South 5th Street, Main to South B:

- widen street

- install curbs, gutters and sidewalks

Cost: \$600,000

Distance: 0.2

Justification: ED,A

Jurisdiction: Spr

Discussion: This project will provide access to the Booth-Kelley center.

The following project from the Medium-Range Phase is to be modified. The modification is identified by the addition in *italics*.

217.) -

Franklin Blvd Intersections:

- provide additional turn lanes and signal improvements on Franklin Blvd. at:
 - Broadway
 - Patterson
 - Hilyard
 - Agate
 - Villard
 - Onyx*

Cost: \$1,800,000

Justification: LOS,0

Jurisdiction: ODOT

Discussion: The need for the addition of Onyx to the intersections included in this project was determined through the City of Eugene's Central Area Transportation Study.

The following projects are to be added to the Medium-Range Phase.

292.) -

18th Avenue at Agate Street:

- install traffic signal

Cost: \$105,000

Justification: LOS,S,0

Jurisdiction: Eug

Discussion: The need for this signal was determined through the City of Eugene's Central Area Transportation Study.

293.) -

58th Street at Thurston Road:

- install traffic signal

Cost: \$105,000

Justification: LOS,S

Jurisdiction: Spr

Discussion: Continued land development in the Thurston area will necessitate this project within 3 to 10 years.

Proposed Changes to TransPlan Element V. Bicycle Element

The following describes proposed modifications to TransPlan's Bicycle Project List.

The following bicycle facility project is to be deleted:

Project 752

Beverly Street, Harlow to Postal Way; striped lanes on street

Discussion: This project was originally included in TransPlan to ensure that that there would be adequate bicycle access to the adjacent commercially zoned land should this land be developed in a piecemeal fashion. The anticipated development of this site as a regional shopping center (Gateway Mall) will accomplish the goal of land access in a comprehensive way and makes this project unnecessary.

Proposed Changes to TransPlan Appendix C

The following describes proposed modifications to TransPlan's Appendix C: Annual Plan Endorsement, which would be renamed "Plan Amendments."

This section is prepared in legislative format; deletions are indicated by brackets []; additions are indicated by *italics*.

[INITIATION OF ENDORSEMENT PROCEEDINGS]

[The TransPlan Annual Review shall initiate the Plan amendment and endorsement process. The Lane Council of Governments' (L-COG) Transportation Planning Committee (TPC) shall prepare the Annual Review before the end of the local fiscal year. The Annual Review will include a review of all relevant transportation issues and their impact on the Plan; progress on attaining the Plan's goals, including, but not limited to, the transit ridership goal; areas of local policy conflict with the Plan; recommendations on any amendments proposed as part of the Annual Review; and a request for endorsement of the Plan as amended.]

PLAN AMENDMENTS

Submitting Plan Amendments

[Plan amendments will be processed at the time of the Annual Review.] Amendments may be citizen-initiated or *may* be proposed by local governing bodies (*Eugene, Springfield and Lane County*), Lane Transit District (LTD), the Oregon Department of Transportation (ODOT) or their designees.

A citizen-initiated amendment should be filed with the planning or public works staff of the city whose incorporated area would be affected, or with County planning or public works staff for amendments that lie outside incorporated areas. A proposed text change that has no apparent geographical area impact can be filed with any of the three planning or public works departments.

Plan amendments will be accepted at any time but will be processed *at least* once annually [during the Annual Review], the timing of which shall be determined by the Metropolitan [Area Transportation] *Policy* Committee [(MATC)] (*MPC*). The planning or public works staff of the jurisdiction receiving the amendment will make a recommendation to TPC as to which amendments should be processed during the [Annual Review] *current amendment process* and which should be processed during the next regularly scheduled major Plan update.

Amendments initiated by local jurisdictions (*Eugene, Springfield and Lane County*), LTD or ODOT will be submitted directly to TPC.

Screening of Amendments

TPC will review all proposed Plan amendments and [recommend to MATC] *make a determination* that they be dealt with either during the current [Annual Review] *amendment process* or that they be delayed until the next major Plan update.

