



U.S. Department
of Transportation

Federal Highway
Administration
Oregon Division
Salem, OR

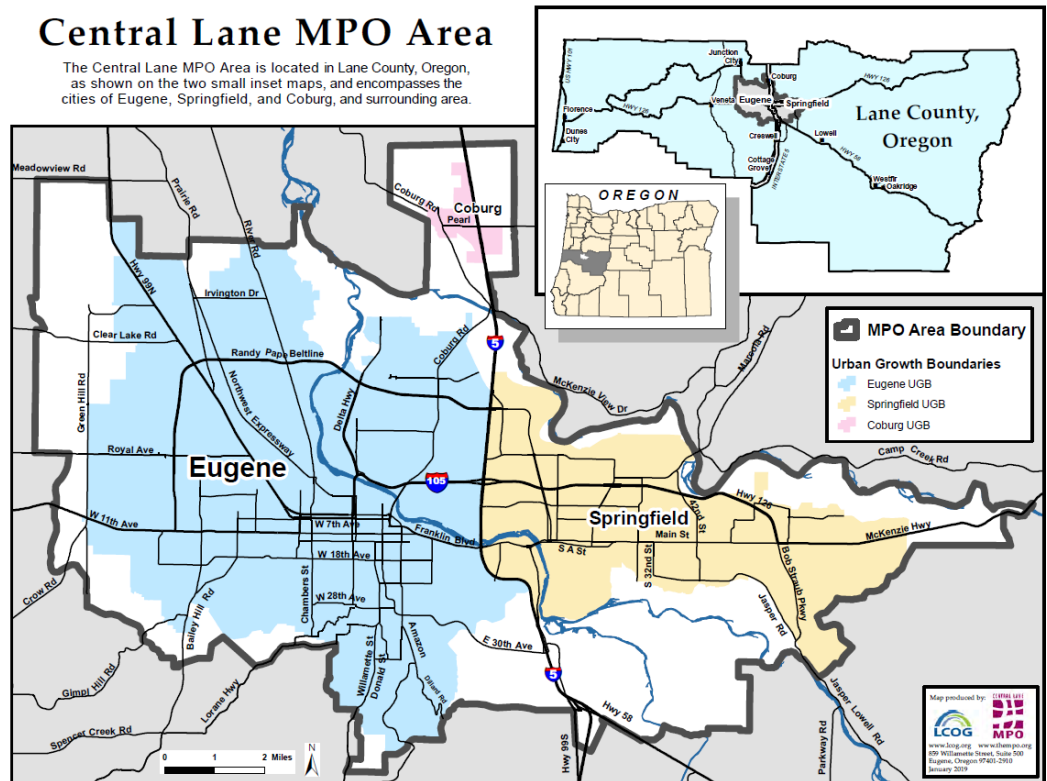
Federal Transit
Administration
Region 10
Seattle, WA

Transportation Management Area Planning Certification Review

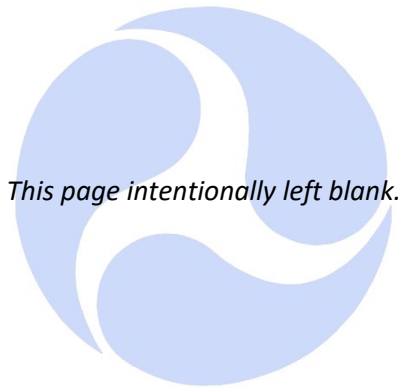
Eugene-Springfield, OR Transportation Management Area Central Lane Metropolitan Planning Organization

Central Lane MPO Area

The Central Lane MPO Area is located in Lane County, Oregon, as shown on the two small inset maps, and encompasses the cities of Eugene, Springfield, and Coburg, and surrounding area.



**Certification & Report Issued:
October 30, 2019**



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Table of Contents

Executive Summary..... 3

I. Certification Objective and Process 14

II. Resolution of 2015 Certification Findings 16

III. 2019 Certification Review Findings..... 20

 A. CLMPO and ODOT Action to Resolve Findings 20

 B. MPO Structure & Air Quality Status 23

 C. Metropolitan Transportation Plan / Regional Transportation Plan 28

 D. Congestion Management Process / Management and Operations..... 35

 E. Transportation Improvement Program 39

 F. Performance-Based Planning and Programming..... 44

Appendix A – Certification Notification Letter..... 48

Appendix B – Onsite Review Agenda and Participants..... 50

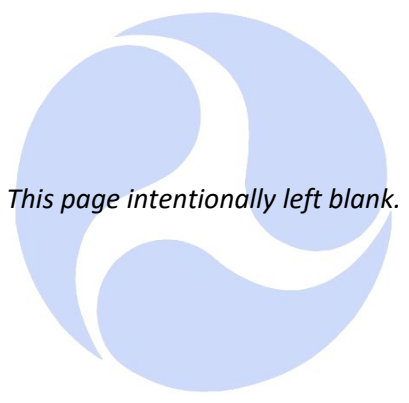
Appendix C – Solicitation for Public Comments..... 52

Appendix D – Draft CLMPO 2045 MTP Timeline and Tasks 53

Appendix E – Applicable Federal Performance Measures..... 56

Appendix F – Certification Letter 57

Appendix G – Acronyms..... 59



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Executive Summary

Requirement and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to jointly review, evaluate, and certify the transportation planning process in all Transportation Management Areas (TMAs), urbanized areas over 200,000 in population, to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450. Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), FHWA and FTA must jointly certify the metropolitan transportation planning process in TMAs at least once every four years. Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to assist on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

Process

On July 3, 2019, FHWA and FTA issued a letter to Central Lane Metropolitan Planning Organization (CLMPO) notifying them of the dates of the onsite review (see [Appendix A](#)). The review is conducted by a team of representatives from the FHWA and FTA, hereafter referred to as the Certification Review Team. In addition to the review process, routine stewardship and oversight by FTA and FHWA provide a major source of information upon which to base the certification findings. The certification review consisted of four primary activities:

1. A desk review - including a review of the resolution of the 2015 certification findings (see [Section II](#)).
2. Solicit public comment – CLMPO agreed to notify the public, committee members, and stakeholders of the public comment period for the TMA Certification Review. CLMPO notified the metropolitan planning organization’s (MPO) members and staff of the public comment period via email on July 17, 2019 (see [Appendix C](#)). However, CLMPO was unable to provide documentation to verify that the public was notified. As of October 29, 2019, the Certification Review Team has not received comments from the public. To ensure a public comment period is provided for the review, the Certification Review Team will attend a Metropolitan Policy Board meeting, present the findings of the report, and provide an opportunity for public comment at that meeting.
3. An on-site review – conducted July 31-August 1, 2019 (see [Appendix B](#) for the agenda and participant list).
4. Issuing a certification and documenting the findings in this certification report.

2019 Certification Findings

On October 29, 2019, FHWA and FTA certified the transportation planning process conducted by the CLMPO for the next four years, subject to CLMPO addressing corrective actions in this certification report.

As the result of the 2019 CLMPO certification findings, the Certification Review Team identified 12 Corrective Actions and provided 20 Recommendations and one (1) Commendation.

A summary of CLMPO’s findings can be found in Table 1 below. Additional details of the regulatory basis, current status, observations, findings, and resources for each topic in this review are contained in the full report.

Table 1: CLMPO 2019 Certification Findings

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
CLMPO and ODOT Action to Resolve Findings	<p><i>Recommendation 1: Certification Action Team</i> The Certification Review Team recommends CLMPO create a certification action team, composed of local, state, and Federal partners, to assist in the successful resolution of corrective actions.</p>	*
MPO Structure & Air Quality Status	<p><i>Recommendation 2: MPO By-Laws</i> It is recommended CLMPO update the Metropolitan Policy Committee (MPC) and Transportation Planning committee (TPC) by-laws to reflect current metropolitan planning processes including committee memberships, voting structures, accurately outlining roles and responsibilities of the MPC and TPC core function, capture FHWA and FTA required documents and amendment procedures, general information on meeting times and location. In addition, By-Laws should be updated on a cycle that aligns with changes to the MPO boundaries and/or urban growth boundaries.</p>	*
	<p><i>Recommendation 3: MPO By-Laws</i> It is recommended CLMPO post their TPC By-Laws and meeting materials on the CLMPO website to provide the public access to these documents.</p>	*
	<p><i>Recommendation 4: MPO By-Laws</i> It is recommended CLMPO separate the MPO core function from other MPC functions in the MPC By-Laws to provide clarity on the roles and responsibilities of the MPC.</p>	*
	<p><i>Commendation 1: Policy Board Meeting Broadcast</i> The CLMPO is commended for making live and archive broadcasts of MPC meetings accessible online.</p>	
Metropolitan Transportation Plan (MTP)	<p><i>Corrective Action 1: MTP Latest Available Estimates and Assumptions</i> To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p>	May 31, 2021

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
	<ul style="list-style-type: none"> a. Base the MTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and include associated supporting/technical analysis. b. Document an analysis of current and projected transportation demand of persons and goods in the metropolitan area over the full period of the MTP. c. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. 	
	<p>Corrective Action 2: MTP Existing and Proposed Facilities To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p> <ul style="list-style-type: none"> a. Document existing and proposed facilities, intermodal connectors, and emphasize facilities that serve important national and regional transportations functions over the period of the transportation plan and determine the need for proposed facilities and link to MTP goals, objectives, and policies. b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities. c. Document actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. d. Document transportation and transit enhancement activities. The documentation should include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and 	May 31, 2021

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
	<p>strategies and investments that preserve and enhance the intercity bus system.</p> <p>e. Document a link to the public transit human services transportation plan in the MTP.</p>	
	<p>Corrective Action 3: Goals, Objectives, and Project Selection CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p> <ul style="list-style-type: none"> a. Document a clear linkage between MTP Goals, objectives and policies to project selection in the MTP. b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure. c. Document multimodal capacity increases are based on regional priorities and needs. d. Document vulnerabilities to existing transportation infrastructure to natural disasters. e. Document how all the federal planning factors were considered. f. Document a clear linkage to CLMPO’s Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans. 	May 31, 2021
	<p>Corrective Action 4: MTP Financial Plan CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p> <ul style="list-style-type: none"> a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation. 	May 31, 2021

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
	<p>b. Document how cost estimates were developed for proposed improvements.</p>	
	<p>Corrective Action 5: MTP Public Involvement To meet the requirements set forth in 23 CFR 450.316 and 23 CFR 450.324, CLMPO must conduct and document its outreach efforts consistent with the public participation plan, document a summary of public comments received, and include a disposition of comments in the MTP. CLMPO must include a signed version of the signed MPC resolution documenting the adoption process of the final MTP and make it publicly available.</p>	<p>May 31, 2021</p>
	<p>Corrective Action 6: MTP Consultation To meet the requirements set forth in 23 CFR 450.324, CLMPO must conduct and document the applicable Tribal consultation processes and consultation with local, state, environmental, and historic agencies, and document comments received and disposition of comments in the MTP.</p>	<p>May 31, 2021</p>
	<p>Recommendation 5: MTP Environmental Justice (EJ) Analysis It is recommended CLMPO document EJ analysis in the MTP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	<p>*</p>
	<p>Recommendation 6: Emergency and Security It is recommended CLMPO document emergency and disaster preparedness strategies and policies that support homeland security.</p>	<p>*</p>
	<p>Recommendation 7: MTP Formatting and General Documentation It is recommended CLMPO consider the following items when updating the MTP to make the document easier to read:</p> <ul style="list-style-type: none"> a. Specify the 20-year planning horizon year within and on the cover of the MTP. 	<p>*</p>

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
	<ul style="list-style-type: none"> b. Ensure headings and page numbers are consistent between the table of contents and body of the document. c. More clearly differentiate the list of projects and illustrative list with corresponding funded and unfunded headings. 	
Congestion Management Process (CMP)	<p><i>Corrective Action 7: Congestion Management Process (CMP) Objectives</i></p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must develop regional objectives for congestion management that clearly define and support the region’s goals for congestion management. Objectives can be the same or in addition to the MTP objectives and should have “SMART” characteristics (specific, measurable, agreed, realistic, and time-bound).</p>	May 31, 2021
	<p><i>Corrective Action 8: CMP Data Collection, System Monitoring, and Analysis</i></p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p> <ul style="list-style-type: none"> a. Develop a CMP data collection and system monitoring program/plan to ensure data is available to support each performance measure. The plan should include where the data is collected, data sources, how often it will be collected, and by whom, data accuracy levels, data formats, and any other information needed to ensure data is being routinely collected for use in the CMP and to ensure ongoing system monitoring is occurring. To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region. b. Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process. 	May 31, 2021

