

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT)
THE PORTLAND METROPOLITAN AREA IS IN)
COMPLIANCE WITH FEDERAL)
TRANSPORTATION PLANNING)
REQUIREMENTS)

RESOLUTION NO. 02-3168

Introduced by Councilor Rod Monroe,
JPACT Chair

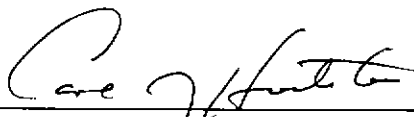
WHEREAS, substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, the Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, satisfaction of the various requirements is documented in Exhibit A; now, therefore,

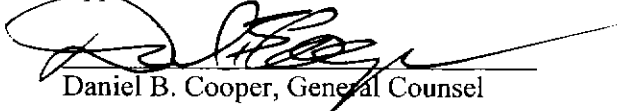
BE IT RESOLVED, that the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this 28th day of March, 2002.



Carl Hosticka, Presiding Officer

Approved as to form:



Daniel B. Cooper, General Counsel

APPROVED by the Oregon Department of Transportation State Highway Engineer this 16th
day of April, 2002.



State Highway Engineer

Attachment: Exhibit A – Metro Self-Certification

KT: rc

Metro Self-Certification

1. Metropolitan Planning Organization (MPO) Designation

Metro is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah, and Washington Counties.

Metro is a regional government with seven directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see membership roster, Attachment 1). JPACT provides the “forum for cooperative decision-making by principal elected officials of general purpose governments” as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Work Program (UWP). The Metro Policy Advisory Committee deals with non-transportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban boundary.

3. Agreements

- a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) delineates areas of responsibility and coordination. Executed December 1997 and renewed yearly as part of the Unified Work Program adoption.
- b. An agreement between Tri-Met and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed May 2001.
- c. An agreement between ODOT and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed May 2001.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- e. Bi-State Resolution – Metro and RTC jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.
- f. An agreement between Metro and the Department of Environmental Quality (DEQ) describing each agency’s responsibilities and roles for air quality planning. Executed May 2001.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees receive recommendations from the

Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of three Metro Councilors; nine local elected officials including two from Clark County, Washington, and appointed officials from the Oregon Department of Transportation (ODOT), Tri-Met, the Port of Portland and the Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

Bi-State Transportation Committee

The Bi-State Transportation Committee was created by joint resolution of the RTC Board and Metro in May 1999. The Committee is charged with reviewing all issues of bi-state significance for transportation and presenting any recommended action to RTC and JPACT. The intergovernmental agreement between RTC and Metro states that JPACT and the RTC Board “shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation.”

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro’s planning activities. It includes eleven local elected officials, three appointed officials representing special districts, Tri-Met, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required Regional Transportation Plan.

The Regional Framework Plan was adopted on December 11, 1997, and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary and urban reserves)
- Open space and parks
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation plan developed to meet TEA-21 Rule 12 and Charter requirements will require a recommendation from both MPAC and JPACT. This will ensure proper integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

- a. Unified Work Program (UWP)

The Unified Work Program is adopted annually by JPACT, the Metro Council and the Southwest Washington Regional Transportation Council. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UWP also includes federally funded major projects being planned by member jurisdictions.

b. Regional Transportation Plan (RTP)

The 2000 Regional Transportation Plan was adopted in August 2000, culminating a two-phase, five-year effort to reorient the plan to Metro's 2040 Growth Concept. The updated plan contains a new emphasis on implementing key aspects of the 2040 land use plan with strategic transportation infrastructure improvements and programs. The plan is fully organized around these land use goals, with modal systems for motor vehicles, transit, freight, bicycles and pedestrians geared to serve the long-term needs called for in the 2040 plan.

The 2000 RTP also includes a new level of detail, prescribing a number of new performance measures and system design standards for the 24 cities and three counties in the Metro region to enact. These include: new requirements for local street connectivity; modal orientation in street design; 2040-based level-of-service policy for sizing roads; targets for combined alternative modes of travel; and, parking ratios for new developments. The plan contains nearly 900 individual projects totaling \$7.2 billion in system improvements, and a corresponding series of financing scenarios for funding these projects. It also calls for more than a dozen corridor studies to define specific projects for many of the major corridors where more analysis is needed to determine which improvements best respond to expected demand. The next periodic update to the RTP is scheduled for 2004.

c. Metropolitan Transportation Improvement Program (MTIP)

The Metropolitan Transportation Improvement Program will be updated in Spring 2002 and incorporated into Oregon Department of Transportation's (ODOT) 2002-2005 State Transportation Improvement Program (STIP). The 2002 update includes projects or project phases with prior funding commitments and allocated \$50 million of State Transportation Program (STP) and Congestion Mitigation Air Quality Program (CMAQ). The adopted MTIP features a three-year approved program of projects and a fourth "out-year." The first year of projects are considered the priority year projects. Should any of these be delayed for any reason, projects of equivalent dollar value may be advanced from the second and third years of the program without processing formal Transportation Improvement Program (TIP) amendments. This flexibility was adopted in response to Intermodal Surface Transportation Efficiency Act (ISTEA) (now Transportation Efficiency Act of the 21st Century {TEA-21}) planning requirements. The flexibility reduces the need for multiple amendments throughout the year. The FY 2000-2003 MTIP was completed in FY 2000.

FY 2002-2003 will see development of the FY 2004-2007 joint MTIP/ STIP and implementation of priority FY 2002 projects. The TIP air quality conformity determination is undergoing joint United States Department of Transportation (USDOT) and Environmental Protection Agency (EPA) review. Approval of both the 2002 MTIP and its air quality conformity determination is expected by mid March 2002.

