

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)
2000 REGIONAL TRANSPORTATION)
PLAN AS THE FEDERAL)
METROPOLITAN TRANSPORTATION)
PLAN)

RESOLUTION NO. 00-2969B

Introduced by Councilor Kvistad

WHEREAS, Metro's 1989 Regional Transportation Plan ("RTP"), the 1992 RTP Update and this 2000 RTP Update are being adopted as the regional functional plan for transportation under ORS 268.390 and the regional "metropolitan transportation plan" required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, new federal requirements under ISTEA resulted in a separate federal plan entitled "Interim Federal Regional Transportation Plan," July 1995, which is now superseded by this 2000 RTP Update; and

WHEREAS, the current federal Transportation Equity Act for the 21st century ("TEA-21") requires an updated federal plan every three years that demonstrates continued compliance with the seven federal planning factors, a "financially constrained" plan and compliance with the Clean Air Act; and

WHEREAS, the Metro Council has received and considered the advice of a 21-member Citizens Advisory Committee, its Metro Policy Advisory Committee, and Joint Policy Advisory Committee on Transportation, and all the policies and projects have been the subject of extensive public reviews; and

WHEREAS, Resolution No. 99-2878B stated the process for refinement and implementation of the December 16, 1999, draft of the 1999 Regional Transportation Plan as amended, to be adopted by ordinance with final changes as the 2000 Regional Transportation Plan for federal, state, and regional functional plan purposes; and

WHEREAS, regulatory issues have been addressed before final adoption of the 2000 RTP by resolution, including findings of compliance with the federal planning requirements in TEA-21, development of the “financially constrained” system for purposes of federal air quality conformity; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; and

WHEREAS, the 2000 RTP is adopted the “metropolitan transportation plan” under TEA-21, superceding the Interim Federal Regional Transportation Plan adopted by resolution in 1995; and

WHEREAS, the 1995 Interim Federal Regional Transportation Plan will not be superceded until the 2000 Regional Transportation Plan has been adopted and air quality conformity findings have been approved by JPACT and the Metro Council; and

WHEREAS, Exhibit “A” of this resolution contains the final 1999 draft adopted by resolution; and

WHEREAS, Exhibit “B” of this resolution contains the May 15, 2000 Supplemental Revisions to Exhibit “A;” and

WHEREAS, Exhibit “C” of this resolution contains the July 13, 2000 JPACT recommendations on public comments received during the final 45-day public comment period; and

WHEREAS, Exhibit “D” of this resolution contains the findings of compliance with the federal planning requirements in TEA-21; and

WHEREAS, Resolution No. 95-2138A entitled the “Interim Federal Regional Transportation Plan,” adopted July 1995 will be repealed upon federal approval of the 2000

Regional Transportation Plan and the air quality conformity determination for the 2000 Regional Transportation Plan; and

WHEREAS, the 2000 Regional Transportation Plan Appendix and other supporting documents have been included in the record; now, therefore,

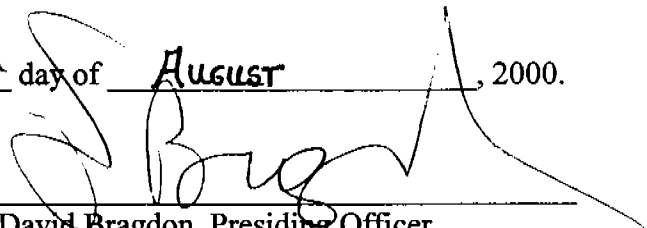
BE IT RESOLVED,

1. That the elements of the 2000 Regional Transportation Plan (Exhibits "A," "B," and "C") identified in the findings of compliance with federal planning requirements (Exhibit "D"), and incorporated by reference herein are hereby adopted as Metro's "metropolitan transportation plan" under the federal TEA-21, contingent upon demonstration of conformity of the 2000 RTP with the federal Clean Air Act in a subsequent resolution.

2. That the findings of compliance with the federal planning requirements in TEA-21 attached as Exhibit "D" are hereby adopted and incorporated by reference herein.


3. That Metro will undertake an additional analysis of the region's transportation problems and solutions with various regional business coalitions in the metropolitan area, and that JPACT, MPAC and the Metro Council consider resulting modifications or refinements to the RTP within one year of this additional effort.

ADOPTED by the Metro Council this 10th day of August, 2000.



David Bragdon, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

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FOR THE PURPOSE OF ADOPTING THE)
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WHEREAS, Exhibit “A” of this resolution contains the final 1999 draft adopted by resolution; and

WHEREAS, Exhibit “B” of this resolution contains the May 15, 2000 Supplemental Revisions to Exhibit “A;” and

WHEREAS, Exhibit “C” of this resolution contains the July 13, 2000 JPACT recommendations on public comments received during the final 45-day public comment period; and

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WHEREAS, Resolution No. 95-2138A entitled the "Interim Federal Regional Transportation Plan," adopted July 1995 will be repealed upon federal approval of the 2000 Regional Transportation Plan and the air quality conformity determination for the 2000 Regional Transportation Plan; and

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ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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Submitted as a placeholder for the completed
2000 Regional Transportation Plan
is the

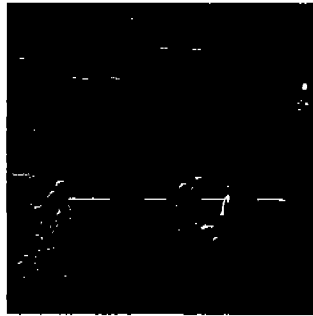
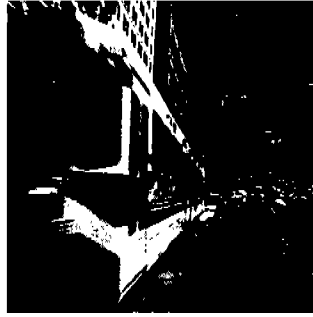
**December 16, 1999
Adoption Draft**

1999 Regional Transportation Plan

December 16, 1999



Approved by Resolution No. 99-2878B (and Amended by Resolution No. 00-2888)