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
	<p>Corrective Action 9: CMP Strategies To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p> <ul style="list-style-type: none"> a. Develop and use a process for identifying, evaluating, and selecting strategies for congested CMP corridors to help the region meet congestion objectives. This process should build off data and information collected in previous CMP steps. b. Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process. c. Develop a periodic or ongoing process to evaluate system-level effectiveness and strategy effectiveness to ensure implemented strategies are addressing congestion as intended. This information will be used to inform the MTP and TIP and to identify and assess strategies in the CMP. 	May 31, 2021
	<p>Recommendation 8: CMP Network Evaluation It is recommended CLMPO evaluate the identified CMP corridors with current data and information to ensure the CMP network is still appropriate for the current transportation system, travel patterns, and development/traffic generators in the region. The CLMPO should also consider an interconnected multimodal network which also includes transit services, bicycle networks, and pedestrian networks.</p>	*

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
	<p>Recommendation 9: CMP Multimodal Performance Measures and Data Development Plan</p> <p>It is recommended CLMPO consider a wider array of performance measures (PMs) to include bicycle, pedestrian, freight, accessibility, land use, or non-recurring congestion PMs, and ensure the four existing PMs are still relevant. CLMPO can consider regional and/or corridor, segment, or intersection level performance measures. CLMPO should consider PMs that for which data can be collected and that can be used to assess the extent of congestion, identify locations experiencing congestion, select and evaluate the effectiveness of congestion reduction and mobility enhancement strategies, and monitoring progress to meeting congestion objectives.</p>	*
	<p>Recommendation 10: CMP Strategies</p> <p>It is recommended CLMPO include a comprehensive list of strategies that fall under each of the six existing broad groups of strategies to further clarify the focus of the CMP. For example: Traffic Operation Strategies should be expanded to include types of highway operations strategies (i.e., reversible commuter lanes, access management) and Arterial operations strategies (i.e., traffic signal optimization, road diets).</p>	*
	<p>Recommendation 11: ITS Plan</p> <p>It is recommended CLMPO review and update the ITS Architecture and Plan and determine an appropriate update cycle and strategy so that it complements the MTP planning and TIP and programming.</p>	*
Transportation Improvement Program (TIP)	<p>Corrective Action 10: TIP Financial Plan</p> <p>To meet the requirements set forth in 23 CFR 450.326(j), the 2021-2024 TIP must include a financial plan that includes clear documentation of:</p> <ul style="list-style-type: none"> a. A cooperative revenue estimation process, b. Adequate funding availability by year to operate and maintain the transportation system (highway, transit, other), c. Adequate revenue availability to deliver projects on the schedule proposed in the TIP, 	July 1, 2020

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
	<ul style="list-style-type: none"> d. Year of expenditure rate and the development and application process, e. Resources from public and private sources that are reasonably expected to be made available to carry out the TIP, f. Recommendations of additional financing strategies for needed projects and programs, and g. Strategies for ensuring the availability of new funding sources. 	
	<p><i>Corrective Action 11: TIP Air Quality Conformity Determination</i></p> <p>To meet the requirements set forth in 23 CFR 450.326(a), the 2021-2024 TIP must include documentation of the CLMPO’s air quality conformity determination and supporting documentation. Key elements include: interagency consultation, public involvement, developed from latest planning assumptions, timely implementation of transportation control measures (if applicable), and a demonstration of financial constraint. Projects of regional significance should also clearly be noted and the definition of regionally significant included.</p>	July 1, 2020
	<p><i>Corrective Action 12: TIP Project Prioritization, Monitoring, and Amendment</i></p> <p>To meet the requirements set forth in 23 CFR 450.326 and 23 CFR 450.328, the 2021-2024 TIP must:</p> <ul style="list-style-type: none"> a. Include documentation of the criteria and process for prioritizing projects or programs, including multimodal tradeoffs, any changes in priorities from the 2018-2021 TIP, major projects that were implemented in the 2018-2021 TIP, and any significant delays in planned implementation of major projects from the 2018-2021 TIP. b. Include amendment procedures which clearly define the thresholds for project changes that trigger an amendment and clearly define what minor changes can be done administratively that do not need Federal approval. 	July 1, 2020

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
	<p>ODOT and CLMPO should work with local agencies to identify causes of project delays, identify solutions, and provide the oversight necessary to ensure that project implementation schedules and cost estimates are realistic and that projects are delivered on schedule.</p>	
	<p>Recommendation 12: TIP Environmental (EJ) Analysis It is recommended CLMPO document EJ analysis in the TIP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	*
	<p>Recommendation 13: TIP Financial Plan format It is recommended ODOT work with all Oregon MPOs to cooperatively create a consistent statewide TIP financial planning process and format to demonstrate financial constraint by year.</p>	*
	<p>Recommendation 14: TIP - MTP Connection It is recommended CLMPO provide consistent and clear language in the TIP on how the short-range programming process is consistent with the MTP, as well as other plans or programs.</p>	*
Performance-Based Planning and Programming (PBPP)	<p>Recommendation 15: MTP Performance-Based Planning It is recommended CLMPO identify and document in the 2045 MTP a process for establishing performance measures and targets in the long-range planning process, including the linkage to the goals, objectives, performance measures, and targets from other performance-based plans and processes to meet the requirements set forth in 23 CFR 450.306.</p>	*
	<p>Recommendation 16: MTP System Performance Report It is recommended CLMPO determine process and format for a system performance report that conveys baseline data/condition, performance measures and targets used in assessing the performance of the transportation system in the 2045 MTP, and document progress achieved in meeting performance targets in comparison with system performance to meet the requirements set forth in 23 CFR 450.324(f)(4).</p>	*
	<p>Recommendation 17: TIP Performance-based Programming</p>	*

Planning Topic	CLMPO 2019 Findings	Corrective Actions Due Date
	<p>It is recommended CLMPO review short-range programming processes to ensure they support a performance-based programming process that will make progress toward achieving performance targets and is documented in the 2021-2024 TIP to meet the requirements set forth in 23 CFR 450.326(c).</p>	
	<p>Recommendation 18: TIP Linking Performance Targets to Investment Priorities It is recommended CLMPO work with ODOT, LTD, and member agencies to develop a process to determine and describe the anticipated effect of the 2021-2024 TIP toward achieving performance targets adopted, linking performance targets with investment priorities to meet the requirements set forth in 23 CFR 450.326(d).</p>	*
	<p>Recommendation 19: CMP and PBPP It is recommended that the CLMPO address FHWA's performance measures for traffic congestion, travel time reliability, and freight reliability in their congestion management processes to maximize resources (e.g. funding, staff time, data, etc.) and avoid unnecessary duplication and redundancy to meet requirements set forth in 23 CFR 450.322.</p>	*
	<p>Recommendation 20: PBPP Activities in the UPWP It is recommended that the CLMPO allocate sufficient resources in the UPWP to ensure the 2045 MTP and 2021-2024 TIP meet all PBPP requirements.</p>	*

*Not a corrective action; however, the Certification Review Team strongly encourages CLMPO to track implementation of the recommendations prior to the next TMA Certification Review.

I. Certification Objective and Process

Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act of 1991, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), are required to jointly review, evaluate, and certify the transportation planning process in all Transportation Management Areas (TMAs), urbanized areas over 200,000 in population, to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450. Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the FHWA and the FTA must jointly certify the metropolitan transportation planning process in TMAs at least every four years. Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to assist on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

Process

On July 3, 2019, FHWA and FTA issued a letter to CLMPO notifying them of the dates of the onsite review (see [Appendix A](#)). The review is conducted by a team of representatives from FHWA and FTA, hereafter referred to as the Certification Review Team. In addition to the review process, routine stewardship and oversight by FHWA and FTA provide a major source of information upon which to base the certification findings. The certification reviews consisted of four primary activities:

1. Desk Review

The following MPO documents were evaluated as part of this certification review:

- 2016-2040 Regional Transportation Plan as adopted by the MPC on May 4, 2017
- 2004 Congestion Management System Baseline Report (September 2004)
- 2018-2021 Metropolitan Transportation Improvement Program (May 4, 2017)
- Metropolitan Policy Committee (MPC) By-Laws (February 13, 2003)
- Transportation Planning Committee (TPC) By-Laws (May 12, 2005)

2. Public Comment

A key part of a certification review process is to review public feedback received on how the transportation planning process works in the region. The Certification Review Team provided CLMPO a public notice to notify the public of the opportunity to provide comment on the transportation planning process conducted in the Eugene-Springfield urbanized area. The CLMPO staff publicized the public comment period for the Certification Review Team starting on July 17, 2019 through August 30, 2019. On July 17, 2019, CLMPO e-mailed MPO members and staff to provide input to the review and extended an invitation to meet with the review team (see [Appendix C](#)).

CLMPO was unable to provide documentation to verify whether the public was notified. However, the Certification Review Team will plan to attend a Metropolitan Policy Committee meeting and present the findings of the report and provide an opportunity for public comment. As of the publishing date of this report, FHWA and FTA have not received any public comment.

3. On-site Review

On July 31 – August 1, 2019, the Certification Review Team conducted the on-site review (see [Appendix B](#) for the agenda and participant list). The following topics were selected for discussion at the on-site review:

- Metropolitan Transportation Plan (MTP)
- Congestion Management Process (CMP)
- Metropolitan Transportation Improvement Program (MTIP)
- Performance-Based Planning and Programming (PBPP)
- MPO By-Laws

4. Certification Report

This report is the final product of a certification review. For each topic area covered during this certification review, this report documents:

Statutory/Regulatory Basis – Summarized the applicable United States Code (U.S.C.) or Code of Federal Regulations (CFR).

Current Status - Defines what the TMA is currently doing in regard to each planning topic.

Observations - Statements of fact that define the conditions found during FHWA and FTA’s routine stewardship and oversight and certification review. Includes a summary of previous certification findings from the last one or two certification reviews. Observations provide the primary basis for findings.

Findings – Are categorized as either:

Corrective action: Indicates a compliance issue where the transportation planning process/product fails to meet one or more requirements of the transportation planning regulations or other applicable statutes, thus seriously impacting the outcome of the overall process. The expected outcome is change that brings the metropolitan planning process into compliance with a planning statute or regulation; failure to respond by the identified date will likely result in a more restrictive certification and could potentially impact Federal funding.

Recommendation: Although not a compliance issue, recommendations are made to improve the transportation planning process. The MPO is encouraged to consider implementing recommendations to support the MPO in undertaking foundational planning and programming practices.

Commendation: A process or practice that demonstrates noteworthy procedures for implementing the planning requirements.

Resources – A list of helpful resources related to findings

II. Resolution of 2015 Certification Findings

The CLMPO provided an update of the 2015 Certification Findings consisting of 20 recommendations and 0 Corrective Actions for discussion during the 2019 certification review. An electronic copy was provided to the Certification Review Team on August 16, 2019. This information was utilized as part of the review and provided below as a reference.

Table 2: Resolution of CLMPO 2015 Certification Findings

Topic	2015 Recommendations / Comments	Status (Provided by CLMPO Staff)
Agreements and Contracts	<p>The Certification Review Team recommends that the update of the IGA capture relevant changes Federal transportation legislation and regulation, including but not limited to performance-based planning and programming.</p> <p>The Certification Review Team recommends CLMPO determine when and how regular reviews of agreements are needed to ensure updates occur on an as needed basis.</p>	<p>The IGAs have been updated and will be updated on an annual basis. The updated agreement has been posted on the MPO website</p> <p>http://thempo.org/DocumentCenter/View/6925/MOU-between-CLMPO-LTD-and-ODOT</p>
Unified Planning Work Program (UPWP)	<p>The Certification Review Team recommends CLMPO's FY 2017-2018 UPWP include:</p> <ul style="list-style-type: none"> - Project milestones - Consulting fees and non-staff costs - Status updates on any corrective action(s) and recommendations from this report 	<p>The current UPWP, the FY 2019-2020 and the FY 2017-2018 UPWP includes project milestones and consulting fees and non-staff costs.</p>
Congestion Management Process (CMP)	<p>The Certification Review Team recommends CLMPO continue refinement, development and further integration of their CMP. CLMPO should provide regular updates to the Certification Review Team on progress to update their CMP. CLMPO will integrate their functional plans (i.e., RTOP, Safety & Security, and ITS Plan) as part of developing a more multi-modal performance-based transportation monitoring system as outlined in MAP-21. FHWA and FTA will work with CLMPO as the performance-based measures rule-making is finalized and implemented.</p>	<p>The MPO has moved to support the state in the adopted federal performance measures.</p> <p>Work will continue on this as functional plans are integrated into the new RTP within a federal performance based planning framework.</p>