TPC shall [recommend to MATC] *determine* that a proposed amendment be delayed until the next major Plan update if:

1. The proposal involves a change to one or more of the Key Assumptions of the Plan as specified in Section II of TransPlan, or if
2. The proposal is of insufficient importance to divert budgeted planning resources from other scheduled activities, or if
3. The proposal is premature for consideration because of other related Plan studies in progress.

[TPC shall refer all proposed amendments and its recommendations to MATC.]

[MATC shall review the recommendations of TPC and determine which of the proposed amendments will be considered as part of the Annual Review and which will be delayed until the next major Plan update.]

For those amendments which TPC determines should be considered during the current amendment process, TPC shall further determine whether the amendment is of regional significance or of non-regional significance. Amendments proposed to Element III. Goals, Objectives and Policies Element are presumed to be of regional significance. Amendments proposed to other elements of TransPlan, including the project lists in Element IV. Street and Highway Element; Element V. Bicycle Element; and VI. Transit Element may be determined to be either non-regional or regionally significant.

A determination by TPC that consideration of an amendment be delayed until the next major plan update may be appealed by any of the adopting jurisdictions or by the applicant who proposed the plan amendment. Likewise, a determination by TPC that a project is regionally significant or non-regionally significant may be appealed to MPC.

Review of Proposed Amendments

TPC shall prepare background information and supporting materials for each of the amendments [referred to it by MATC for consideration]. TPC shall also make recommendations on all proposed Plan amendments being considered. *TPC's recommendation for action on non-regionally significant amendments shall be made to the governing body under whose jurisdiction it falls. TPC's recommendation for action on regionally significant amendments shall be made to Eugene, Springfield, Lane County, LTD and ODOT.*

The Metropolitan Area Planning Advisory Committee (MAPAC) may review proposed amendments that [MATC] TPC has determined should be considered. MAPAC shall forward any recommendations on proposed Plan amendments to TPC within 30 days of [MATC's] TPC's actions. TPC will consider MAPAC's recommendations when preparing [the Annual Review] *its recommendations for action on proposed plan amendments.* Additional opportunities for citizen review will occur during the public hearings phase of [the Annual Review] *the amendment process.*

[ANNUAL REVIEW AND ENDORSEMENT] *AMENDMENT* PROCEDURES[Release of Annual Review]

[MATC shall receive the Annual Review (and amendments) from TPC and authorize its release, as appropriate, to local jurisdictions, LTD and ODOT. MATC's referral of the Annual Review shall include a recommendation for adoption of Plan amendments and a recommendation that each agency endorse the Plan as amended.]

For proposed amendments which TPC has determined not to be of regional significance, adoption by the governing body under whose jurisdiction the amendment falls and the L-COG Board will be required. For proposed amendments which TPC has determined to be regionally significant, adoption by Eugene, Springfield, Lane County and the L-COG Board will be required.

Public Hearings

For those proposed plan amendments for which its action is required, each local jurisdiction shall conduct public hearings on the subject of [Plan endorsement and] proposed amendments, either at the planning commission level, the governing body level, or both. Local jurisdictions have the option of establishing procedures for additional citizen participation (such as referral to neighborhood groups) as required by local policy. LTD and ODOT can deal with the Annual Review as each deems appropriate. All three local jurisdictions may, but are not required to conduct joint or simultaneous hearings.

Planning Commission Recommendations

A joint public hearing and deliberations by the three planning commissions are recommended, but not required for amendments which are of regional significance. If the three planning commissions reach consensus on their recommendations for the regionally significant amendments, their recommendations shall be submitted to their respective governing bodies for adoption. If the planning commission's recommendations differ, their recommendations shall be transmitted to MPC. MPC will consider the planning commissions' recommendations and make its own recommendation to the governing bodies of Eugene, Springfield, and Lane County.

Consensus [Endorsement (and) Amendment[]]

In the event that all three local governing bodies [endorse the existing Plan or endorse the Plan as modified] *amend the Plan* by identical amendment, and if no objection is raised by either LTD or ODOT, [the MATC and] the L-COG Board of Directors shall be required to ratify the [endorsement (and) amendment[]] without further action by any jurisdiction.