**Exhibit B
to Resolution No. 00-2969B**

Submitted as a placeholder

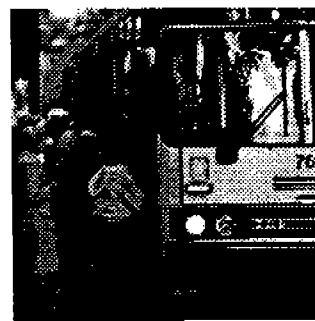
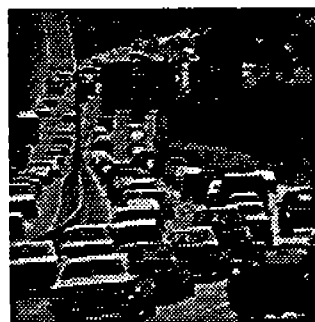
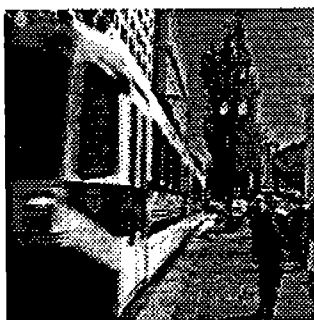
**May 15, 2000
Supplemental Revisions**

2000 Regional Transportation Plan Supplemental Revisions

May 15, 2000

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Supplemental Revisions to Resolution No. 99-2878B and Resolution No. 00-2888



METRO
Regional Services
*Creating livable
communities*

Submitted as a placeholder

**Exhibit C, the July 13, 2000, JPACT Recommendations
On Public Comments Received
During the Final 45-Day Public Comment Period**

Submitted as a placeholder

**Exhibit D, the findings of compliance with the federal planning requirements
in TEA-21, will be submitted in July 2000.**

**TITLE 23 - UNITED STATES CODE
SECTION 134 - METROPOLITAN PLANNING**

The following are intended to explain how the Regional Transportation Plan (“RTP”) comply with applicable requirements of Section 134 in general. These findings are a roadmap to the decision record for this multi-year planning effort. Inapplicable subsections of Section 134 are not cited in these findings.

134(d)(2)(A-B) Interstate Compacts

“The consent of Congress is granted to any 2 or more States to enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to inter-state areas and localities within the States and to establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.”

Metro has entered into an intergovernmental agreement with the Regional Transportation Commission (“RTC”), the MPO for Clark County, Washington. The RTC is represented on Metro’s Transportation Policy Alternatives Committee (“TPAC”) and Joint Policy Advisory Committee on Transportation (“JPACT”). Likewise, Metro is represented on RTC technical and policy advisory committees. The function of Metro’s interagency coordinating committees is described in Section 1.3.1 of the 2000 Regional Transportation Plan (“RTP”).

134(e)(2) Project Located in Multiple MPOs

“If a project is located within the boundaries of more than 1 metropolitan planning organization, the metropolitan planning organizations shall coordinate plans regarding the project.”

Several projects in the I-205 and I-5 highway corridors, including transit improvements, are near the MPO boundary, or span the Metro and RTC MPOs. These projects are listed in Appendix 1.1 of the 2000 RTP. Metro has coordinated these projects with the RTC through the membership of TPAC and JPACT.

134(f)(1) Metropolitan Planning Factors

This section requires that the metropolitan transportation planning process for a metropolitan area under this section shall provide for consideration of projects and strategies that will satisfy the planning factors (A) through (G), below.

134(f)(1)(A) Plan Supports Economic Viability

“Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.”

The policy component of the 2000 RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region’s economy, the Portland central city, six regional centers, the region’s industrial areas and intermodal facilities are identified as the primary areas for transportation investments (Section 1.2.1).

Transportation improvements in these primary components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian systems that are similarly designed to reinforce the growth concept (Section 1.3.5)

The 2020 population and employment forecast (Sections 2.1 and 2.2) were used to define the scale, location and timing of individual projects needed to implement the 2040 Growth Concept during the 20-year plan period of the 2000 RTP. Among the projects aimed at maintaining a robust economy are a number of highway corridor improvements, freight and passenger terminal access improvements, bridge improvements, rail crossing upgrades and channel deepening of the Columbia River (Appendix 1.1).

134(f)(1)(B) Plan Increases Safety

“Increase the safety and security of the transportation system for motorized and non-motorized users.”

The policy component of the 2000 RTP calls for a three-pronged implementation strategy that focuses on system preservation, 2040 implementation and safety projects as the most pressing needs for improving the regional transportation system (Section 1.3.7). The safety policy resulted in a number of safety improvements in the recommended projects and programs in the plan (Appendix 1.1). This emphasis on safety is also mirrored in Metro’s MTIP funding process, where safety improvements are given a priority.

134(f)(1)(C) Plan Increases Accessibility and Mobility

“Increase the accessibility and mobility options available to people and for freight.”

The transportation vision that guides the RTP (Section 1.1) is based on the premise that the system must become more multi-modal in design and function in order to fully implement the 2040 Growth Concept, and reduce dependency on the automobile as a sole mode of travel. The vision is translated into motor vehicle, transit, freight, bicycle and pedestrian policies that emphasis mobility and access to 2040 centers (Section 1.3.5).

The systems analysis for the 2000 RTP shows that implementing the recommended projects and programs in the plan would result in significant increases in non-auto travel, and enhanced accessibility and mobility by all modes (Appendix 1.2).

134(f)(1)(D) Plan Protects Environment

“Protect and enhance the environment, promote energy conservation, and improve quality of life.”

The policy component of the 2000 RTP seeks to protect sensitive environmental areas and resources from the potentially negative effects of transportation improvements (Section 1.3.4). The transit, bicycle and pedestrian systems envisioned in the plan (Section 1.3.5) and corresponding projects that implement these systems, promote energy conservation and enhance air quality by reducing the use of motor vehicles. The region’s parking policies (Title 2 of the Urban Growth Management Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts.

134(f)(1)(E) Plan is Multi-modal

“Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.”