Topic	2015 Recommendations / Comments	Status (Provided by CLMPO Staff)
	<p>The Certification Review Team recommends CLMPO document how projects are identified in the CMP and incorporated in the TIP and RTP.</p>	
<p>Metropolitan Transportation Plan (MTP)</p>	<p>-The Certification Review Team recommends the RTP include project costs/revenues and financial summary that document a fiscally constrained plan. In addition, revenue and cost estimates for the RTP must use an inflation rate(s) to reflect year of expenditure dollars. For the outer years of the metropolitan transportation plan, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.</p> <p>- The Certification Review Team recommends incorporating a description of CLMPO's public outreach, including a summary of public engagement activities and responses from the public, into the 2016 RTP update.</p> <p>- The Certification Review Team recommends CLMPO integrate environmental data and mitigation strategies into the body of the 2016 RTP, rather than providing the information as a stand-alone appendix of maps, as in the 2011-2035 Regional Transportation Plan.</p> <p>- The Certification Review Team recommends CLMPO continue to work with ODOT to incorporate basic safety data into the planning process and the RTP. We strongly encourage CLMPO to include safety considerations in the development of performance measures. CLMPO should undertake enhanced efforts to reflect the</p>	<p>The CLMPO RTP adopted in May, 2017 provides estimated year of expenditure ranges of four years for every project, and documents an inflation-rate based estimate of the year of expenditure cost for each project.</p> <p>The upcoming RTP update will incorporate its public outreach process and responses, environmental data and mitigation strategies.</p> <p>The MPO's policy board passed Resolution 2018-01 supporting the State's safety performance measure targets.</p> <p>The MPO's data portal contains safety data utilized in regional and local planning processes and project selection criteria.</p> <p>The Statewide safety plan goals are reflected in the Central Lane MPO Safety Action Plan (Adopted April 2017) and will be incorporated into the upcoming RTP update.</p>

Topic	2015 Recommendations / Comments	Status (Provided by CLMPO Staff)
	statewide strategic safety plan goals into the RTP.	
Metropolitan Transportation Improvement Program (MTIP) and Project Selection	The Certification Review Team recommends CLMPO review cost estimates in the MTIP and periodically update the estimates.	This is an on-going activity of the CLMPO.
Public Outreach	<p>The Certification Review Team recommends CLMPO determine a timeframe for Public Participation Plan (PPP) updates and document the timeframe in the PPP.</p> <p>The Certification Review Team recommends CLMPO consider efforts to more formally incorporate representatives from the University of Oregon into their planning process (i.e. college and or graduate students interested in Transportation Planning). The Certification Review Team would like to stress the importance of incorporating the needs of such a large community into the planning process, as the University of Oregon, a major transportation and economic contributor to the urbanized area. CLMPO should involve the University of Oregon to gain public participation support in the transportation process through strategies outlined in the Public Participation Plan, including new tools such as Lane-Voices.</p>	<p>The next RTP will incorporate a comprehensive update of the MPO's PPP, and will address these recommendations</p> <p>The MPO has started discussions with MPC about incorporating the University of Oregon into planning processes.</p> <p>In addition, the university is developing a scope of work to develop the University's first long range comprehensive transportation plan. The university has asked Lane Council of governments/MPO staff to manage and staff this project for the University.</p> <p>The MPO has an ongoing relationship with University's Director of Transportation Services, and the university's Active transportation coordinator.</p> <p>Overall, the MPO is continuing to work to establish and strengthen ties with the University.</p>
Air Quality	The Certification Review Team recommends the Air Quality MOU be updated to reflect the MPO's current air quality Status.	<p>In February 2014, the Central Lane MPO area completed the 20 year maintenance period for carbon monoxide(CO). No local monitoring, transportation control measures, or traffic emissions analyses are now required.</p> <p>In June 2013, the area was re-designated to attainment for coarse particulate</p>

Topic	2015 Recommendations / Comments	Status (Provided by CLMPO Staff)
		<p>matter(PM10) with an approved 10 year limited maintenance plan (LMP). The MPO is required to ensure that the LMP criteria are maintained and that the conformity regulations are met. However, no regional analysis is required—only individual project level conformity (“hot spot analysis”) is required on certain projects and is the responsibility of the project sponsor, not the MPO.</p>
Self-Certification	CLMPO should include self-certification in their FY 2016-17 UPWP.	<p>The Self-Certification is included in the UPWP document.</p> <p>http://thempo.org/DocumentCenter/View/6950/adoptedUPWP_with_resolution_20_21</p>
Title VI	The Certification Review Team recommends CLMPO determine a timeframe for Title VI Plan updates and document the timeframe in the Title VI Plan.	<p>Title VI mapping updates are done on an annual basis for both LTD and MPO.</p> <p>The MPO received its latest Title VI plan Acceptance Letter from ODOT on June 17, 2019.</p>
Intelligent Transportation System (ITS)	<p>The Certification Review Team recommends CLMPO include specific tasks to address the ITS Plan development in the FY 2017-2018 UPWP.</p> <p>The Certification Review Team recommends the update to CLMPO’s ITS Plan and Regional Architecture include local and regional implementation strategies.</p> <p>The Certification Review Team recommends the update to CLMPO’s ITS Plan and Regional Architecture include a how-to-use section to assist locals in conforming projects with the plan.</p> <p>The Certification Review Team recommends CLMPO encourage locals to use a System Engineering (SE) checklist in implementing ITS projects.</p>	<p>The MPO is working to develop the scope for the ITS Plan Update, to be presented to the MPO Policy Board. The ITS Plan and updated regional architecture will be incorporated in the next RTP update.</p> <p>Commencement of the MPO’s update of the ITS Plan will take place with the next MTP(RTP) plan. This planning process will begin in FY20.</p>

III. 2019 Certification Review Findings

The 2019 FHWA and FTA review found that the metropolitan transportation planning process conducted in the Eugene-Springfield urbanized area generally meets, with corrective actions, the Federal planning requirements as follows. On October 29, 2019, FHWA and FTA issued a letter to CLMPO certifying the planning processes for the next four years, subject to the findings in this final report (See [Appendix F](#)). See the [Executive Summary Table 1](#) of this report for a summary table of the findings.

Detailed information about each planning topic reviewing as part of the 2019 CLMPO certification review can be found below as well as the CLMPO and ODOT expectations for resolving corrective actions.

A. CLMPO and ODOT Action to Resolve Findings

FHWA and FTA are committed to working closely with CLMPO, ODOT, and LTD to ensure expectations are understood, provide stewardship and technical assistance, and to assist in establishing a framework for the resolution of corrective actions and recommendations. As part of this review, we expect to use the following process to monitor and ensure corrective actions are resolved by the due date identified in this certification report. The process is as follows:

- 1) FHWA and FTA present the findings to the CLMPO staff and ODOT to ensure understanding of the findings, deadlines, and expectations. FHWA and FTA will also present the findings to the CLMPO Metropolitan Policy Committee.

- 2) CLMPO develops a plan of action, to include in the current State Fiscal Year (SFY) 2020 Unified Planning Work Program (UPWP) and all subsequent UPWPs, to address corrective actions by the due dates specified in this report. A plan of action in the UPWP is a tool for interagency coordination and communication, ensuring the MPO Board allocates sufficient funding and resources to resolve findings, and accountability to ensure performance goals are met by established deadlines. The plan can be included in the UPWP either in the topic-specific section (i.e. "RTP and Long-Range Planning" section would include MTP specific findings and steps to resolve), or as a separate section (i.e. section dedicated to Federal Certification Plan of Action), or both.

The plan of action could include the following elements:

- Topic – MTP, CMP, TIP
- Overall Target Date – The date specified in the corrective action(s).
- Reporting – Monthly reporting to begin, and when a demonstration of progress is sufficiently made can move to less frequent.
- Corrective Action(s) – A listing of all corrective actions related to the topic.
- Task(s) – A list of tasks or activities needed to resolve corrective action(s) and the lead person/agency.
- Task Description(s) – A description of the tasks/action items to be undertaken.
- Deliverable(s) – A description of the product/process.
- Timeline – Expected completion date of tasks.

- Status Indicator – For example not started, in progress, completed, behind schedule.
- Training/Technical Assistance Needs – A discussion of desired training or technical assistance.
- Resources – Identify a list of resources such as a full-time employee or consultant.

Note: The Draft CLMPO 2045 MTP Timeline and Tasks (see [Appendix D](#)) has many of the above elements and would be a great starting point for an MTP action plan.

3) Although not a current compliance issue, CLMPO is encouraged to implement recommendations as they are often made to support the MPO in undertaking foundational planning and programming practices. CLMPO should indicate how recommendations will be implemented.

Note: Section III. F. Performance-Based Planning and Programming includes recommendations to support the phase-in of the FAST Act performance-based planning and programming (PBPP) requirements. Although they are noted as recommendations in this report, CLMPO's 2021-2024 MTIP and 2045 RTP must include the PBPP requirements to meet the phase-in of these new requirements and remain in compliance.

4) CLMPO is encouraged to form a certification action team composed of local, state, and Federal partners, to assist in the successful resolution of corrective actions.

5) CLMPO updates the current SFY 2020 UPWP to include the plan of action, and send to ODOT, FHWA, and FTA no later than 3 months after the issuance of this certification report.

6) ODOT, as the pass-through and oversight agency for the CLMPO, is responsible for ensuring compliance of the processes and documents with applicable Federal requirements, monitoring the achievement of performance goals, and ensuring CLMPO sufficiently addresses compliance issues by the identified deadline. When CLMPO and ODOT believe the intent of a corrective actions has been met, the CLMPO should formally request ODOT review updated processes and related documents.

7) Upon ODOT's determination that the MPO processes and documents comply with the requirements and the corrective action, ODOT should send a letter to FHWA and FTA indicating recommendation to close out the corrective action(s).

8) FHWA and FTA review ODOT's request to close out the corrective action(s) and supporting documentation and issues a letter with a determination that:

- The corrective action(s) has been sufficiently addressed, or
- The corrective action(s) has not been sufficiently addressed and documents outstanding compliance issues.

Recommendation 1: Certification Action Team

The Certification Review Team recommends CLMPO create a certification action team, composed of local, state, and Federal partners, to assist in the successful resolution of corrective actions.

B. MPO Structure & Air Quality Status

Statutory/Regulatory Basis

23 U.S.C 134(d) and 23 CFR 450.314(a) state the MPO, the state, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator.

Current Status

The Lane Council of Governments (LCOG) is the designated MPO for the Central Lane Urbanized Area, also known as the Central Lane Metropolitan Planning Organization (CLMPO). The CLMPO became the federally designated MPO for the urbanized area in 1973. LCOG has a variety of roles in the region, of which MPO work is just one. Following the 2000 U.S. Census, the urbanized boundary was expanded and CLMPO population exceeded 200,000 and became a transportation management area (TMA) and was therefore subject to the TMA transportation planning certification requirements. FHWA and FTA have conducted certification reviews for the CLMPO in 2003, 2007, 2011, 2015, and the current review 2019.

The LCOG has delegated transportation planning responsibilities for the CLMPO to the Metropolitan Policy Committee (MPC). MPC By-laws were last updated in 2003 after the urbanized boundary was expanded to include the City of Coburg following the 2000 U.S. Census.

The Transportation Planning Committee (TPC) is an advisory committee to the MPC. TPC by-laws were last updated in 2005.

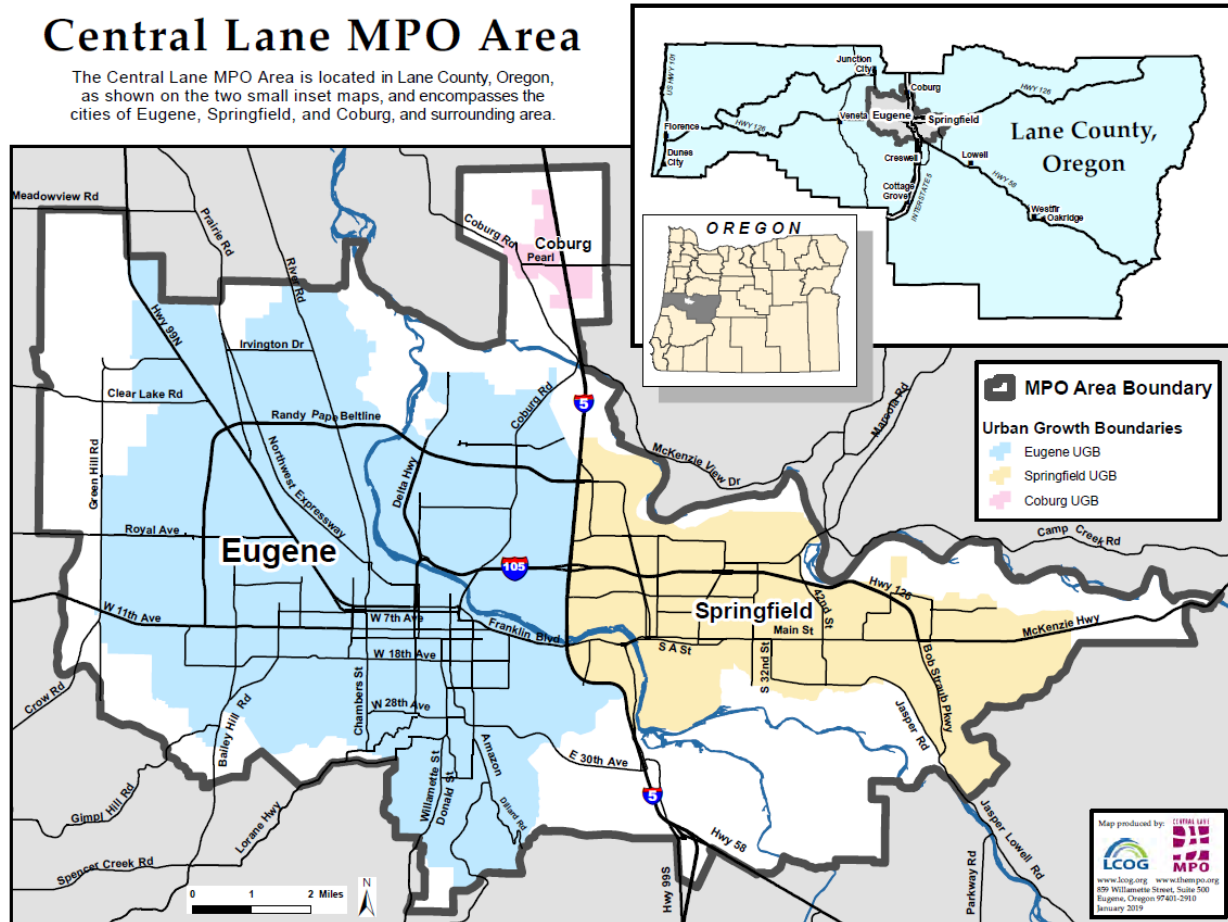
Staff for the CLMPO is provided by the Lane Council of Governments (LCOG).