Lack of Consensus [(First Stage)]

If consensus to [endorse] *amend* the Plan in identical fashion is not reached, or if LTD or ODOT objects to the [endorsement] *amendment*, the

[MATC] MPC shall convene within 30 days of the action of the last jurisdiction to consider the [endorsement] amendment. [MATC] MPC shall consider the actions taken by local jurisdictions and shall propose recommendations that would eliminate differences between those actions. [MATC] MPC shall submit its recommendations to local jurisdictions, LTD or ODOT as appropriate. If the [MATC] MPC process results in substantial modifications to the Plan as [endorsed] amended by any local jurisdiction, affected jurisdictions shall conduct new hearings before [endorsing] amending the Plan as modified.

The L-COG Board will be required to ratify non-regionally significant amendments adopted by the governing body under whose jurisdiction they fall and the regionally significant amendments adopted by Eugene, Springfield and Lane County. Public hearings conducted by the L-COG Board shall not be required since public hearings must have been conducted by at least one agency's planning commission or governing body.

[Lack of Consensus (Second Stage)]

[If consensus to endorse the Plan in an identical fashion is still not reached as described in the first stage, Lack of Consensus step, the Planning and Public Works Directors shall schedule a joint meeting of elected officials from Eugene, Springfield and Lane County for the purpose of discussing the endorsement. LTD and ODOT may participate, if appropriate. If LTD or ODOT is involved, the LTD Board and the Oregon Transportation Commission or their designees shall participate in the joint meetings. If resolution on the differences is reached, the Plan shall be forwarded to MATC and the L-COG Board for ratification.]

[Lack of Consensus (Third Stage)]

[If consensus to endorse the Plan in an identical fashion is not resolved through joint meetings, the matter will be referred to the L-COG Board. The L-COG Board shall endorse the Plan plus only those amendments that have been adopted in identical fashion by all three local jurisdictions. This will insure that federal transportation funding remains uninterrupted. A recommendation from MATC for no endorsement could jeopardize continued federal and state transportation funding.]

cljrtar

GUIDELINES FOR PROJECT DETERMINATION

Guidance is provided in Appendix C to determine whether proposals for modification of TransPlan are appropriate for the amendment process or shall be delayed until the next major update. The following provides guidance as to the regional or non-regional significance of amendments. The regional or non-regional significance is the factor which determines which agencies are required to adopt the proposed amendments.

When making its determination on the regional significance of an amendment, the Transportation Planning Committee will use the following as guidelines:

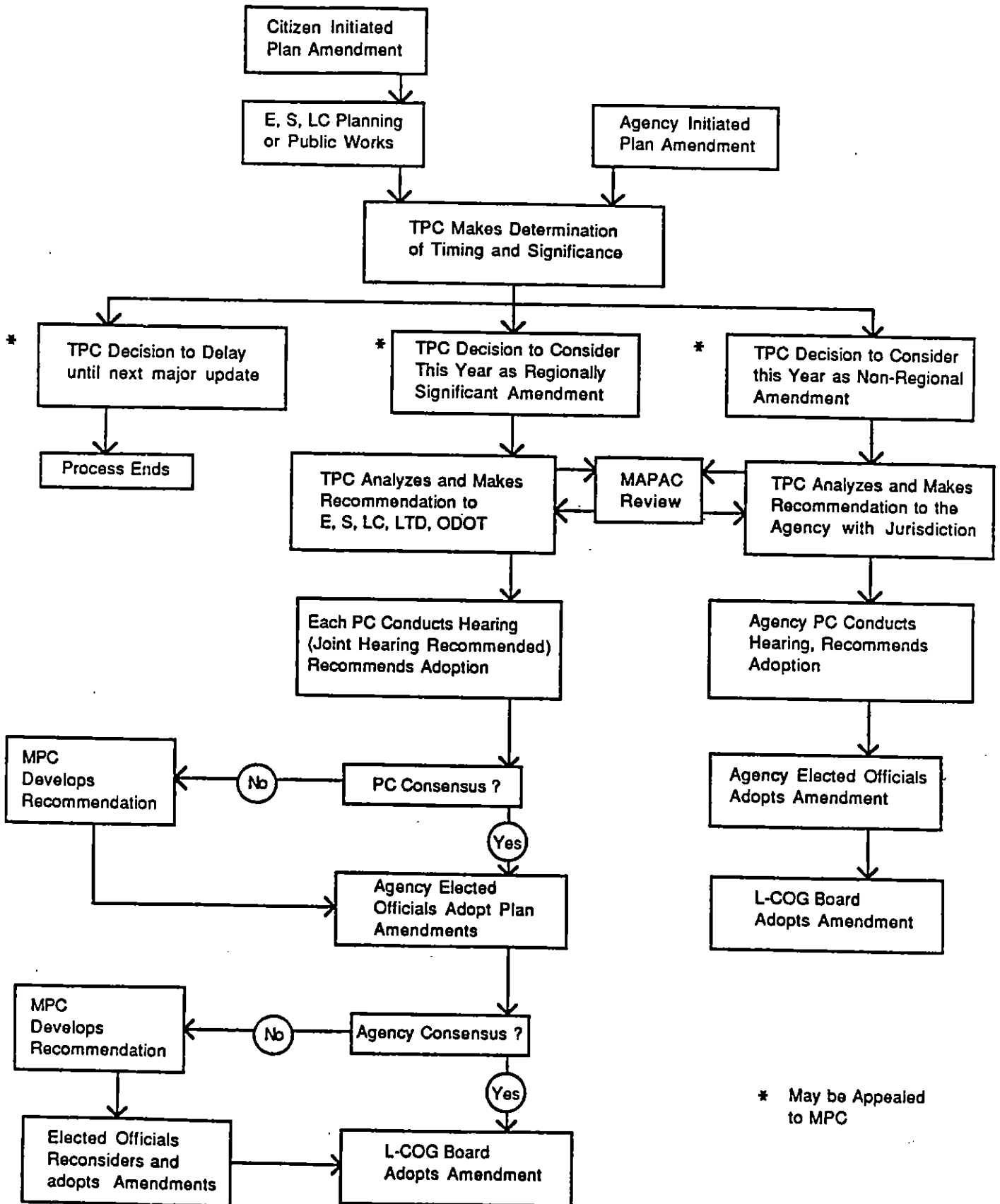
Proposed Amendments of Regional Significance

Amendments in the following categories are presumed to have an impact on more than one agency. Therefore, it is appropriate for all agencies which originally adopted TransPlan to review and formally adopt amendments with the following characteristics.

- Modifications of Element III - Goals, Objectives and Policies.
- Modifications of Element VII - Parking.
- Modifications of Element VIII - Air Quality.
- Modification of Appendix C - Plan Amendment Process.
- Modifications of the project list in Element IV - Streets and Highways, which propose the addition or deletion of projects of the following types:
 - limited access highways or additional interchanges on existing limited access facilities;
 - principal or minor arterial streets on new alignments;
 - existing streets where the proposed facility is or will be greater than three lanes;
 - intersection improvements which require major channelization or turn lanes on more than two legs of the intersection.
- Modifications of the project list in Element V - Bicycles, which propose the addition or deletion of projects which are independent paths or on-street lanes for arterial streets.
- Modifications of Element VI - Transit, consisting of the addition or deletion of major or minor transit stations.

Proposed Amendments Not of Regional Significance

- Modifications to Element IV - Streets and Highways, which propose the addition or deletion of:
 - traffic signals or the addition of individual turn lanes on one or two legs of an intersection;
 - existing streets where the proposed facility is or will be three or fewer lanes;
 - new collector streets with three or fewer lanes.
- ~~Modifications to Element V - Bicycles~~, which propose the addition or deletion of on-street lanes on collector streets or designated routes.
- Modifications to Element VI - Transit, which propose non-construction activities.



FINDINGS

1. The Eugene-Springfield Metropolitan Area Transportation Plan (Transplan) was adopted by the Lane County Board of Commissioners on April 23, 1986 by County Ordinance No. PA 906.
2. The Transplan is the basis for guiding surface transportation improvements in the metropolitan area and should accurately reflect current regulations and review procedures, anticipated improvement projects, and include an amendment process.
3. Amendments to the Transplan have been prepared to accomplish these objectives.
4. Based on the evidence and testimony presented in the record, and the comments received from the Lane Planning Commission and Roads Advisory Committee, it is in the public interest and in conformity with adopted plans and policies to adopt the proposed amendments to the Transplan.