The regional street design classifications (Section 1.3.5) are a new strategy to link transportation and 2040 land use considerations for all portions of the regional transportation system. The design classifications establish a modal-orientation on detailed segments of the major street system, reflecting future travel demand that is expected for individual 2040 land use components. In compact, mixed-use areas, the street design classifications emphasis transit, bicycle and pedestrian elements, as well as calmed motor vehicle travel speeds and on-street parking that supports storefront development. In industrial and employment areas, the street design classifications emphasis motor vehicle travel, including freight, with an emphasis on motor-vehicle mobility.

However, all of these classifications are multi-modal in design, and embrace the principle that all streets should serve all modes of travel in some manner. The exception to this strategy are limited-access freeway and highway facilities, that are not intended to included pedestrian and bicycle access, due to safety concerns.

134(f)(1)(F) Plan Promotes System Management

“Promote efficient system management and operation.”

The policy component of the 2000 RTP includes specific provisions for efficient system management and operation (Section 1.3.6), with an emphasis on TSM, ATMS and the use of non-auto modal targets intended to discourage overbuilding of roadway

improvements. These provisions are implemented through a number of projects and programs recommended in the plan (Appendix 1.1). The regional congestion management system also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system (6.6.3).

134(f)(1)(G) Plan Emphasizes System Preservation

“Emphasize the preservation of the existing transportation system.”

The implementation policies of the 2000 RTP call for a three-pronged approach that focuses on system preservation, 2040 implementation and safety projects as the most pressing needs for improving the regional transportation system (Section 1.3.7). The system preservation policy resulted in a number of major reconstruction and preservation improvements in the recommended projects and programs in the plan (Appendix 1.1). The financial analysis in the plan (Section 4.2) also assumes that system preservation will take precedence over capital expansion projects. The 2000 RTP emphasis on system preservation is also mirrored in Metro’s MTIP funding process, where reconstruction and preservation improvements are given a priority.

134(g)(1) Long Range Plan Required

“Each metropolitan planning organization shall prepare, and update periodically, according to a schedule that the Secretary determines to be appropriate, a long-range transportation plan for its metropolitan area in accordance with the requirements of this subsection.”

The 2000 RTP serves as the long-range transportation plan for the purposes of this section, and replaces the 1995 Interim Federal RTP for that purpose.

134(g)(2) Long Range Plan Required

“A long-range transportation plan under this section shall be in a form that the Secretary determines to be appropriate and shall contain, at a minimum, (A) through (D), below.”

134(g)(2)(A) Identify Integrated System

“An identification of transportation facilities (including but not necessarily limited to major roadways, transit, and multi-modal and intermodal facilities) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. In formulating the long-range transportation plan, the metropolitan planning organization shall consider factors described in subsection (f) as such factors relate to a 20-year forecast period”

The 2000 RTP establishes integrated modal systems for motor vehicles, transit, freight, bicycles and pedestrians through a series of functional classification maps and accompanying narrative (Section 1.3.5). The street design classifications (Section 1.3.5) serve as the policy tool for integrating these modal systems, and linking them to the 2040 land use components. These modal systems and design classifications emphasize regional travel, as they apply only to the regional transportation system, which includes regional, statewide and interstate travel routes.

The previously established findings of compliance with the seven planning factors in subsection (f) were based on a 20-year planning period, and were considered during the formulation of the 2000 RTP policies, projects and implementation measures.

134(g)(2)(B) Develop a Financial Plan

“A financial plan that demonstrates how the adopted long-range transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional re-sources beyond those identified in the financial plan were available. For the purpose of developing the long-range transportation plan, the metropolitan planning organization and State shall cooperatively develop estimates of funds that will be available to support plan implementation.”

The financially constrained system described in the 2000 RTP (Section 5.1) was specifically developed to comply with TEA-21 planning requirements. The system was developed based on a forecast of expected revenues that was formulated in partnership with the Oregon Department of Transportation. The projects and programs recommended in the financially constrained system (Section 5.2) were developed cooperatively with local jurisdictions and through workshops sponsored by TPAC. The financially constrained system is intended as the “federal” system for purposes of demonstrating air quality conformity, and allocating federal funds through the MTIP process (Sections 6.1 and 6.5).

In addition to the financially constrained system, the 2000 RTP identifies illustrative projects and programs for the priority system, which is more than three times the scale and cost of the financially constrained system (Section 5.2). The priority system represents the region’s objective for implementing the 2000 RTP, and includes a series of funding scenarios that could be used to realize this system over the 20-year plan period (Section 5.4). In contrast to the financially constrained system, the priority system meets

most of the 2000 RTP performance measures and policies. The priority system also serve as the “state” system for compliance with the Oregon Transportation Planning Rule.

134(g)(2)(C) Plan for System Preservation

“Assess capital investment and other measures necessary to —

(i) ensure the preservation of the existing metropolitan transportation system, including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major road-ways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities; and

(ii) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods.”

The 2000 RTP revenue forecast and financial analysis includes an estimate of operation and maintenance costs that was based on a thorough evaluation of city and county, ODOT and Tri-Met cost projections (Sections 4.1 through 4.3).

The system management policies in the 2000 RTP (Section 1.3.6) and resulting projects and programs (Appendix 1.1) are intended to maximize the use of existing facilities. The regional congestion management system also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system (6.6.3).

134(g)(2)(D) Transportation Enhancement Activities

“Indicate as appropriate proposed transportation enhancement activities.”

Transportation enhancement activities have been conducted within the MTIP process. As a funding issue these activities are addressed in the MTIP, not in the 2000 RTP.

134(g)(3) Clean Air Act Coordination

“In metropolitan areas which are in non-attainment for ozone or carbon monoxide under the Clean Air Act, the metropolitan planning organization shall coordinate the development of a long-range transportation plan with the process for development of the transportation control measures of the State implementation plan required by the Clean Air Act.”

An air quality maintenance plan was established for the Portland metropolitan area on (EQC adoption date) July 12, 1996, based on attainment with Clean Air Act standards for ozone and CO emissions.

134(g)(4) Plan Participation

“Before approving a long-range transportation plan, each metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan, in a manner that the Secretary deems appropriate.”