Following the 2010 U.S. Census, the Eugene-Springfield urbanized area has a population of just under 250,000. CLMPO metropolitan planning area (MPA) is approximately 124 square miles and includes the Cities of Coburg, Eugene, and Springfield in Lane County, Oregon. (See Map 1 below). The Oregon Department of Transportation (ODOT) is the responsible State transportation agency and Lane Transit District (LTD) is the responsible public transportation operator. The University of Oregon is in Eugene. The Eugene airport is in the MPA, but outside the Eugene urban growth boundary.

Map 1: Central Lane MPO Area

Central Lane MPO Area

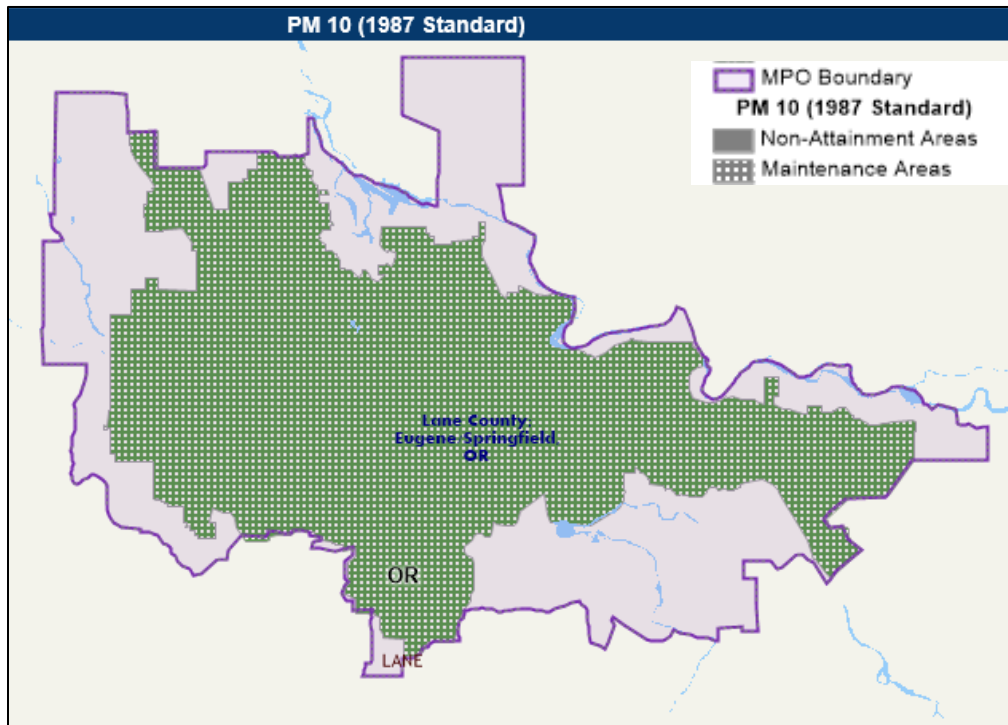
The Central Lane MPO Area is located in Lane County, Oregon, as shown on the two small inset maps, and encompasses the cities of Eugene, Springfield, and Coburg, and surrounding area.



On February 2, 2014, the Eugene-Springfield area concluded a twenty-year maintenance period for the Carbon Monoxide (CO) National Ambient Air Quality Standard (NAAQS) and was redesignated to attainment. The air quality conformity requirements for CO do not apply if CLMPO remains in attainment status.

On June 10, 2013, the Eugene-Springfield area was redesignated a limited maintenance area for the Particulate Matter 10 micrometers or less in diameter (PM₁₀) National Ambient Air Quality Standard (NAAQS). The PM₁₀ area boundary is completely within the MPA boundary, although it does not include the whole MPA (See map 2 below). Transportation was not determined to be a significant source of PM₁₀ in the region, no motor vehicle emissions budgets were set, and the CLMPO is exempt from conducting a regional conformity analysis. However, other requirements for air quality conformity determinations still apply such as: Interagency Consultation, Public Involvement, Latest Planning Assumptions, and Fiscal Constraint. The CLMPO must conduct an air quality conformity determination on an updated or amended Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). In addition, project-level conformity determinations are needed for the Federal highway and transit projects.

Map 2: Eugene-Springfield PM₁₀ Boundary (Source: <https://hepgis.fhwa.dot.gov/fhwagis>)



Observations

- a. Previous TMA Certification Reviews did not issue either recommendations or corrective actions related to By-Laws.
- b. By-laws for the MPC and TPC are 16 and 14 years old, respectively.
- c. The MPC by-laws:
 - Were originally created before the City of Coburg was a part of the urbanized area and some sections of the by-laws still reflect this.
 - Reference the Metropolitan Cable Television System and other non-MPO related activities, making it difficult to easily discern MPO specific roles and responsibilities, board membership processes and voting structure.
 - Include functions for adoption of varying MPO processes and documents, however, does not address an amendment process for these documents.
 - Are missing procedures for how often the By-Laws should be reviewed, and how they can be amended between such reviews, including whether amendment requires a majority vote.
 - Indicates a three-day notice prior to a meeting where as CLMPO indicated that MPC meetings are advertised one week in advance.
 - Are not available on the CLMPO website at the time of the review, however, CLMPO e-mailed an electronic copy in response to our request on May 30, 2019. In addition, the By-Laws are missing appropriate signatures.
 - Do not discuss coordination with the Lane Area Commission on Transportation.
- d. MPC membership, meeting agendas and minutes can be accessed on the [CLMPO website](#).

- e. MPC meetings are televised and broadcasted live. Live broadcasts and archives can be found on the [CLMPO website](#).
- f. The TPC By-Laws:
 - Are specific to MPO duties and much easier to read and understand than the MPC by-laws.
 - Indicate the committee is composed of technical staff from the same agencies as the MPC in addition to the Eugene Airport, Commuter Solutions, Federal Highway Administration (non-voting ex-officio), the chair of the Citizens Advisory Committee when active, and the Lane Regional Air Pollution Authority (LRAPA). However, the University of Oregon is not included although it is a large employer, trip generator, and population hub within the MPO.
 - Include a short discussion of some of the Federally required planning processes and documents, however, does not address amendment procedures for these documents.
 - Missing procedures for how often the By-Laws should be reviewed, and how they can be amended between such reviews, including whether amendment requires a majority vote.
 - Briefly outline some of the primary federally required documents such as the MTP and UPWP but does not mention other required documentation such as the TIP or the Public Participation Plan. In addition, the By-Laws do not capture an amendment process for these documents.
 - Specifies meeting on the fourth Thursday of each month in the meeting schedule. However, TPC meetings occur on the third Wednesdays of the month.
 - Posted on the CLMPO [website](#).
 - Reference the CLMPO Citizens' Advisory Committee (CAC) and that committee has not been in place for many years.
- g. Does not appear to be kept up to date as only one agenda for a meeting held on April 19, 2019 was available [online](#).
- h. Does not include TPC membership or posted on the [CLMPO website](#).
- i. [CLMPO's website](#) displays a calendar making the MPC and TPC meeting dates and locations accessible to the public.

Findings

Recommendation 2: MPO By-Laws

It is recommended CLMPO update the Metropolitan Policy Committee (MPC) and Transportation Planning committee (TPC) by-laws to reflect current metropolitan planning processes including committee memberships, voting structures, accurately outlining roles and responsibilities of the MPC and TPC core function, capture FHWA and FTA required documents and amendment procedures, general information on meeting times and location. In addition, By-Laws should be updated on a cycle that aligns with changes to the MPO boundaries and/or urban growth boundaries.

Recommendation 3: MPO By-Laws

It is recommended CLMPO post their TPC By-Laws and meeting materials on the CLMPO website to provide the public access to these documents.

Recommendation 4: MPO By-Laws

It is recommended CLMPO separate the MPO core function from other MPC functions in the MPC By-Laws to provide clarity on the roles and responsibilities of the MPC.

Commendation 1: Policy Board Meeting Broadcast

The CLMPO is commended for making live and archive broadcasts of MPC meetings accessible online.

Resources

[23 CFR 450.310](#) Metropolitan Planning Organization designation and redesignation

C. Metropolitan Transportation Plan / Regional Transportation Plan

Statutory/Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long- and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends. Under 23 CFR 450.324(f), the MTP is required to consider the following:

- a. Projected transportation demand of persons and goods
- b. Existing and proposed transportation facilities, including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors
- c. Operational and management strategies
- d. Congestion management process
- e. Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- f. Design concept and design scope descriptions of proposed transportation facilities
- g. Potential environmental mitigation activities
- h. Pedestrian walkway and bicycle transportation facilities
- i. Transportation and transit enhancements
- j. A financial plan that demonstrates how the adopted transportation plan can be implemented

Current Status

The current MTP, at the time of the review, was the 2040 Regional Transportation Plan (RTP) and was developed to meet the Federal MTP planning requirements. The Metropolitan Policy Committee (MPC) adopted the MTP on May 4, 2017. The MTP for the CLMPO urbanized area is required to be updated every four years because the area is designated a maintenance area for PM10. The CLMPO, and subsequently the FHWA, FTA, in consultation with the United States Environmental Protection Agency (EPA), must make an air quality conformity determination (AQCD) for each MTP update. The CLMPO submitted the MPO's AQCD to FHWA and FTA with a request for a Federal AQCD on June 12, 2017. FHWA and FTA in consultation with EPA, made an air AQCD on June 27, 2017. The effective date of the 2040 MTP is the Federal AQCD date.

FHWA and FTA issued the 2035 MTP AQCD on June 27, 2012. Based on the required four-year update requirement, the subsequent AQCD was scheduled to be issued for the MTP by June 27, 2016. If a conformity determination is not made according to the required frequency requirements, as in this case, the MPO has a one-year grace period after the missed deadline before a conformity lapse applies. During the 12-month grace period, only transportation projects in the most recent conforming metropolitan transportation plan and transportation improvement program (TIP) can be funded or approved. FHWA and FTA made an AQCD on the last day of the grace period before the CLMPO would have entered a full conformity lapse. During a full conformity lapse, the use of Federal transportation funds is restricted to certain kind of projects and no new air quality non-exempt projects can be amended into the MTP or the transportation improvement program (TIP).

The 2040 MTP was adopted prior to the phase-in dates of the FAST Act requirements. The 2045 MTP AQCD needs to be made by June 27, 2021 to meet the required update cycle and will need to address the FAST Act planning requirements, including performance-based planning and programming.

Observations

- a. The MTP addresses, at least in part, the following required elements:
 - Coordination with ODOT and local agencies.
 - U.S. DOT issued an Air Quality Conformity Determination (AQCD) on June 27, 2017 and is on a four-year update cycle as a limited maintenance area for PM₁₀.
 - At least a 20-year planning period. The time period of the MTP is 2017-2040, covering a 23-year period. However, the year of adoption is clearly stated on the cover page but missing the horizon year.
 - Held a public hearing on April 6, 2017 and the public comment period was open between April 6, 2017 and ended April 30, 2017 (24 days). CLMPO received four comments and indicated that these comments raised issues outside of the MPO boundary. These comments were captured in CLMPO's [April 25, 2017 MPC memo](#) utilized as part of the adoption process, however, the MTP itself did not clarify whether the MTP was posted on the CLMPO website or how it was shared with the public.
 - Includes illustrative lists of unfunded needs, however it is difficult to differentiate fiscally constrained projects lists from illustrative project lists due to heading formatting.
- b. The MTP is missing a significant amount required documentation and analysis. The MTP does not adequately address the following required elements:
 - While CLMPO conducted public outreach, and received comments on the 2040 MTP, documentation of the MPO's outreach efforts, public comments received, and disposition of comments received were not included in the MTP as expected. This was a recommendation in the 2015 certification review.
 - Documentation of the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity or the associated supporting/technical analysis.
 - Much of the data used in the MTP is not current or lacks a justification for using outdated data.

