

June 5, 2003

To: Metropolitan Policy Committee
From: Tom Schwetz
Subject: Item 4d: Recap of Federal Certification Review

Following the MPC meeting on May 8th, the federal agency representatives from FHWA and FTA completed their certification review for the MPO. On Friday afternoon, May 9th, they met with local staff to provide an initial summary of their findings. Following the June 9th close of the public input process for the review, the federal agencies will prepare their final set of review findings. It is expected that their final set of findings will be available for presentation at MPC's August meeting. This memo provides an overview of the preliminary findings.

As indicated in the MPC briefing materials presented in march and April, the federal agencies focused on the following areas in their review:

Primary Elements of Certification Review	
Study Area Organizational Structure	TIP and Project Selection
Metropolitan Planning Boundaries (450.308)	Financial Planning/Fiscal Constraint
Agreements and Contracts (450.310 and 312)	Public Outreach
Unified Planning Work Program (450.314)	Air Quality
Transportation Planning Process	Title VI and Related Requirements
Metropolitan Transportation Plan Development	Consideration of Intelligent Transportation Systems

Overall, there were no surprises. It is expected that FHWA and FTA will jointly certify the transportation planning process subject to certain specified corrective actions being taken. As staff anticipated in the April MPC materials, the MPO will need to do work in the following areas beginning next fiscal year (July 1):

- Development of a Congestion Management System
- Plan Development - The feds indicated that this next update needs to address, at a minimum the new TMA boundary and an updated planning horizon. While we thought that the feds would have an issue with the planning horizon, it appears that they can be more flexible which means we're likely going to go with a 2025

horizon rather than a 2030 horizon. One issue is the schedule we need to keep. The feds determined that we need to have the update in place by late '04 based on when the last update was completed. This could change if, as is expected, Congress changes the 3-year update cycle requirement to a 5-year cycle; something we won't know for sure for at least another year.

- TIP and Project Selection - The TIP is required to have a minimum 3-year program, and can have up to a 6-year program. Currently the TIP only extends to 2004, or 2 years. An update which will extend the TIP to at least 2005 is scheduled for August, 2003. A related issue has to do with changing the process for allocation of STP funds which come directly to the MPO. This was one of the most important findings. It is likely the biggest change the MPO needs to make - essentially revising the method we've used in this region for the last 29 years to allocate local STP funds from a formula distribution to a more merit-driven process based on criteria.
- Update of Public Involvement Process - The MPO is required to have a Public Involvement Plan (PIP) which describes the process the MPO will follow in conducting its various processes (plan or TIP development, air quality conformity determinations, etc.). A PIP was developed for the region and adopted by MPC back in 1995 at the start of the TransPlan update process. The review indicated that this plan needs to be updated. It is anticipated that this document would incorporate actions that come out of the MPC subcommittee process.
- Air Quality - The region is currently half way through a 20-year maintenance period for carbon monoxide (CO) pollution. Upon completion of this maintenance period in 2014, the region will be considered in attainment of the federal CO standards set by the EPA. The MPO needs to update the area's implementation plan (SIP) to verify that the area is on track toward maintaining the CO standards over the last 10 years of the maintenance period.
- Title VI and Related Requirements - The MPO is required by Title VI of the Civil Rights Act of 1964 to actively ensure that there is no discrimination in the MPO process on the basis of race, color, or national origin. We are also required to ensure that there are no disproportionately high and adverse human health and environmental effects stemming from the MPO programs, policies, or activities on minority populations and low-income populations (Environmental Justice requirements). A baseline analysis of 2000 Census data needs to be completed to allow the MPO to demonstrate compliance with these requirements on an on-going basis.

Other issues raised include the need to more aggressively consider freight needs in the planning and TIP processes, consideration of intelligent transportation systems, the need to formalize the new MPO planning boundary (something that MPC will need to do soon), and the need to update existing agreements between the MPO and ODOT, LTD and LRAPA.

Action Requested: Information and Discussion only.

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