The 2000 RTP was developed with an emphasis on public outreach. The policy development phase was led by a 21-member RTP Citizen Advisory Committee, and the system development phase was kicked off through a series of citizen workshops held throughout the region. Progress on the 2000 RTP was published in a series of newsletters that were mailed to more than 70,000 households in the Portland region in 1995, 1996, 1997 and 1998. In 1999, more than 30,000 detailed brochures describing proposed projects and programs were distributed to the public and officials across the region.

In 1999 and 2000, thousands of individual comments on the final draft of the plan were received, and documented in a two-volume RTP Public Comment Report. During this final phase of the plan development, a mailed notice to every public agency in the region, including schools, invited public agencies to review and comment on the plan, as well.

Most plan documents were simultaneously published on Metro web site, including draft plan provisions, brochures and other explanatory materials, and summaries of public comments received.

Public involvement opportunities and several key decision points were published in local newspapers, posted on Metro’s web site, and advertised through Metro’s transportation hotline, where citizens could leave comments as well as receive information on upcoming meetings.

134(g)(5) Plan Publication

“Each long-range transportation plan prepared by a metropolitan planning organization shall be:

(i) published or otherwise made readily available for public review; and

(ii) submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish”

The 2000 RTP has been published in draft form at several stages during the plan development process. The policy component was published in 1996, following approval by resolution by the Metro Council in July 1996. The RTP Alternative Analysis report was published in 1997, marking the development of draft level of service policies for the new plan. The CAC Idea Kit (a kickoff set of project and program ideas compiled by the RTP CAC) was published in early 1998.

In Fall 1998, an updated Transportation Solutions for 2020 document was published, outlining draft projects and programs in more detail. The Fall 1998 “Getting There” newsletter accompanied the transportation solutions document, and provided a 20-page synopsis of the new plan. The newsletter was mailed to more than 70,000 interested parties in the region.

In Fall 1999, seven subarea brochures, an updated “Getting There” brochure and preliminary draft of the new transportation plan were published and distributed at workshops and open housed throughout the region. In November 1999, the first formal public comment draft of the new regional transportation plan was published for public review. In February 2000, the resolution draft of the 2000 RTP was published, and distributed for a final round of review and public comment. The final 2000 RTP will be published in early 2001, incorporated several hundred changes from the final comment periods.

134(g)(6) Selection of Projects

“Notwithstanding paragraph (2)(B), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(B).”

The implementation provisions of the RTP require the MTIP to select projects for federal funding exclusively from the federally-recognized financially constrained system (Section 6.5.1)

134(i)(1)(A) Designation of Transportation Management Areas

“The Secretary shall designate as a transportation management area each urbanized area with a population of over 200,000 individuals.”

The Portland region exceeds this population threshold, and is designated as a Transportation Management Area.

134(i)(2) Transportation Plans in Management Areas

“Within a transportation management area, transportation plans and programs shall be based on a continuing and comprehensive transportation planning process carried out by the metropolitan planning organization in cooperation with the State and transit operators.”

Metro is the designated metropolitan planning organization for the Portland region, and prepares the regional transportation plan in cooperation with the Oregon departments of Transportation, Environmental Quality and Land Conservation and Development, Tri-Met and other transit operators in the region, the Port of Portland, three counties and 24 cities.

134(i)(3) Congestion Management System

“Within a transportation management area, the transportation planning process under this section shall include a congestion management system that provides for effective management of new and existing transportation facilities eligible for funding under this title and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies. The Secretary shall establish an appropriate phase-in schedule for compliance with the requirements of this section.”

The 2000 RTP includes a congestion management system (Sections 6.4.7 and 6.6.3) that was developed in response to the federal ISTEA, and certified as part of Title 6 of the Urban Growth Management Functional Plan in 1996.

134(i)(4)(A) Selection of Projects

“All federally funded projects carried out within the boundaries of a transportation management area under this title (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program) or under chapter 53 of title 49 shall be selected for implementation from the approved transportation improvement program by the metropolitan planning organization designated for the area in consultation with the State and any affected public transit operator.”

All federal funds allocated through Metro are granted through the MTIP, the approved transportation improvement program for the Portland area MPO, and recognized as such by the State and Tri-Met (Section 6.5). Projects and programs funded with federal revenue through the MTIP process must be identified as part of the financially constrained system in the 2000 RTP (Section 6.5.1).

134(i)(4)(B) National Highway System Projects

“Projects carried out within the boundaries of a transportation management area on the National Highway System and projects carried out within such boundaries under the bridge program or the Interstate maintenance program shall be selected for implementation from the approved transportation improvement program by the State in co-operation with the metropolitan planning organization designated for the area.”

The MTIP funding decisions are developed in coordination with the Oregon Department of Transportation. Projects funded in the MTIP are incorporated into the State Transportation Improvement Program, to ensure consistency between regional and state improvement programs.

134(i)(5)(A) Certification Required

“The Secretary shall:

(i) ensure that the metropolitan planning process in each transportation management area is being carried out in accordance with applicable provisions of Federal law; and

(ii) subject to subparagraph (B), certify, not less often than once every 3 years, that the requirements of this paragraph are met with respect to the transportation management area.”

Metro’s planning process is certified annually based on the adoption of the Unified Work Program (“UWP”), through the federal self-certification process. The next scheduled certification is in early 2001 based on the 2001 UWP.

134(i)(5)(B) Certification Requirements

“The Secretary may make the certification under subparagraph (A) if:

(i) the transportation planning process complies with the requirements of this section and other applicable requirements of Federal law; and

(ii) there is a transportation improvement program for the area that has been approved by the metropolitan planning organization and the Governor.”

**Exhibit D
to Resolution No. 00-2969B**

The 1996 UWP self-certification process confirmed that the 1995 RTP complied with the requirements of this section, an other applicable requirements of federal law, and that Metro's MTIP had been approved by JPACT, the Metro Council and the Oregon Transportation Commission (OTC), on behalf of the Governor.