- Though not included in the MTP, the CLMPO Travel forecasting Model Overview and the CLMPO travel model validation report was shared with the Certification Review Team as the technical analysis performed for the MTP update. However, both documents were last updated in 2010. The validation report shows a 2010 base year with a 2035 horizon, which does not correspond to the life of the 2040 MTP.
- Analysis of current and projected transportation demand of persons and goods in the metropolitan area over the period of the MTP. The MTP does include some maps of goods movement, but lacks documentation of the analysis of current and projected demand of goods movement.
- Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.
- Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.
- Proper documentation to identify the current system of and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities.
- Actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.
- A link to the public transit human services transportation plan
- A financial plan that demonstrates how the adopted transportation plan can be implemented. More specifically, the MTP does not adequately address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation.
- A financial plan that demonstrates how the approve MTP can be implemented, including the cooperative revenue estimation process and system-level estimates of costs and revenue sources that are reasonably available to operate and maintain the Federal-aid highways and public transportation.
- Describe how cost estimates were developed for proposed improvements. In 2011, a corrective action was issued to show costs in YOE and a recommendation was also issued in 2015.
- A signed version of Resolution 2017 – 05 was not included in the final MTP posted on the website.
- Documentation of tribal consultation processes and consultation with local, state, environmental, and historic agencies, any comments received, and disposition of comments. A recommendation to incorporate Environmental mitigation strategies in the MTP was issued in 2011 and 2015.

- Federal planning factors 2, 4, 7, and 8 were referenced in Policies in Chapter 2. However, factors 1, 3, 5, 6, were missing. FAST Act planning factors 9 and 10 were not required to be included at the time of MTP adoption.
 - Clear linkage to CLMPO’s safety action plan or ODOT and public transportation safety action plans. A safety related recommendation to incorporate safety data into the planning process and the MTP was recommended in 2007, 2011, and 2015.
 - Address emergency and disaster preparedness and strategies and policies that support homeland security. Incorporating security was a recommendation identified in 2007.
 - Asset management - Assessment of capital investment and identify other strategies to preserve the existing and projected future of metropolitan transportation infrastructure.
 - Multimodal capacity increases are based on regional priorities and needs.
 - Address vulnerabilities to existing transportation infrastructure to natural disasters.
 - Clear linkage between MTP Goals, objectives and policies to project selection.
 - Documentation of an environmental justice analysis to ensure there are no disproportionately high and adverse effects on minority populations and low-income populations and that benefits to all populations are distributed equally.
- c. The CLMPO staff shared the “Draft CLMPO 2045 MTP Timeline and Tasks” document at the on-site review (see [Appendix D](#)). The timeline and task list is very ambitious and includes the addition of “New” topic areas and the concurrent update of other plans/processes.
- Of concern to the Certification Review Team, the timeline shows that adoption may occur no later than September 2021. For the required four-year update cycle to be met, the MPO would need to adopt the 2045 MTP in May 2021 and FHWA and FTA would need to issue the Federal AQCD by June 27, 2021. If the Federal AQCD timeframe is not met, CLMPO will enter a 12-month grace period where only transportation projects in the most recent conforming metropolitan transportation plan and TIP can be funded or approved.
 - If a Federal conformity finding is not made by June 27, 2022, the CLMPO would enter a full conformity lapse at which time the use of Federal transportation funds is restricted to certain types of projects. Once an area is in a conformity lapse, the use of Federal transportation funds is restricted to certain kinds of projects and no new non-exempt projects can be amended into the metropolitan transportation plan/TIP. These include “exempt projects” such as safety projects and certain mass transit projects, transportation control measures (TCMs) from an approved State Implementation Plan (SIP), and project phases that were authorized by FHWA/FTA prior to the lapse. The FHWA and FTA do not reduce the amount of funding a State receives if there is a lapse; however, use of Federal funds is restricted during the lapse.

Findings

Corrective Action 1: MTP Latest Available Estimates and Assumptions

By May 31, 2021, to meet the requirements set forth in 23 CFR 450.324, CLMPO must:

- a. Base the MTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and include associated supporting/technical analysis.
- b. Document an analysis of current and projected transportation demand of persons and goods in the metropolitan area over the full period of the MTP.
- c. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan.

Corrective Action 2: MTP Existing and Proposed Facilities

By May 31, 2021, to meet the requirements set forth in 23 CFR 450.324, CLMPO must:

- a. Document existing and proposed facilities, intermodal connectors, and emphasize facilities that serve important national and regional transportations functions over the period of the transportation plan and determine the need for proposed facilities and link to MTP goals, objectives, and policies.
- b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities.
- c. Document actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.
- d. Document transportation and transit enhancement activities. The documentation should include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.
- e. Document a link to the public transit human services transportation plan in the MTP.

Corrective Action 3: Goals, Objectives, and Project Selection

By May 31, 2021, CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:

- a. Document a clear linkage between MTP Goals, objectives and policies to project selection in the MTP.
- b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure.
- c. Document multimodal capacity increases are based on regional priorities and needs.
- d. Document vulnerabilities to existing transportation infrastructure to natural disasters.
- e. Document how all the federal planning factors were considered.
- f. Document a clear linkage to CLMPO's Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.

Corrective Action 4: MTP Financial Plan

By May 31, 2021, CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:

- a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation.
- b. Document how cost estimates were developed for proposed improvements.

Corrective Action 5: MTP Public Involvement

By May 31, 2021, to meet the requirements set forth in 23 CFR 450.316 and 23 CFR 450.324, CLMPO must conduct and document its outreach efforts consistent with the public participation plan, document a summary of public comments received, and include a disposition of comments in the MTP. CLMPO must include a signed version of the signed MPC resolution documenting the adoption process of the final MTP and make it publicly available.

Corrective Action 6: MTP Consultation

By May 31, 2021, to meet the requirements set forth in 23 CFR 450.324, CLMPO must conduct and document the applicable Tribal consultation processes and consultation with local, state, environmental, and historic agencies, and document comments received and disposition of comments in the MTP.

Recommendation 5: MTP Environmental Justice (EJ) Analysis

It is recommended CLMPO document EJ analysis in the MTP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.

Recommendation 6: Emergency and Security

It is recommended CLMPO document emergency and disaster preparedness strategies and policies that support homeland security.

Recommendation 7: MTP Formatting and General Documentation

It is recommended CLMPO consider the following items when updating the MTP to make the document easier to read:

- a. Specify the 20-year planning horizon year within and on the cover of the MTP.
- b. Ensure headings and page numbers are consistent between the table of contents and body of the document.
- c. More clearly differentiate the list of projects and illustrative list with corresponding funded and unfunded headings.

Resources

Guidance on Financial Planning, Fiscal Constraint for Transportation Plans, Programs

<https://www.fhwa.dot.gov/planning/guidfinconstr.cfm>

Fiscal Constraint Questions and Answers

<https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm>

Operations and Maintenance Assessment Checklist

<https://www.fhwa.dot.gov/planning/opmasmtchklist.cfm>

MPO Guidebook for Using Safety as a Project Prioritization Factor

https://www.fhwa.dot.gov/planning/transportation_safety_planning/publications/mpo_guidebook/index.cfm

Scenario Planning – Overview

https://www.fhwa.dot.gov/planning/scenario_and_visualization/scenario_planning/scenabout.cfm

USDOT Environmental Justice Order 5610.2(a)

https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/

FTA Environmental Justice Policy Guidance – Circular C 4703.1

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>

FHWA Environmental Justice Reference Guide

https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035..pdf

Department of Justice (DOJ) ADA Technical Assistance Materials

<https://www.ada.gov/ta-pubs-pg2.htm>

Performance-Based Planning and Programming Guidebook

https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm

Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning

https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/index.cfm

Supporting Performance-Based Planning and Programming through Scenario Planning

https://www.fhwa.dot.gov/planning/scenario_and_visualization/scenario_planning/scenario_planning_guidebook/index.cfm

MPO Guidebook for Using Safety as a Project Prioritization Factor

https://www.fhwa.dot.gov/planning/transportation_safety_planning/publications/mpo_guidebook/index.cfm

FHWA Transportation Performance Management (TPM) website

<https://www.fhwa.dot.gov/tpm/>

FTA Performance-Based Planning and Programming Website

<https://www.transit.dot.gov/performance-based-planning>

D. Congestion Management Process / Management and Operations

Statutory/Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

Current Status

The current CMP at the time of the review is documented in Chapter 4 and Appendix G of the CLMPO's 2040 MTP as well as the Congestion Management Baseline Report (September 2004).

The current Regional (Intelligent Transportation System) ITS Operations & Implementation Plan for the Eugene-Springfield Metropolitan Area was developed in 2003. The Plan's Executive Summary is housed in the 2040 MTP Appendix E and has a 20-year Deployment Plan Schedule. There is also a small discussion of ITS in Chapter 3 of the 2040 MTP.

Observations

- a. In 2003 and 2007, previous TMA Certification review, issued a corrective action to develop a congestion management system.
- b. In 2011, a previous TMA Certification review, issued a corrective action to fully develop the remaining elements of the CMP.
- c. In 2015, a previous TMA Certification review, issued a recommendation to continue development of the CMP by integrating functional plans (RTOP, Safety & Security, and ITS Plan), provide regular updates on progress and document how projects are identified in the CMP and incorporated in the TIP and MTP.
- d. The MTP states the CMP is not complete and has not been updated for the current MTP, which is of serious concern to the Certification Review Team given previous CMP findings.
- e. It was stated many times at the on-site review that congestion is not a main concern for the CLMPO.
- f. In the 2040 MTP Finance Policy #3: Prioritization of State and Federal Revenue, the Policy Definition/Intent states "This policy supports the development and application of a process for prioritizing regional system improvements funded by state and federal revenues. Safety and major capacity issues will be emphasized in this process".
- g. In the 2040 MTP, "several major transportation corridors within the Central Lane MPO area require additional, corridor-level analyses to address existing and future capacity, safety, and

operational problems Over the next 20-30 years.” There was no documentation of how this determination was made, but several of those corridors are on the CMP network.

- h. CLMPO’s 2040 MTP goals and objectives are not supported by an up to date Intelligent Transportation Systems (ITS) Architecture and ITS Plan to support operations and management of the regional transportation system.
 - There is a strong link between the discussion of current (2003) congestion, future congestion, and the need for a CMP.
 - States there is an ITS Steering Committee, but it does not appear this is an active committee.
 - There are many types of ITS/Operations projects listed in the Executive Summary project listing that could be used as a more CMP Strategy (i.e. incident management, transit signal priority, traffic operations centers, etc.).
- i. The CMP contains, at least in part, the following required elements:
 - Defined CMP network – However, the MTP identified eight congestion management corridors while the 2004 Congestion Management Baseline Report identified nine.
 - Multimodal performance measures: Four performance measures are included:
 - Congested Miles of travel,
 - Roadway congestion index,
 - Network vehicle hours of delay, and
 - Percent transit mode share on congested corridor.
 - However, the performance measures are not comprehensive given the nature and priorities of the region. There are currently no performance measures for bicycle, pedestrian, freight, accessibility, land use, or non-recurring congestion.
 - Data collection/System Monitoring – The MPO is currently collecting data, as documented in the MTP. However, the review team was not provided documentation of status of these performance measures.
 - Identification of Strategies – the CMP contains six broad strategies:
 - Land use strategies,
 - Transportation demand management (TDM),
 - Intelligent Transportation System (ITS) and operational strategies,
 - Roadway projects to add capacity,
 - Transit strategies, and
 - Bicycle and pedestrian strategies.
 - However, the CMP does not include a comprehensive list of strategies to be considered within these broad categories. For example, more specific transit strategies could address operations, level of service, or facility improvements to increase ridership, improve rider experience, and attract choice riders.
- j. The CMP does not contain the following required elements:
 - Regional objectives for congestion management – The MTP contains objectives, but there is no documentation or link to demonstrate these are used as a part of the CMP and there is no documentation of specific CMP objectives.

- Collect Data/Monitor System Performance – While the MPO collects data for the CMP, there is no documentation of how the data is used to monitor system performance. This action serves as a critical link between data collection and strategy identification.
- Analyze congestion problems and needs - The 2004 Congestion Management Baseline Report begins to capture why each congestion management corridor was selected. However, there is a lack of documentation that this analysis has been updated since 2004.
- Assessment of congestion management strategies – There is no documentation the MPO has assessed CMP strategies on congested corridors since 2004.
- Program and implement strategies – There is no documentation of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation. In addition, the CMP is not linked to the MTP and TIP project prioritization processes.
- Evaluate strategy effectiveness – There is no documentation that implemented strategies were evaluated for their effectiveness at addressing congestion.

