

Federal Regional Transportation Plan (RTP) and State Transportation System Plan (TSP) Requirements and Interrelationships

	RTP	TSP	Notes
Primary Legislative Basis	Title 23 Part 450 Subpart C – Metropolitan Transportation Planning and Programming. Required since 1973 Embedded in MPO process and requirements	OAR 060 012 – Transportation Planning. Required since 1991 Embedded in Transportation Planning Rule	
Primary Functions	Intent of RTP is to facilitate coordination of regional transportation investments, and ensures that state coordinates investment with local agencies. Intent of MPO process is to ensure that each urbanized area “has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals.”	Under the TPR, transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs.	
Key Requirements	<p>RTP must be financially constrained, conform to national air quality standards, and maintain a 20-year planning horizon throughout the life of the plan.</p> <p>RTP’s must reflect consideration of the area's comprehensive long-range land use plan and metropolitan development objectives, plans and strategies, environmental resource plans, and the area's overall social, economic, environmental, and energy conservation goals and objectives</p> <p>RTP needs to be consistent with state and local plans. Plan must consider 7 factors (summarized):</p> <ul style="list-style-type: none"> • Support the economic vitality of the metropolitan area • Increase the safety and security of the system • Increase accessibility and mobility options • Protect and enhance the environment 	TSPs are required to have a 20-year horizon, must include several elements (see below). However, there are no requirements for financial constraint, or air quality conformity, and TSPs do not have to consider the 7 factors included in the MPO’s federal requirements.	

	<ul style="list-style-type: none"> • Enhance the integration and connectivity of the transportation system for people and freight • Promote efficient system management and operation • Emphasize the preservation of the existing transportation system. 		
Key Elements	<ul style="list-style-type: none"> • Policies • Determination of system needs • System Projects & Plans • Long-range Financial Plan • Air Quality Conformity Determination 	<ul style="list-style-type: none"> • Policies • Determination of system needs • System Projects & Plans • Financing Program • Performance Measures • Land Use Policies & Regulations 	
Development Process	Oriented toward transportation. Demonstrates how the planned transportation system meets anticipated system demand, is financially feasible and involves the public.	Oriented toward land use. Essence of TSP is to show how the transportation system can support planned land use.	
Adoption Process	MPO policy body adopts (6 MPOs in Oregon, ~400 in U.S.). Metropolitan Policy Committee (MPC) is MPO Policy Body for Central Lane MPO.	TSPs adopted by cities and counties in Oregon. Eugene, Springfield, and Lane County adopt a joint TSP to meet state requirements for the metropolitan area. The City of Coburg adopts its own TSP.	MPC made up of representatives from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT
Related Efforts	<ul style="list-style-type: none"> • Metropolitan Transportation Improvement Program (MTIP) • Air Quality Conformity Determination • Public Involvement Plan • Congestion Management Plan • NEPA process 	<ul style="list-style-type: none"> • Local Comprehensive Plans • Metro Plan in Eugene and Springfield. • Coburg adopts its own Comprehensive Plan. 	
Implementation Process	Through MTIP and NEPA process (if required for specific projects). Relationships outlined in federal requirements	Implementation of projects in the TSPs of cities and counties in MPO regions cannot take place without an RTP.	
Interrelationships	<ul style="list-style-type: none"> • Plans must be consistent though neither state or federal regulations require them to be identical • Plans not always in sync <ul style="list-style-type: none"> • Local initiatives that prompt amendments to a local TSP commonly prompt amendments to the RTP. Changes in the RTP brought about by changes in federal or state requirements or by the addition of projects or policies can also lead to amendments to local TSPs. • RTP amendments that are not required to facilitate 		

	<p>implementation of specific projects would normally be scheduled to take place as part of a regular 3-year update cycle. Amendments needed to facilitate the implementation of projects could be processed within the time it takes to conduct the required analyses (for financial constraint and air quality conformity) and public notice; typically 2-3 months.</p> <ul style="list-style-type: none">• Local TSPs are subject to the requirements of the Transportation Planning Rule and other state land use law. Amendments and the timing of those amendments would be in the context of meeting those requirements and other local needs. For example, if a change was made to the Regional Transportation Plan in order to meet federal requirements, an assessment would have to be made to determine if a corresponding change to the local transportation system plans would have to be made shortly after the RTP amendment or whether it could wait until the next regular update of the local TSP.• Local agencies are responsible for adopting the MPO-developed regional TSP (though no timeline is stated). The TPR is intentionally silent on the MPO's adoption of any plan. This is because DLCD is not looking to the MPO to make the land use decisions implied in the TSP requirements in the TPR as MPOs are not constituted to take land use decisions as defined in state law.	
--	--	--