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2969B FOR THE PURPOSE OF ADOPTING THE 2000 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN

Date: June 29, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would adopt the 2000 Regional Transportation Plan (RTP) as the Federal Metropolitan Transportation Plan, as required by the federal Transportation Equity Act for the 21st Century. The 2000 RTP includes:

- RTP Policies - Chapter 1 of the RTP was initially approved by Council Resolution in July 1996. It has since been updated for consistency with the Regional Framework Plan and the functional plan, and edited for readability and brevity.
- RTP Projects and Systems Analysis - Chapters 2 through 5 of the RTP identify the 20-year transportation needs for the region, detail the scope and nature of proposed improvements that address the 20-year needs and a financial plan for implementing the recommended projects. Chapter 5 includes a description of the financially constrained system, which is required for federal certification, and serves as the basis for a conformity determination with the federal Clean Air Act and all other federal actions.
- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. This chapter also establishes criteria for amending the RTP project lists, and the relationship between the RTP and the Metro Transportation Improvement Program (MTIP). Chapter 6 also identifies future studies needed to refine the RTP as part of future updates.

EXISTING LAW

The current federal Transportation Equity Act for the 21st century (TEA-21) requires an updated federal plan every three years that demonstrates continued compliance with the seven federal planning factors, a financially constrained plan and compliance with the Clean Air Act.

FACTUAL BACKGROUND AND ANALYSIS

The RTP update has been conducted in three stages over the past four years. The first stage involved an update to the RTP policies that focused on implementing the 2040 Growth Concept, and reflected new state and federal planning requirements. The policy document was approved by Council resolution in July 1996, and has served as the guiding vision for later steps in the update process.

The second stage of the RTP update, known as the RTP alternatives analysis, examined the region's level of service policy for motor vehicles and transit. This stage led to the 2040-based congestion policy that has since been adopted as part of Title 6 of the Urban Growth Management Functional Plan.

The lessons learned from RTP alternatives analysis helped guide the final, project development stage of the RTP update. The project development phase included a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. This element of the plan, together with the RTP policies approved by resolution in July 1996 and transportation elements of the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) in 1998, completes the effort to update the RTP to implement the 2040 growth concept.

The RTP update featured a greatly expanded public outreach effort. The update was guided by a 21-member Citizen Advisory Committee (CAC), and included several public outreach efforts, special newsletters, and a number of joint JPACT, MPAC and Council workshops held at key decision points. The update also reflects the efforts of local officials, citizens and staff to develop transportation proposals that reflect the policy direction developed by the CAC and regional growth management policies. Of the nearly 700 projects proposed through the year 2020 to address expected growth, and to implement the 2040 growth concept, more than half are new to the regional plan, and many were generated by citizen input. These projects range from relatively modest bicycle and pedestrian improvements, to major transit and highway projects, each developed with an eye toward promoting safety, responding to growth or leveraging the 2040 growth concept.

During the past year, staff tested these projects through four separate rounds of transportation modeling. Each project proposed in the 2000 RTP was reflected in the modeling assumptions, and projects were further refined after each round of modeling to better respond to projected travel needs during the 20-year plan period. This phase of the RTP update was also based on a collaborative approach, with local jurisdictions overseeing the modeling process at every step, and modeling analysis completed in a series of workshops with the regional partners. As a result, the draft project list is a consensus-based product, with project recommendations that are based on detailed analysis.

In December 1999, JPACT and the Metro Council approved the draft 1999 RTP by resolution, with direction to staff to complete a final set of analyses prior to adoption of the plan by ordinance. The December 1999 draft is included in Exhibit "A" to this resolution. During the past five months, staff completed the following activities necessary to demonstrate compliance with regional, state and federal planning requirements:

- development, modeling and analysis of the financially constrained network
- preliminary air quality conformity findings
- completion of an off-peak congestion analysis
- findings that demonstrate compliance with state TPR requirements
- findings that demonstrate compliance with federal TEA-21 planning requirements using "strategic network"

- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies
- draft revisions to Title 2 of the UGMFP, as required by the state TPR

The results of these tasks are included in the May 15, 2000 Supplemental Revisions document, which is included in Exhibit "B." A final 45-day public comment period was held from May 15 through June 29, 2000. JPACT recommendations on public comments received during that time period are included in Exhibit "C." Upon final adoption of the RTP, staff will conduct a final round of modeling and analysis to demonstrate conformity with the federal Clean Air Act. Exhibit "D" describes the elements of the 2000 Regional Transportation Plan for which findings of compliance with federal planning requirements will be made. These findings will be presented to JPACT and the Council in early fall 2000, and recommended for adoption by a separate resolution as part of the next regular federal certification process.

BUDGET IMPACT

None.

TK:rmb

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2969AB FOR THE PURPOSE OF ADOPTING THE 2000 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN

Date: June 29, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would adopt the 2000 Regional Transportation Plan (RTP) as the Federal Metropolitan Transportation Plan, as required by the federal Transportation Equity Act for the 21st Century. The 2000 RTP includes:

- RTP Policies - Chapter 1 of the RTP was initially approved by Council Resolution in July 1996. It has since been updated for consistency with the Regional Framework Plan and the functional plan, and edited for readability and brevity.
- RTP Projects and Systems Analysis - Chapters 2 through 5 of the RTP identify the 20-year transportation needs for the region, detail the scope and nature of proposed improvements that address the 20-year needs and a financial plan for implementing the recommended projects. Chapter 5 includes a description of the financially constrained system, which is required for federal certification, and serves as the basis for a conformity determination with the federal Clean Air Act and all other federal actions.
- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. This chapter also establishes criteria for amending the RTP project lists, and the relationship between the RTP and the Metro Transportation Improvement Program (MTIP). Chapter 6 also identifies future studies needed to refine the RTP as part of future updates.

EXISTING LAW

The current federal Transportation Equity Act for the 21st century (TEA-21) requires an updated federal plan every three years that demonstrates continued compliance with the ~~fifteen~~seventeen federal planning factors, a financially constrained plan and compliance with the Clean Air Act.

FACTUAL BACKGROUND AND ANALYSIS

The RTP update has been conducted in three stages over the past four years. The first stage involved an update to the RTP policies that focused on implementing the 2040 Growth Concept, and reflected new state and federal planning requirements. The policy document was approved by Council resolution in July 1996, and has served as the guiding vision for later steps in the update process.