Findings

Corrective Action 7: Congestion Management Process (CMP) Objectives

By May 31, 2021, to meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must develop regional objectives for congestion management that clearly define and support the region’s goals for congestion management. Objectives can be the same or in addition to the MTP objectives and should have “SMART” characteristics (specific, measurable, agreed, realistic, and time-bound).

Corrective Action 8: CMP Data Collection, System Monitoring, and Analysis

By May 31, 2021, to meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:

- a. Develop a CMP data collection and system monitoring program/plan to ensure data is available to support each performance measure. The plan should include where the data is collected, data sources, how often it will be collected, and by whom, data accuracy levels, data formats, and any other information needed to ensure data is being routinely collected for use in the CMP and to ensure ongoing system monitoring is occurring. To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region.
- b. Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.

Corrective Action 9: CMP Strategies

By May 31, 2021, to meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:

- a. Develop and use a process for identifying, evaluating, and selecting strategies for congested CMP corridors to help the region meet congestion objectives. This process should build off data and information collected in previous CMP steps.
- b. Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process.
- c. Develop a periodic or ongoing process to evaluate system-level effectiveness and strategy effectiveness to ensure implemented strategies are addressing congestion as intended. This information will be used to inform the MTP and TIP and to identify and assess strategies in the CMP.

Recommendation 8: CMP Network Evaluation

It is recommended CLMPO evaluate the identified CMP corridors with current data and information to ensure the CMP network is still appropriate for the current transportation system, travel patterns, and development/traffic generators in the region. The CLMPO should also consider an interconnected multimodal network which also includes transit services, bicycle networks, and pedestrian networks.

Recommendation 9: CMP Multimodal Performance Measures and Data Development Plan

It is recommended CLMPO consider a wider array of performance measures (PMs) to include bicycle, pedestrian, freight, accessibility, land use, or non-recurring congestion PMs, and ensure the four existing PMs are still relevant. CLMPO can consider regional and/or corridor, segment, or intersection level performance measures. CLMPO should consider PMs that for which data can be collected and that can be used to assess the extent of congestion, identify locations experiencing congestion, select and evaluate the effectiveness of congestion reduction and mobility enhancement strategies, and monitoring progress to meeting congestion objectives.

Recommendation 10: CMP Strategies

It is recommended CLMPO include a comprehensive list of strategies that fall under each of the six existing broad groups of strategies to further clarify the focus of the CMP. For example: Traffic Operation Strategies should be expanded to include types of highway operations strategies (i.e., reversible commuter lanes, access management) and Arterial operations strategies (i.e., traffic signal optimization, road diets).

Recommendation 11: ITS Plan

It is recommended CLMPO review and update the ITS Architecture and Plan and determine an appropriate update cycle and strategy so that it complements the MTP planning and TIP and programming.

Resources

Applying Analysis Tools in Planning for Operations

https://ops.fhwa.dot.gov/plan4ops/focus_areas/analysis_p_measure/analysis_p_measure.htm

Congestion Management Process Guidebook

https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/

Showcasing Visualization Tools in Congestion Management

https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_visualization_tools/

E. Transportation Improvement Program

Statutory/Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

Current Status

The current TIP at the time of the review was the 2018-2021 Metropolitan Transportation Improvement Program. The MPC adopted the TIP on May 4, 2017, the same day as the 2040 MTP. The CLMPO is an air quality maintenance area for PM10, which means the MPO and FHWA and FTA are required to make an air quality conformity determination. The FHWA and FTA made a conformity determination on September 29, 2017, at the same time of the Statewide Transportation Improvement Program (STIP) approval.

At the time of the review, CLMPO's 2021-2024 TIP was under development and is planned for Spring 2020 adoption.

The 2021-2024 TIP will need to address the performance-based planning requirements of May 27, 2016 Final Planning Rule beginning May 27, 2018.

Observations

- a. The overall impression of the TIP is that it meets many federal requirements, although deficiencies were identified. The TIP does not adequately address the following required elements:
 - No documentation of the public involvement process, comments received, or the disposition of comments were included in the TIP.
 - While there is discussion of the air quality conformity requirements, no documentation of the MPO or Federal conformity determination is included in the TIP. It is unclear if any of the projects would be considered regionally significant.
 - A financial plan that demonstrates how the approved TIP can be implemented, including the cooperative revenue estimation process and system-level estimates of costs and revenue sources that are reasonably available to operate and maintain the Federal-aid highways and public transportation. A description of funding sources is included in Appendix D: Financial Resources, but should be in the Financial Plan. In addition, in

2015, in a previous TMA Certification review, a recommendation was issued to review and periodically update cost estimates.

- While the TIP states that project costs are in year of expenditure (YOE) dollar, there is no documentation of process(es) to develop the YOE rate or the rate(s) used.
 - While the TIP includes some discussion of what constitutes an administrative modification of the TIP, it is not clear and does not clearly document what changes constitute an amendment which needs a Federal approval.
 - The TIP states “The TPC assembled the MTIP from the adopted capital improvement programs (CIPs), the draft STIP, and other capital planning documents and input from the participating agencies, as well as from the overlapping year of the previous (FY 15-18) MTIP”, but does not discuss the link to the MTP, although other parts of the TIP do state there is a link to the MTP.
 - Documentation of an environmental justice analysis to ensure there are no disproportionately high and adverse effects on minority populations and low-income populations and that benefits to all populations are distributed equally No documentation of an environmental justice analysis
 - No documentation the CMP was used to inform the TIP
 - At the time of adoption, the TIP was not fully programmed for each fiscal year.
 - Total project cost for each project, including all non-Federal funds and funding that from outside the current TIP years.
 - No documentation of the criteria and process for prioritizing projects or programs,
 - No documentation of major projects that were implemented in the previous TIP or any significant delays in planned implementation of major projects.
- b. The TIP addresses, at least in part, the following required elements:
- Covers 4 years
 - Coordination with ODOT and local agencies.
 - Held a public hearing on April 6, 2017 and the public comment period was open between April 6, 2017 and ended April 30, 2017 (24 days). CLMPO did not receive comments. These comments were captured in CLMPO’s [April 25, 2017 MPC memo](#) utilized as part of the adoption process. However, the TIP itself did not document whether the TIP was posted on the CLMPO website or how it was shared with the public. Lastly, it is unclear, how CLMPO defines interested parties and the scope of the public outreach.
 - Appendix B of CLMPO’s 2018-2021 MTIP defines regionally significant projects and captures a list of type of projects that are exempt from air quality requirements. In addition, the TIP Project List differentiates whether any of the projects are exempt or non- exempt. However, the definition of regionally significant projects and the air quality conformity discussion should be in the main body of the TIP.
- c. Appendix A is an “Application for STBG-U Funds”
- The application is only for STBG-U funds and does not cover any other programs.

- Although there is an application for STBG funding, there is no discussion in the TIP on the process that is used to prioritize the STBG projects that are submitted for consideration.
 - Asks “Is the project listed in, consistent with, or able to be added to the financially constrained MTP, during project time frame?”
 - The application asks project sponsors to identify how the project meets the following regional priorities:
 - Preserves existing transportation assets
 - Preserves or enhances transits services
 - Improves safety
 - Reduces greenhouse gas emissions
 - The application also asks project sponsors to identify Additional Project Benefits:
 - Connectivity
 - Multiple modes
 - Congestion reduction
 - Freight
 - Public Health
 - Economic Development
 - It is unclear how project sponsors would evaluate if projects are consistent with the MTP as there is limited information in the 2040 MTP on existing and proposed facilities or the analysis process used to develop those.
 - The TIP does not specify which agencies (local, State, transit, other) are required to fill out the application or if the application is used for TIP amendments to add projects after initial adoption.
- d. The TIP incorrectly states “The Metropolitan Policy Board has designated LTD as direct recipients of FTA funds.” The Governor of Oregon and FTA make that designation.
- e. Appendix E includes a map of project locations which is a good visualization technique for public involvement.

Findings

Corrective Action 10: TIP Financial Plan

By July 1, 2020, to meet the requirements set forth in 23 CFR 450.326(j), the 2021-2024 TIP must include a financial plan that includes clear documentation of:

- a. A cooperative revenue estimation process,
- b. Adequate funding availability by year to operate and maintain the transportation system (highway, transit, other),
- c. Adequate revenue availability to deliver projects on the schedule proposed in the TIP,
- d. Year of expenditure rate and the development and application process,
- e. Resources from public and private sources that are reasonably expected to be made available to carry out the TIP,
- f. Recommendations of additional financing strategies for needed projects and programs, and
- g. Strategies for ensuring the availability of new funding sources.

Corrective Action 11: TIP Air Quality Conformity Determination

By July 1, 2020, to meet the requirements set forth in 23 CFR 450.326(a), the 2021-2024 TIP must include documentation of the CLMPO's air quality conformity determination and supporting documentation. Key elements include: interagency consultation, public involvement, developed from latest planning assumptions, timely implementation of transportation control measures (if applicable), and a demonstration of financial constraint. Projects of regional significance should also clearly be noted and the definition of regionally significant included.

Corrective Action 12: TIP Project Prioritization, Monitoring, and Amendment

By July 1, 2020, to meet the requirements set forth in 23 CFR 450.326 and 23 CFR 450.328, the 2021-2024 TIP must:

- a. Include documentation of the criteria and process for prioritizing projects or programs, including multimodal tradeoffs, any changes in priorities from the 2018-2021 TIP, major projects that were implemented in the 2018-2021 TIP, and any significant delays in planned implementation of major projects from the 2018-2021 TIP.
- b. Include amendment procedures which clearly define the thresholds for project changes that trigger an amendment and clearly define what minor changes can be done administratively that do not need Federal approval.

ODOT and CLMPO should work with local agencies to identify causes of project delays, identify solutions, and provide the oversight necessary to ensure that project implementation schedules and cost estimates are realistic and that projects are delivered on schedule.

Recommendation 12: TIP Environmental (EJ) Analysis

It is recommended CLMPO document EJ analysis in the TIP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.

Recommendation 13: TIP Financial Plan format

It is recommended ODOT work with all Oregon MPOs to cooperatively create a consistent statewide TIP financial planning process and format to demonstrate financial constraint by year.

Recommendation 14: TIP - MTP Connection

It is recommended CLMPO provide consistent and clear language in the TIP on how the short-range programming process is consistent with the MTP, as well as other plans or programs.

Resources

Guidance on Financial Planning, Fiscal Constraint for Transportation Plans, Programs

<https://www.fhwa.dot.gov/planning/guidfinconstr.cfm>

Fiscal Constraint Questions and Answers

<https://www.fhwa.dot.gov/planning/fsclcntrntques.cfm>

Operations and Maintenance Assessment Checklist

<https://www.fhwa.dot.gov/planning/opmasmtchklist.cfm>

United States Department of Transportation Environmental Justice Order 5610.2(a)

https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/

FTA Environmental Justice Policy Guidance – Circular C 4703.1

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>

FHWA Environmental Justice Reference Guide

https://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035.pdf

Transportation Conformity: A Basic Guide for State & Local Officials

https://www.fhwa.dot.gov/Environment/air_quality/conformity/2017_guide/guide08.cfm

F. Performance-Based Planning and Programming

Statutory/Regulatory Basis

The Moving Ahead for Progress in the 21st Century (MAP-21) and the FAST Act, 23 U.S.C. 134(h)(2)(A) set forth requirements for the metropolitan transportation planning process to provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c). The MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a metropolitan transportation improvement program.

Under 23 CFR 450.306, the scope of the metropolitan planning process must meet the performance-based requirements. The MPO must establish and use a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c). The establishment of performance targets to address national performance must occur no later than 180 days after the date which the State or provider of public transportation establishes their performance targets. The metropolitan transportation planning process must integrate, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program, including:

- a. The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;
- b. Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;
- c. The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);
- d. Other safety and security planning and review processes, plans, and programs, as appropriate;
- e. The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;
- f. Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
- g. The congestion management process, as defined in 23 CFR 450.322, if applicable; and
- h. Other State transportation plans and transportation processes required as part of a performance-based program.
- i. Under 23 CFR 450.314(h), the MPO, State, and public transportation operator must jointly agree upon and develop specific written provisions, as required in 23 CFR 450.314(h):
- j. Cooperatively developing and sharing information related to transportation performance data,
- k. Selection of performance targets,
- l. Reporting of performance targets,
- m. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and
- n. Collection of data for the State asset management plan for the NHS.

The CMP required in 23 CFR 450.322, although not a new requirement, is a performance driven approach to managing congestion in the urbanized area and requires performance objectives and

measures. The CMP can be linked to the Federal performance measures and performance-based planning and programming processes.

As required in 23 CFR 450.324, the MTP must include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d). Additionally, the MTP must include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods must also be included.

