



U.S. DEPARTMENT OF TRANSPORTATION

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RECEIVED  
JAN 31 2000

BY: .....

IN REPLY REFER TO

HPL-OR  
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JAN 27 2000

Mr. Andrew C. Cotugno  
Transportation Director  
Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97323-2736

RE: Regional Air Quality Conformity Determination for the Portland area  
2000-2003 Metropolitan Transportation Improvement Program (MTIP)

Dear Mr. Cotugno:

The Portland-Vancouver area is currently designated as an Air Quality Maintenance area for ozone and carbon monoxide (CO). As such, Metro and the U.S. Department of Transportation (USDOT) are required to make conformity determinations for the Metro Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP) before they are adopted, approved, or accepted and on a periodic basis thereafter. All Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded projects must come from a conforming RTP and MTIP.

Oregon Administrative Rule (OAR) 340-20-710 through 340-20-1080 "Criteria and Procedures for Determining Conformity to State or Federal Implementations Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act" defines the procedures and frequency for demonstrating conformity within the State of Oregon. In accordance with those rules, the need for this determination was triggered by Metro's FY 2000-2003 MTIP update and the change in scope and concept of some significant projects within the region.

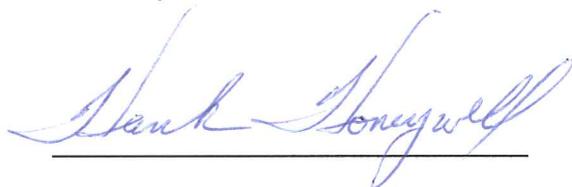
Conformity means that the RTP and MTIP support the purpose of the State Implementation Plan (SIP). For the Portland area, conformity is demonstrated by showing that implementing the RTP and MTIP would contribute to the reduction of CO emissions, thus eliminating or reducing the severity and number of violations of the national ambient air quality standards (NAAQS) and helping the area maintain their attainment status. In addition, conformity should assure that no goals, directives, recommendations, or projects identified in the RTP and MTIP will have adverse impacts on the SIP and that the RTP and MTIP provide for expeditious implementation of any Transportation Control Measures (TCMs) in the SIP.

This USDOT conformity finding applies to the Metro 2000-2003 MTIP adopted by the Metro Council on September 30, 1999 (*Resolution No. 99-2830*). It is supported by the analysis included in Metro's conformity determination which was adopted on November 4, 1999 (*Resolution No. 99-2868*). The conformity of Metro's current RTP was last demonstrated on October 20, 1998 and, unless circumstances change, remains valid until October 20, 2001.

Tables 1, 2 and 3 of Metro's November 4, 1999 conformity determination document that, after implementation of the 2000 - 2003 MTIP, motor vehicle emissions are expected to be within the budgets established in the maintenance plan through the year 2020. Metro also documents that the MTIP supports the implementation of all funding based Transportation Control Measures (TCM) identified in the current State Implementation Plan (SIP).

Based on our review of Metro's conformity analysis, we find that the 2000-2003 Metro Metropolitan Transportation Improvement Program conforms with the State Implementation Plan's purpose of reducing the severity and number of NAAQS violations and maintaining the applicable standards. This joint FHWA/FTA conformity determination has been coordinated with the Environmental Protection Agency.

Sincerely,



Hank Honeywell  
FHWA Division Administration  
Federal Highway Administration



Helen M. Knoll  
FTA Regional Administration  
Federal Transit Administration

cc:

ODOT (Grace Crunican, Director)  
(Eb Engelmann, Environment)  
(Dave Williams, Region 1)  
DEQ (Annette Liebe)