The second stage of the RTP update, known as the RTP alternatives analysis, examined the region's level of service policy for motor vehicles and transit. This stage led to the 2040-based congestion policy that has since been adopted as part of Title 6 of the Urban Growth Management Functional Plan.

The lessons learned from RTP alternatives analysis helped guide the final, project development stage of the RTP update. The project development phase included a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. This element of the plan, together with the RTP policies approved by resolution in July 1996 and transportation elements of the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) in 1998, completes the effort to update the RTP to implement the 2040 growth concept.

The RTP update featured a greatly expanded public outreach effort. The update was guided by a 21-member Citizen Advisory Committee (CAC), and included several public outreach efforts, special newsletters, and a number of joint JPACT, MPAC and Council workshops held at key decision points. The update also reflects the efforts of local officials, citizens and staff to develop transportation proposals that reflect the policy direction developed by the CAC and regional growth management policies. Of the nearly 700 projects proposed through the year 2020 to address expected growth, and to implement the 2040 growth concept, more than half are new to the regional plan, and many were generated by citizen input. These projects range from relatively modest bicycle and pedestrian improvements, to major transit and highway projects, each developed with an eye toward promoting safety, responding to growth or leveraging the 2040 growth concept.

During the past year, staff tested these projects through four separate rounds of transportation modeling. Each project proposed in the 2000 RTP was reflected in the modeling assumptions, and projects were further refined after each round of modeling to better respond to projected travel needs during the 20-year plan period. This phase of the RTP update was also based on a collaborative approach, with local jurisdictions overseeing the modeling process at every step, and modeling analysis completed in a series of workshops with the regional partners. As a result, the draft project list is a consensus-based product, with project recommendations that are based on detailed analysis.

In December 1999, JPACT and the Metro Council approved the draft 1999 RTP by resolution, with direction to staff to complete a final set of analyses prior to adoption of the plan by ordinance. The December 1999 draft is included in Exhibit "A" to this resolution. During the past five months, staff completed the following activities necessary to demonstrate compliance with regional, state and federal planning requirements:

- development, modeling and analysis of the financially constrained network
- preliminary air quality conformity findings
- completion of an off-peak congestion analysis
- findings that demonstrate compliance with state TPR requirements
- findings that demonstrate compliance with federal TEA-21 planning requirements using "strategic network"

- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies
- draft revisions to Title 2 of the UGMFP, as required by the state TPR

The results of these tasks are included in the May 15, 2000 Supplemental Revisions document, which is included in Exhibit "B." A final 45-day public comment period was held from May 15 through June 29, 2000. JPACT recommendations on public comments received during that time period are included in Exhibit "C." Upon final adoption of the RTP, staff will conduct a final round of modeling and analysis to demonstrate conformity with the federal Clean Air Act. Exhibit "D" describes the elements of the 2000 Regional Transportation Plan for which findings of compliance with federal planning requirements will be made. These findings will be presented to JPACT and the Council in early fall 2000, and recommended for adoption by a separate resolution as part of the next regular federal certification process.

BUDGET IMPACT

None.

TK:rmb

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)
2000 REGIONAL TRANSPORTATION)
PLAN AS THE FEDERAL)
METROPOLITAN TRANSPORTATION)
PLAN)

RESOLUTION NO. 00-2969A |

Introduced by Councilor Kvistad

WHEREAS, Metro's 1989 Regional Transportation Plan ("RTP"), the 1992 RTP Update and this 2000 RTP Update are being adopted as the regional functional plan for transportation under ORS 268.390 and the regional "metropolitan transportation plan" required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, new federal requirements under ISTEA resulted in a separate federal plan entitled "Interim Federal Regional Transportation Plan," July 1995, which is now superceded by this 2000 RTP Update; and

WHEREAS, the current federal Transportation Equity Act for the 21st century ("TEA-21") requires an updated federal plan every three years that demonstrates continued compliance with the ~~fifteen~~ seven federal planning factors, a "financially constrained" plan and compliance with the Clean Air Act; and

~~WHEREAS, a final public comment draft of the 1999 RTP Update, adopted by resolution, was distributed in October, 1999 with seven subregional area summaries of policies and projects affecting local areas; and~~

WHEREAS, the Metro Council has received ~~the~~ and considered the advice of a 21-member Citizens Advisory Committee, its Metro Policy Advisory Committee, and Joint Policy Advisory Committee on Transportation, and all the policies and projects have been the subject of extensive public reviews; and

WHEREAS, Resolution No. 99-2878B stated the process for its refinement and implementation and accepted the final of the ~~November 5~~December 16, 1999, draft of the 1999 Regional Transportation Plan as amended, to be adopted by ordinance with final changes as the 2000 Regional Transportation Plan for federal, state, and regional functional plan purposes; and

WHEREAS, regulatory issues have been addressed before final adoption of the 2000 RTP by ordinance resolution, including findings of compliance with the federal planning requirements in TEA-21, development of the “financially constrained” system for purposes of federal air quality conformity; and

WHEREAS, a post-adoption air quality analysis must demonstrate conformity with the federal Clean Air Act for continued federal certification; and

WHEREAS, the 2000 RTP is adopted the “metropolitan transportation plan” under TEA-21, superceding the Interim Federal Regional Transportation Plan adopted by resolution in 1995; and

WHEREAS, Exhibit “A” of this ~~ordinance resolution~~ contains ~~the RTP in the form of the final 1999 draft adopted by resolution and the 2000 addenda of revisions; and~~

WHEREAS, Exhibit “B” of this resolution contains the May 15, 2000 Supplemental Revisions to Exhibit “A;” and

WHEREAS, Exhibit “C” of this resolution contains the July 13, 2000 JPACT recommendations on public comments received during the final 45-day public comment period; and

WHEREAS, Exhibit “D” of this resolution contains the findings of compliance with the federal planning requirements in TEA-21; and

WHEREAS, Resolution No. 95-2138A entitled the "Interim Federal Regional Transportation Plan," adopted July 1995 will be repealed upon federal approval of the 2000 Regional Transportation Plan and the air quality conformity determination for the 2000 Regional Transportation Plan; and

WHEREAS, the 2000 Regional Transportation Plan Appendix of documents and other supporting documents have been included in the record; now, therefore,

BE IT RESOLVED,

1. That the elements of the 2000 Regional Transportation Plan (Exhibits "RTPA," "B," and "C") identified in the findings of compliance with federal planning requirements (Exhibit "D"), attached as Exhibit "A" and incorporated by reference herein is are hereby adopted as Metro's "metropolitan transportation plan" under the federal TEA-21, contingent upon demonstration of conformity of the 2000 RTP with the federal Clean Air Act in a subsequent resolution.