As required in 23 CFR 450.326, the TIP must be developed so that once implemented it makes progress towards achieving the performance targets stabled in 23 CFR 450.306(d). The TIP must include to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

23 CFR 450 was updated May 27, 2016 to reflect this updated performance-based framework. However, MTPs and TIPs updated or amended before the phase-in dates for the new requirements, May 27, 2018, could be adopted and FHWA and FTA could issue an air quality conformity determination based on the Safe, Accountable, Flexible, Efficient Transportation Act-A Legacy for Users (SAFETEA-LU) statutory and regulatory requirements.

Two years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329 FHWA and FTA will only determine the conformity of, or approve as part of a Statewide Transportation Improvement Program (STIP), a TIP that is based on a metropolitan transportation planning process that meets the performance based planning requirements in this part and in such a rule.

Current Status

The 2040 MTP was adopted May 4, 2017, and FHWA/FTA Air Quality Conformity Determination (AQCD) followed on June 27, 2017. The 2018-2021 TIP was adopted by CLMPO on May 4, 2017, and FHWA/FTA AQCD followed on September 29, 2017. The 2040 MTP and 2018-2021 TIP, and FHWA/FTA AQCD occurred prior to the phase-in date requirements, therefore were based on SAFETEA-LU requirements.

The PBPP findings below include recommendations to support the phase-in of the FAST Act performance-based planning and programming (PBPP) requirements. Although they are noted as recommendations in this report, CLMPO's 2021-2024 MTIP and 2045 RTP must include the PBPP requirements to meet the phase-in of these new requirements and remain in compliance.

Observations

- a. The CLMPO has not updated an MTP or TIP following the phase-in dates of the performance-based planning and programming requirements.
- b. The 2045 MTP, scheduled to be adopted in Spring 2021, will need to meet all the performance-based planning requirements and include all Federal performance measures and targets. FHWA

and FTA cannot make an air quality conformity determination if the associated TIP or metropolitan transportation plan is not compliant with the planning rule and the two-year phase-in requirements, per 23 CFR 450.340(b), (c), and (e).

- c. The 2021-2024 TIP, scheduled to be adopted in summer 2020, will need to meet all the performance-based planning requirements and include all Federal performance measures and targets. FHWA and FTA cannot make an air quality conformity determination if the associated TIP or metropolitan transportation plan is not compliant with the planning rule and the two-year phase-in requirements, per 23 CFR 450.340(b), (c), and (e).
- d. At the time of certification review, the CLMPO in coordination with the ODOT and public transportation operators are required to set targets for the performance measures listed in [Appendix E](#).
- e. The Public Transportation Safety plan is due July 20, 2020. CLMPO will need to incorporate these measures into their MTP/TIP after this date.
- f. ODOT and Oregon MPOs, including CLMPO, developed statewide Transportation Performance Management specific written provisions.
- g. CLMPO was deemed eligible to receive CMAQ funding in 2017.

Findings

Recommendation 15: MTP Performance-Based Planning

It is recommended CLMPO identify and document in the 2045 MTP a process for establishing performance measures and targets in the long-range planning process, including the linkage to the goals, objectives, performance measures, and targets from other performance-based plans and processes to meet the requirements set forth in 23 CFR 450.306.

Recommendation 16: MTP System Performance Report

It is recommended CLMPO determine process and format for a system performance report that conveys baseline data/condition, performance measures and targets used in assessing the performance of the transportation system in the 2045 MTP, and document progress achieved in meeting performance targets in comparison with system performance to meet the requirements set forth in 23 CFR 450.324(f)(4).

Recommendation 17: TIP Performance-based Programming

It is recommended CLMPO review short-range programming processes to ensure they support a performance-based programming process that will make progress toward achieving performance targets and is documented in the 2021-2024 TIP to meet the requirements set forth in 23 CFR 450.326(c).

Recommendation 18: TIP Linking Performance Targets to Investment Priorities

It is recommended CLMPO work with ODOT, LTD, and member agencies to develop a process to determine and describe the anticipated effect of the 2021-2024 TIP toward achieving performance targets adopted, linking performance targets with investment priorities to meet the requirements set forth in 23 CFR 450.326(d).

Recommendation 19: CMP and PBPP

It is recommended that the CLMPO address FHWA's performance measures for traffic congestion, travel time reliability, and freight reliability in their congestion management processes to maximize resources (e.g. funding, staff time, data, etc.) and avoid unnecessary duplication and redundancy to meet requirements set forth in 23 CFR 450.322.

Recommendation 20: PBPP Activities in the UPWP

It is recommended that the CLMPO allocate sufficient resources in the UPWP to ensure the 2045 MTP and 2021-2024 TIP meet all PBPP requirements.

Resources

Performance-Based Planning and Programming Guidebook

https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/index.cfm

Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning

https://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/index.cfm

Supporting Performance-Based Planning and Programming through Scenario Planning

https://www.fhwa.dot.gov/planning/scenario_and_visualization/scenario_planning/scenario_planning_guidebook/index.cfm

MPO Guidebook for Using Safety as a Project Prioritization Factor

https://www.fhwa.dot.gov/planning/transportation_safety_planning/publications/mpo_guidebook/index.cfm

FHWA Transportation Performance Management (TPM) website

<https://www.fhwa.dot.gov/tpm/>

FTA Performance-Based Planning and Programming Website

<https://www.transit.dot.gov/performance-based-planning>

FHWA PBPP Implementation Roadmap for FHWA Divisions

https://www.fhwa.dot.gov/planning/performance_based_planning/roadmap/

Appendix A – Certification Notification Letter



Federal Highway Administration
Oregon Division Office
530 Center St NE
Salem, OR 97301



Federal Transit Administration
Region 10 Office
915 Second Ave, Suite 3142
Seattle, WA 98174

July 3, 2019

Mr. Jeff Kernen, Chair
Central Lane Metropolitan Planning Organization
859 Willamette St, Suite 500
Eugene, OR 97401

Ms. Brenda Wilson, Executive Director
Lane Council of Governments
859 Willamette St, Suite 500
Eugene, OR 97401

Subject: Central Lane Metropolitan Planning Organization Federal Certification Review

Dear Mr. Kernen and Ms. Wilson:

The FAST Act continues the requirement for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to jointly review the transportation planning process for each Transportation Management Area (TMA), an urbanized area over 200,000 population, every four years through a TMA Certification Review.

Our federal review team has initiated the Central Lane Metropolitan Planning Organization (CLMPO) 2019 certification review. We will assess the cooperative planning processes conducted by the state, public transportation operator, and local governments in the CLMPO to ensure they meet the requirements of 23 CFR, part 450, subpart C – Metropolitan Transportation Planning and Programming, and 40 CFR, part 93 – Air Quality: Transportation Plans, Programs, and Projects. The federal review team relies on knowledge gained from routine contact with the planning process in the area, as well as a desk review, public comment, and through discussion with the MPO at an on-site review. Through this review we identify good practices and opportunities for improvement, which we document in a certification report.

The federal review team has started the desk review of the CLMPO's planning processes and documentation. After consultation with your staff, we have scheduled our on-site review for July 31 - August 1, 2019. The federal review team would like to invite you and all participants in the planning process to attend the on-site review.

We focused the 2019 certification review on the following federally-required documents and processes:

- The Metropolitan Transportation Plan process and document
- The Metropolitan Transportation Improvement Program process and document
- Status of the implementation of the Congestion Management Process
- Policy Committee By-Laws

As we finalize our desk review, we will make the determination which of these topics to carry forward for more discussion at the on-site review.

FHWA and FTA are accepting feedback on the CLMPO transportation planning process from the public, CLMPO committee members, and stakeholder through July 30, 2019. Your staff has agreed to notify the public, committee members, and stakeholders of this comment period opportunity. We would also offer the opportunity for any committee members to meet with us separately if they so desire.

If you have any questions concerning this review, please call Jeremy Borrego, Transportation Specialist in FTA Region 10 at (206) 220-7956 or Rachael Tupica, Senior Planner in FHWA Oregon Division at (503) 316-2549.

Sincerely,

LINDA M
GEHRKE

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Date: 2019.07.03
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Linda M. Gehrke
Regional Administrator
Federal Transit Administration

PHILLIP A
DITZLER

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PHILLIP A DITZLER
Date: 2019.07.03
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Phillip A. Ditzler
Division Administrator
Federal Highway Administration

cc:

FHWA: Tim Rogers
Rachael Tupica
Jasmine Harris
FTA: Amy Changchien
Jeremy Borrego
Ned Conroy
ODOT: Terry Cole
Bill Johnston
Erik Havig
Jeff Flowers
LTD: Tom Schwetz
CLMPO: Paul Thompson

Appendix B – Onsite Review Agenda and Participants

Central Lane Metropolitan Planning Organization Transportation Planning Certification Site Review Agenda

July 31-August 1, 2019

Lane Council of Governments (LCOG)
859 Willamette St, Suite 500, Eugene OR 97401
Phone Conference: (888) 684-8852; Passcode: 2116743

July 31, 2019
9:00am – 4:30pm

Time	Review Topic	Discussion Lead
9:00-9:05am	Purpose and Introductions	Federal Review Team
9:05-10:00am	2015 Certification Findings Status	CLMPO
10:00-11:30am	Metropolitan Transportation Plan	Federal Review Team
11:30am-12:30pm	Lunch (on your own)	
12:30-2:00pm	Metropolitan Transportation Plan, continued	Federal Review Team
2:00-4:30pm	Congestion Management Process (CMP)	Federal Review Team

August 1, 2019
9:00am – 12:00noon

Time	Review Topic	Discussion Lead
8:30-10:00am	Transportation Improvement Program (TIP)	Federal Review Team
10:00-10:30am	By-Laws	Federal Review Team
10:30-11:00am	Federal Review Team Debrief	Federal Review Team
11:00am-12:00pm	Closeout Discussion & Adjourn	Federal Review Team

Got comments? Send written comments on the CLMPO transportation planning process through August 16, 2019 to the Federal Review Team:

Rachael Tupica, Senior Planner
Federal Highway Administration, Oregon Division
530 Center St NE, Suite 420
Salem, OR 97301
Rachael.Tupica@dot.gov

Jeremy Borrego, Transportation Specialist
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3142
Seattle, WA 98174
Jeremy.Borrego@dot.gov

The following individuals were involved in the on-site review:

Federal Highway Administration

Rachael Tupica, Senior Community Planner, Oregon Division

Jasmine Harris, Community Planner/Civil Rights Specialist, Oregon Division

Nathaniel Price, ITS/ Operations Engineer/ ER Coordinator (via phone)

Theresa Hutchins, Community Planner, Office of Planning (via phone)

Federal Transit Administration, Region 10

Jeremy Borrego, Transportation Program Specialist

Siddharth Hariharan, Contractor

Central Lane Metropolitan Planning Organization

Paul Thompson, Program Manager

Dan Callister, Associate Transportation Planner

Ellen Currier, Transportation Planner

Kelly Clarke, Senior Transportation Planner

Drew Pfefferle, Safe Lane Coalition Assistant

Kate Wilson, Associate Planner

Oregon Department of Transportation

Erik Havig, Planning Manager

Terry Cole, Region 2 Planning Manager

Lane Transit District

Tom Schwetz, Director of Planning and Development

Appendix C – Solicitation for Public Comments



Wed 7/17/2019 11:56 AM

THOMPSON Paul E

Central Lane MPO Certification Review

To ○ THOMPSON Paul E



MPO Members & Staff -

Every four years, the U.S. DOT conducts a Certification Review of the MPO. The Review is intended to ensure that the MPO is fulfilling its federal requirements, and provide the opportunity for identifying areas for correction or improvement. USDOT staff has asked that I forward this request for input to the Review.

Public input is an important part of the certification process so we welcome the public, local elected officials, transit operators, and other stakeholders to share their perspectives on the transportation planning process in the greater Eugene-Springfield-Coburg Metropolitan Area. We're interested in feedback on what works well, what are areas for improvement, or other related questions and comments.

Written comments may be submitted through July 30, 2019 to:

Rachael Tupica
Senior Community Planner
Federal Highway Administration, Oregon
530 Center St. NE, Suite 420
Salem, OR 97301
Rachael.Tupica@dot.gov

Jeremy Borrego
Transportation Program Specialist
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3142
Seattle, WA 98174
Jeremy.Borrego@dot.gov

Also, please extend an invite to your committee members if they would like to meet with us, we'd be happy to arrange some time for discussion.

No comments were received from the public, MPC member, TPC members, or CLMPO staff.

Appendix D – Draft CLMPO 2045 MTP Timeline and Tasks

The following is a draft timeline and big picture tasks for development of the Central Lane MPO’s 2045 Regional Transportation Plan.

Public involvement and feedback, including presentations to the TPC and MPC, will be incorporated throughout the MTP update. A Public Involvement Plan consistent with requirements outlined in FAST-ACT, Title VI and Environmental Justice will be developed.