2. That the findings of compliance with the federal planning requirements in TEA-21 attached as Exhibit "BD" are hereby adopted and incorporated by reference herein.

~~3. That Resolution No. 95-2138A entitled the "Interim Federal Regional Transportation Plan," adopted July 1995 is hereby repealed because the 2000 Regional Transportation Plan supersedes that interim plan.~~

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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OGCLASS/kvw (06/20/2000)

Submitted as a placeholder for the completed
2000 Regional Transportation Plan
is the

**December 16, 1999
Adoption Draft**

Submitted as a placeholder

**May 15, 2000
Supplemental Revisions**

Submitted as a placeholder

**Exhibit C, the July 13, 2000, JPACT Recommendations
On Public Comments Received
During the Final 45-Day Public Comment Period**

**Exhibit D
to Resolution No. 00-2969A**

Submitted as a placeholder

**Exhibit D, the findings of compliance with the federal planning requirements
in TEA-21, will be submitted in July 2000.**

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2969A FOR THE PURPOSE OF ADOPTING THE 2000 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN

Date: June 29, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would adopt the 2000 Regional Transportation Plan (RTP) as the Federal Metropolitan Transportation Plan, as required by the federal Transportation Equity Act for the 21st Century. The 2000 RTP includes:

- RTP Policies - Chapter 1 of the RTP was initially approved by Council Resolution in July 1996. It has since been updated for consistency with the Regional Framework Plan and the functional plan, and edited for readability and brevity.
- RTP Projects and Systems Analysis - Chapters 2 through 5 of the RTP identify the 20-year transportation needs for the region, detail the scope and nature of proposed improvements that address the 20-year needs and a financial plan for implementing the recommended projects. Chapter 5 includes a description of the financially constrained system, which is required for federal certification, and serves as the basis for a conformity determination with the federal Clean Air Act.
- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. This chapter also establishes criteria for amending the RTP project lists, and the relationship between the RTP and the Metro Transportation Improvement Program (MTIP). Chapter 6 also identifies future studies needed to refine the RTP as part of future updates.

EXISTING LAW

The current federal Transportation Equity Act for the 21st century (TEA-21) requires an updated federal plan every three years that demonstrates continued compliance with the fifteen federal planning factors, a financially constrained plan and compliance with the Clean Air Act.

FACTUAL BACKGROUND AND ANALYSIS

The RTP update has been conducted in three stages over the past four years. The first stage involved an update to the RTP policies that focused on implementing the 2040 Growth Concept, and reflected new state and federal planning requirements. The policy document was approved by Council resolution in July 1996, and has served as the guiding vision for later steps in the update process.

The second stage of the RTP update, known as the RTP alternatives analysis, examined the region's level of service policy for motor vehicles and transit. This stage led to the 2040-based congestion policy that has since been adopted as part of Title 6 of the Urban Growth Management Functional Plan.

The lessons learned from RTP alternatives analysis helped guide the final, project development stage of the RTP update. The project development phase included a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. This element of the plan, together with the RTP policies approved by resolution in July 1996 and transportation elements of the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) in 1998, completes the effort to update the RTP to implement the 2040 growth concept.

The RTP update featured a greatly expanded public outreach effort. The update was guided by a 21-member Citizen Advisory Committee (CAC), and included several public outreach efforts, special newsletters, and a number of joint JPACT, MPAC and Council workshops held at key decision points. The update also reflects the efforts of local officials, citizens and staff to develop transportation proposals that reflect the policy direction developed by the CAC and regional growth management policies. Of the nearly 700 projects proposed through the year 2020 to address expected growth, and to implement the 2040 growth concept, more than half are new to the regional plan, and many were generated by citizen input. These projects range from relatively modest bicycle and pedestrian improvements, to major transit and highway projects, each developed with an eye toward promoting safety, responding to growth or leveraging the 2040 growth concept.

During the past year, staff tested these projects through four separate rounds of transportation modeling. Each project proposed in the 2000 RTP was reflected in the modeling assumptions, and projects were further refined after each round of modeling to better respond to projected travel needs during the 20-year plan period. This phase of the RTP update was also based on a collaborative approach, with local jurisdictions overseeing the modeling process at every step, and modeling analysis completed in a series of workshops with the regional partners. As a result, the draft project list is a consensus-based product, with project recommendations that are based on detailed analysis.

In December 1999, JPACT and the Metro Council approved the draft 1999 RTP by resolution, with direction to staff to complete a final set of analyses prior to adoption of the plan by ordinance. The December 1999 draft is included in Exhibit "A" to this resolution. During the past five months, staff completed the following activities necessary to demonstrate compliance with regional, state and federal planning requirements:

- development, modeling and analysis of the financially constrained network
- preliminary air quality conformity findings
- completion of an off-peak congestion analysis
- findings that demonstrate compliance with state TPR requirements
- findings that demonstrate compliance with federal TEA-21 planning requirements

- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies
- draft revisions to Title 2 of the UGMFP, as required by the state TPR

The results of these tasks are included in the May 15, 2000 Supplemental Revisions document, which are is also included in Exhibit "AB." A final 45-day public comment period was held from May 15 through June 29, 2000. JPACT recommendations on public comments received during that time period are included in Exhibit "C." Upon final adoption of the RTP, staff will conduct a final round of modeling and analysis to demonstrate conformity with the federal Clean Air Act. Exhibit "D" describes the elements of the 2000 Regional Transportation Plan for which findings of compliance with federal planning requirements will be made. These findings will be presented to JPACT and the Council in early fall 2000, and recommended for adoption by a separate resolution as part of the federal certification process.

BUDGET IMPACT

None.

TK:rmb

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)
2000 REGIONAL TRANSPORTATION)
PLAN AS THE FEDERAL)
METROPOLITAN TRANSPORTATION)
PLAN)

RESOLUTION NO. 00-2969

Introduced by Councilor Kvistad

WHEREAS, Metro's 1989 Regional Transportation Plan ("RTP"), the 1992 RTP Update and this 2000 RTP Update are being adopted as the regional functional plan for transportation under ORS 268.390 and the regional "metropolitan transportation plan" required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, new federal requirements under ISTEA resulted in a separate federal plan entitled "Interim Federal Regional Transportation Plan," July 1995, which is now superceded by this 2000 RTP Update; and

WHEREAS, the current federal Transportation Equity Act for the 21st century ("TEA-21") requires an updated federal plan every three years that demonstrates continued compliance with the fifteen federal planning factors, a "financially constrained" plan and compliance with the Clean Air Act; and

WHEREAS, a final public comment draft of the 1999 RTP Update, adopted by resolution, was distributed in October, 1999 with seven subregional area summaries of policies and projects affecting local areas ; and

WHEREAS, the Metro Council has received the considered advice of a 21-member Citizens Advisory Committee, its Metro Policy Advisory Committee, and Joint Policy Advisory Committee on Transportation, and all the policies and projects have been the subject of extensive public reviews; and

WHEREAS, Resolution No. 99-2878B stated the process for its refinement and implementation and accepted the final November 5, 1999, draft of the 1999 Regional Transportation Plan as amended, to be adopted by ordinance with final changes as the 2000 Regional Transportation Plan for federal, state, and regional functional plan purposes; and

WHEREAS, regulatory issues have been addressed before final adoption of the RTP by ordinance, including findings of compliance with the federal planning requirements in TEA-21, development of the “financially constrained” system for purposes of federal air quality conformity; and

WHEREAS, the 2000 RTP is adopted the “metropolitan transportation plan” under TEA-21, superceding the Interim Federal Regional Transportation Plan adopted by resolution in 1995; and

WHEREAS, Exhibit “A” of this ordinance contains the RTP in the form of the final 1999 draft adopted by resolution and the 2000 addenda of revisions; and

WHEREAS, the Appendix of documents and other supporting documents have been included in the record; now, therefore,

BE IT RESOLVED,

1. That the 2000 Regional Transportation Plan (“RTP”) attached as Exhibit “A” incorporated by reference herein is hereby adopted as Metro’s “metropolitan transportation plan” under the federal TEA-21.
2. That the findings of compliance with the federal planning requirements in TEA-21 attached as Exhibit “B” are hereby adopted and incorporated by reference herein.
3. That Resolution No. 95-2138A entitled the “Interim Federal Regional Transportation Plan,” adopted July 1995 is hereby repealed because the 2000 Regional Transportation Plan supercedes that interim plan.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

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OGC/LSS/kvw (06/20/2000)

Submitted as a placeholder for the completed
2000 Regional Transportation Plan
are the

**December 16, 1999
Adoption Draft**

and the

**May 15, 2000
Supplemental Revisions**

**Exhibit B
to Resolution No. 00-2969**

Submitted as a placeholder

**Exhibit B, the findings of compliance with the federal planning requirements
in TEA-21, will be submitted in July 2000.**

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2969 FOR THE PURPOSE OF ADOPTING THE 2000 REGIONAL TRANSPORTATION PLAN AS THE FEDERAL METROPOLITAN TRANSPORTATION PLAN

Date: June 29, 2000

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would adopt the 2000 Regional Transportation Plan (RTP) as the Federal Metropolitan Transportation Plan, as required by the federal Transportation Equity Act for the 21st Century. The 2000 RTP includes:

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- RTP Implementation - Chapter 6 of the RTP establishes regional compliance with state and federal planning requirements, and sets requirements for city and county compliance with the RTP. This chapter also establishes criteria for amending the RTP project lists, and the relationship between the RTP and the Metro Transportation Improvement Program (MTIP). Chapter 6 also identifies future studies needed to refine the RTP as part of future updates.

EXISTING LAW

The current federal Transportation Equity Act for the 21st century (TEA-21) requires an updated federal plan every three years that demonstrates continued compliance with the fifteen federal planning factors, a financially constrained plan and compliance with the Clean Air Act.

FACTUAL BACKGROUND AND ANALYSIS

The RTP update has been conducted in three stages over the past four years. The first stage involved an update to the RTP policies that focused on implementing the 2040 Growth Concept, and reflected new state and federal planning requirements. The policy document was approved by Council resolution in July 1996, and has served as the guiding vision for later steps in the update process.

The second stage of the RTP update, known as the RTP alternatives analysis, examined the region's level of service policy for motor vehicles and transit. This stage led to the 2040-based congestion policy that has since been adopted as part of Title 6 of the Urban Growth Management Functional Plan.

The lessons learned from RTP alternatives analysis helped guide the final, project development stage of the RTP update. The project development phase included a system analysis, proposed 20-year transportation solutions, and financial strategies for implementing the plan. This element of the plan, together with the RTP policies approved by resolution in July 1996 and transportation elements of the Regional Framework Plan and the Urban Growth Management Functional Plan (UGMFP) in 1998, completes the effort to update the RTP to implement the 2040 growth concept.

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- development, modeling and analysis of the financially constrained network
- preliminary air quality conformity findings
- completion of an off-peak congestion analysis
- findings that demonstrate compliance with state TPR requirements
- findings that demonstrate compliance with federal TEA-21 planning requirements

- draft revisions to the Regional Framework Plan to maintain consistency between RTP and RFP policies
- draft revisions to Title 2 of the UGMFP, as required by the state TPR

The results of these tasks are included in the Supplemental Revisions document, which are also included in Exhibit "A." Upon final adoption of the RTP, staff will conduct a final round of modeling and analysis to demonstrate conformity with the federal Clean Air Act. These findings will be presented to JPACT and the Council in early fall, and recommended for adoption by resolution as part of the federal certification process.

BUDGET IMPACT

None.

TK:rmb

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