Tasks assume all modes and programs in accordance with the CFR 450.324 requirement, “to provide for the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.”

Task	Task Description	Deliverable	*Timeline/ Status
Confirm federal and state requirements and policies	<ul style="list-style-type: none"> Regional Transportation Plan Congestion Management Process TPM and PBPP Title VI and Environmental Justice Public Participation Plan Transportation Safety Action Plan Regional Transportation Options Plan Regional ITS Operations and Implementation Plan 	White paper summarizing federal FAST-Act requirements and policies for all plans.	FY19 Q2
Set Targets for Performance Based Planning and Programing	<ul style="list-style-type: none"> Participate in ODOT led performance measure setting Determine if CLMPO will adopt ODOT or own quantifiable performance measures Establish targets via MPC Resolution 	Performance measures that meet federal and state requirements	FY19 Q2, Q3
Strategic Assessment	<ul style="list-style-type: none"> Establish TAC and monthly meetings Update and prep data for VisionEval VisionEval model training Develop scenarios Run model and analyze results Select preferred scenario(s) for RTP policy direction 	Summary report of Strategic Assessment process and outcomes.	FY19 Q3, Q4 FY20 Q1
Land Use allocation model development and update	<ul style="list-style-type: none"> Develop land use allocation model (UrbanSim) Population, household and employment base for 2018 Population, household and employment forecasts for 2045 	Updated land use allocation model	FY19 Q1, Q2, Q3, Q4 FY20 Q1, Q2, Q3
Travel model development and update	<ul style="list-style-type: none"> Develop new travel model with Metro using the Metro Kate framework Update model for 2018 base with 2045 forecast year 	Updated travel model	FY19 Q1, Q2, Q3, Q4 FY20 Q1, Q2, Q3
Run travel model	<ul style="list-style-type: none"> 2018 base year run 2045 “no-build” run 	White paper summarizing:	FY20 Q3, Q4

Task	Task Description	Deliverable	*Timeline/ Status
	<ul style="list-style-type: none"> Mid-horizon year runs as possible 	<ul style="list-style-type: none"> Roadway analysis, including congestion, volumes, VMT, etc. Mode share 	
Evaluate plans for content elements	<ul style="list-style-type: none"> Regional Transportation Plan Congestion Management Process Performance Measures Title VI and Environmental Justice Public Participation Plan Transportation Safety Action Plan Regional Transportation Options Plan Regional ITS Operations and Implementation Plan 	Audit of plans containing: <ul style="list-style-type: none"> Relationship to federal requirements Overlap of elements amongst various plans <ul style="list-style-type: none"> Goals Policies Actions Projects Financial forecast Etc. 	FY20 Q1, Q2
“New” topic areas	Determine how and where to incorporate topic areas new or regionally valued in the RTP: <ul style="list-style-type: none"> Safety and the Safe Lane Coalition <ul style="list-style-type: none"> Strategies Tactical Urbanism toolkit Walkability Action Institute Action Plan Incorporation of health and equity Incorporate public health partners into the process and planning work 	Strategy for how to incorporate or address these topic areas.	FY20 Q1, Q2, Q2
Establish draft goals	Establish draft RTP goals based on: <ul style="list-style-type: none"> Audit of plans TPC and MPC direction Fast Act goal areas 	Draft RTP goals	FY20 Q2, Q3
Update existing conditions	Update existing conditions from CLMPO plans	Draft existing conditions “chapter,” including maps of the transportation network, land uses, socioeconomic characteristics, environmental profile, etc.	FY20 Q2, Q3
Update objectives, policies and actions/strategies	<ul style="list-style-type: none"> Review and update objectives, policies and actions/strategies compiled in the plan audit Various plans have differing terms for guiding tenants. Consolidate as possible. 	Draft goals, objectives, policies and actions/strategies, performance measures and targets “chapter”	FY20 Q4 FY21 Q1, Q2
Regional ITS Operations and Implementation Plan	<ul style="list-style-type: none"> Retain a consultant Perform analysis needed for plan update Work with consultant and regional partners to update plan 	Draft Regional ITS Operations and Implementation Plan (finalize/adopt along with RTP).	FY20 Q3, Q4 FY21 Q1, Q2
Congestion Management Process	<ul style="list-style-type: none"> With updated land use and travel model outputs, determine if the current 9 roadways are still the 	Updated Congestion Management Process	FY20 Q3, Q4,

Task	Task Description	Deliverable	*Timeline/ Status
	regional congestion management corridors. <ul style="list-style-type: none"> Update the 4 area-wide performance measures as needed 		FY21 Q1, Q2
Financial Plan	<ul style="list-style-type: none"> Estimate revenue forecast out to 2045 (developed with ODOT and local jurisdictions). Review funding assumptions and update as needed. Develop fiscally constrained funding forecast. 	Summary of funding plan including the methodology used to generate the revenue forecast and funding assumptions.	FY21 Q1, Q2
Project list	<ul style="list-style-type: none"> Review project lists from all plans and confirm consistency with Cities, County and State plans. Update lists, maps and cost estimates as needed. Create new project list spreadsheet. Create updated GIS maps and database. Financially constrain the project list and consider developing a prioritized list of projects. Develop financially constrained and illustrative project lists. 	Financially constrained and illustrative project lists and maps set up to reflect projects supporting the various plans.	FY21 Q1, Q2
Draft RTP	Prepare draft of the 2045 RTP: <ul style="list-style-type: none"> Text Maps Incorporate CLMPO plans Appendices TPC and MPC review and feedback. Public notice/feedback. Incorporate feedback and prepare the final version of the RTP. 	Draft 2045 RTP; including text, maps and appendices	FY21 Q3, Q4
Adoption process/finalize RTP	<ul style="list-style-type: none"> TPC and MPC review and feedback. Public notice/feedback. Incorporate feedback and prepare the final version of the RTP. 	Final 2045 RTP	FY21 Q4, FY22 Q1

*Q1 – July, August, September
 Q2 – October, November, December
 Q3 – January, February, March
 Q4 – April, May, June

Appendix E – Applicable Federal Performance Measures

At the time of certification review, the CLMPO in coordination with the ODOT and public transportation operators are required to set targets for the following performance measures:

Final Performance Measure (PM) Rule	Performance Measure Category	Performance Measures
PM1	Safety	Number of fatalities
		Rate of fatalities per 100 million vehicle miles traveled (VMT)
		Number of serious injuries
		Rate of series injuries per 100 million VMT
		Number of non-motorized fatalities and non-motorized series injuries
PM2	Pavement	Percent of pavements on the interstate system in good condition
		Percent of pavements on the interstate system in poor condition
		Percent of pavements on the non-interstate NHS in good condition
		Percent of pavements on the non-interstate NHS in poor condition
	Bridge	Percent of NHS bridges in good condition
		Percent of NHS bridges in poor condition
PM3	Freight	Truck travel time reliability index on interstate
	System Performance	Percent of the person-miles traveled on the interstate that are reliable
		Percent of the person-miles traveled on the non-interstate NHS that are reliable
	*Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Total Emissions Reduction *FHWA will make an applicability determination on October 1, 2021 to determine if the CLMPO will have to set targets for two additional CMAQ PMs: 1. Annual hours of peak hour excessive delay per capita, and 2. Percent of non-single occupancy vehicle travel.
	Transit Asset Management	Transit Asset Management
Percent of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark		
Percent of track segments with performance restrictions		
Percent of facilities within an asset class rated below condition 3 on the TERM scale		

The Public Transportation Safety plan is due July 20, 2020. CLMPO will need to incorporate these measures into their MTP/TIP after this date.

Final Performance Measure (PM) Rule	Performance Measure Category	Performance Measures
Public Transportation Safety	Public Transportation Safety	Total number of reportable facilities and rate per total vehicle revenue miles by mode
		Total number of reportable injuries and rate per total vehicle revenue miles by mode
		Mean distance between major mechanical failures by mode

Appendix F – Certification Letter



U.S. Department
of Transportation

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Oregon Division
530 Center Street, Suite 420
Salem, Oregon 97301
503.399.5749

Federal Transit Administration
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206.220.7954

October 30, 2019

IN REPLY REFER TO:
HDA-OR/
FTA-TRO-10

Ms. Lucy Vinis, Chair
Central Lane Metropolitan Planning Organization
859 Willamette St., Suite 500
Eugene, OR 97401

Ms. Brenda Wilson, Executive Director
Lane Council of Governments
859 Willamette St, Suite 500
Eugene, OR 97401

Ms. Jerri Bohard, Division Administrator
Transportation Development Division
Oregon Department of Transportation
555 13th St. NE, Suite 2
Salem, OR 97301

Mr. Terry Cole, Transportation Planning Manager
Region 2
Oregon Department of Transportation
455 Airport Rd. SE, Bldg. B
Salem, OR 97301

Subject: CLMPO Transportation Planning Certification and Findings

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed the Federal certification review of Central Lane Metropolitan Planning Organization's (CLMPO) transportation planning process, as required in 23 CFR 450.336(b) for transportation management areas every four years. The certification process consisted of a desk review of processes and documents, an onsite review conducted July 31 - August 1, 2019, solicitation for public comment, and documentation of findings in a certification report.

We find the transportation planning process for the Eugene-Springfield urbanized area generally meets requirements under 23 USC 134 and 49 USC 5303, and jointly certify CLMPO for a period of four years from the date of this letter. The final certification report, which documents the observations, and findings from the certification review is enclosed.

FHWA and FTA are committed to working closely with CLMPO, the Oregon Department of Transportation (ODOT), and Lane Transit District (LTD) to ensure expectations are understood, to provide stewardship and technical assistance, and to assist in establishing a framework for the resolution of corrective actions and recommendations. We have outlined a process to monitor progress and ensure corrective actions are resolved by the due date specified in this certification report. As part of the process, we expect CLMPO to develop a plan of action to include in the current UPWP within three months of the issuance of this report. We advise CLMPO, ODOT, and LTD to review section III (2019 Certification Review Findings), sub-section A (CLMPO and ODOT Action to Resolve Findings) of the report.

If you have any questions regarding the certification review process or the enclosed report, please direct them to either Ms. Jasmine Marie Harris, Transportation Planner of the FHWA Oregon Division, at (503) 316-2561 or Mr. Jeremy Borrego, Transportation Program Specialist of the FTA Region 10 at (206) 220-7956.

Sincerely,

LINDA K SWANN
Digitally signed by LINDA K SWANN
Date: 2019.10.30 15:46:20 -07'00'

for
Phillip A. Ditzler, Division Administrator
Oregon Division
Federal Highway Administration

KENNETH A FELDMAN
Digitally signed by KENNETH A FELDMAN
Date: 2019.10.30 15:12:12 -07'00'

for
Linda M. Gehrke, Regional Administrator
Region 10
Federal Transit Administration

Enclosure:

Final 2019 CLMPO TMA Certification Report 10.30.19

cc:

FHWA: Tim Rogers, Technical Services Team Leader
Rachael Tupica, Senior Planner
Jasmine Harris, Transportation Planner
FTA: Amy Changchien, Director of Planning and Program Development
Jeremy Borrego, Transportation Program Specialist
Ned Conroy, Community Planner
ODOT: Sonny Chickering, Region 2 Manager
Terry Cole, Region 2 Planning Manager
Bill Johnston, Senior Transportation Planner
Erik Havig, TDD Planning Manager
Jeff Flowers, Active Transportation Section Manager
LTD: Tom Schwetz, Director of Planning & Development
CLMPO: Paul Thompson, Planning Director

Appendix G – Acronyms

AQCD:	Air Quality Conformity Determination
CFR:	Code of Federal Regulations
CLMPO:	Central Lane Metropolitan Planning Organization
CMP:	Congestion Management Process
EJ:	Environmental Justice
FAST:	Fixing America’s Surface Transportation Act
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
FY:	Fiscal Year
ITS:	Intelligent Transportation Systems
LEP:	Limited-English-Proficiency
LRAPA:	Lane Regional Air Pollution Authority
LTD:	Lane Transit District
MPA:	Metropolitan Planning Area
MPC:	Metropolitan Policy Committee
MPO:	Metropolitan Planning Organization
MTP:	Metropolitan Transportation Plan, aka Regional Transportation Plan
NAAQS:	National Ambient Air Quality Standard
ODOT:	Oregon Department of Transportation
PBPP:	Performance-based Planning and Programming
PPP:	Public Participation Plan
MTP:	Metropolitan Transportation Plan, aka Regional Transportation Plan
STIP:	State Transportation Improvement Program
TIP:	Transportation Improvement Program
TMA:	Transportation Management Area
TPC:	Transportation Planning Committee
TPM:	Transportation Performance Management
TSMO:	Transportation System Management and Operations
USC:	United States Code
UPWP:	Unified Planning Work Program
USDOT:	United States Department of Transportation



Report prepared by:

Federal Highway Administration Oregon Division
Salem, Oregon

Federal Transit Administration Region 10
Seattle, Washington