6. Planning Factors

Metro's planning process addresses the seven TEA-21 planning factors in all projects and policies. The table below describes this relationship. The TEA-21 planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • RTP Policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector". 	<ul style="list-style-type: none"> • HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
2. Increase Safety	<ul style="list-style-type: none"> The RTP policies call out safety as a primary focus for improvements to the system. Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). 	<ul style="list-style-type: none"> All projects ranked according to specific safety criteria. Road modernization and reconstruction projects are scored according to relative accident incidence. All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Accessibility	<ul style="list-style-type: none"> The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
4. Protect Environment and Quality of Life (continued)	<ul style="list-style-type: none"> The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. 	<ul style="list-style-type: none"> The MTIP conforms to the Clean Air Act. The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative – modes (STIP). 	<ul style="list-style-type: none"> Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
<p>4. Protect Environment and Quality of Life (continued)</p>	<ul style="list-style-type: none"> • The RTP system has been “sized” to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. 	<ul style="list-style-type: none"> • Bridge projects in lieu of culverts have been funded through the MTIP. 	<ul style="list-style-type: none"> • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Protect Environment and Quality of Life (continued)	<ul style="list-style-type: none"> Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
5. System Integration / Connectivity	<ul style="list-style-type: none"> The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. The RTP policies and UGMFP* include a street design element that integrates transportation modes in relation to land use for all regional facilities. The RTP policies and UGMFP include connectivity provisions that will increase local and major street connectivity. The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. The intermodal management system identifies key intermodal links in the region. 	<ul style="list-style-type: none"> Projects funded through the MTIP must be consistent with regional street design guidelines. Freight improvements are evaluated according to potential conflicts with other modes. 	<ul style="list-style-type: none"> Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. Efficient Management & Operations	<ul style="list-style-type: none"> The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. Proposed RTP projects include many system management improvements along regional corridors. The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. TSM/ITS projects are funded through the MTIP. 	<ul style="list-style-type: none"> Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
7. System Preservation	<ul style="list-style-type: none"> Proposed RTP projects include major roadway preservation projects. The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> Reconstruction projects that provide long-term maintenance are identified as a funding priority. 	<ul style="list-style-type: none"> The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.

- * UGMFP is the acronym for the Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, custom citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. For example, given the geographically and philosophically diverse make-up of the South Corridor Study, it was determined that the traditional single citizens advisory committee would not prove effective. Hence, the study incorporated area specific working committees, local advisory committees and assemblies as well as corridor-wide all-assemblies. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 45-day + comment period are repetitive aspects of the MTIP process.

Finally, the Transportation Policy Alternatives Committee (TPAC) includes six citizen positions. TPAC makes recommendations to JPACT and the Metro Council.

8. Title VI – The current formal submittal to the Federal Transit Administration (FTA) was approved through September 2002. In addition, the Federal Highway Administration (FHWA) and FTA recently completed and certified Metro's Public Involvement, Title VI and Environmental Justice processes as part of the October 2001 Metropolitan Transportation Planning and Programming USDOT Certification Review.

9. Disadvantaged Business Enterprise (DBE)

A revised DBE program was adopted by the Metro Council in June 1997 (Ordinance 97-692A); 49CFR 26 allows recipients to use the DBE goal of another recipient in the same market. Metro's Executive Officer approved an overall DBE annual goal for in accordance with the Oregon Department of Transportation. This goal was established utilizing ODOT's methodology to determine DBE availability of "ready, willing and able" firms for federally funded professional and construction projects. The current goal is 12.4%.

Metro's DBE program was reviewed and determined to be in compliance by FTA after conducting a Triennial Review in August 1999.

10. Americans with Disabilities Act (ADA)

The Americans with Disabilities Act Joint Complementary Paratransit Plan was adopted by the Tri-Met Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and Tri-Met has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the Regional Transportation Plan. FTA audited and approved the plan in summer 1999.

KT:rc

JPACT Members and Alternates

FIRST_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	CITY	STA	ZIPCODE	SALUTATION	PHONE	FAX
1. Rod	Monroe	Metro	Chair	Portland	OR	97232-27	Councilor Monroe	503-797-1588	503-797-1793
2. Rex	Burkholder	Metro	Metro	Portland	OR	97232-27	Councilor Burkholder	503-797-1546	503-797-1793
3. Rod	Park	Metro	Mero	Portland	OR	97232-27	Councilor Park	503-797-1547	503-797-1793
Carl	Hosticka	Metro	Metro	Portland	OR	97232-27	Councilor Hosticka	503-797-1549	503-797-1793
4. Bill	Kenemer	Clackamas County	Clackamas County	Oregon City	OR	97045-18	Commissioner Kenemer	503-655-8581	503-650-8944
Michael	Jordan	Clackamas County	Clackamas County	Oregon City	OR	97045-18	Commissioner Jordan	503-655-8581	503-650-8944
5. Maria	Rojo de Steffey	County	Multnomah County	Portland	OR	97214	Commissioner Rojo de Steffey	503-988-5220	503-988-5440
Lonnie	Roberts	Multnomah County	Multnomah County	Portland	OR	97214-35	Commissioner Roberts	503-988-5213	503-988-5262
6. Roy	Rogers	Washington County	Washington County	Portland	OR	97223-83	Commissioner Rogers	503-620-2632	503-693-4545
Tom	Brian	Washington County	Washington County	Hillsboro	OR	97124-30	Commissioner Brian	503-846-8681	503-693-4545
7. Charlie	Hales	City of Portland	City of Portland	Portland	OR	97204-19	Commissioner Hales	503-823-4682	503-823-4040
Vera	Katz	City of Portland	City of Portland	Portland	OR	97204-19	Mayor Katz	503-823-4120	503-823-3588
8. Karl	Rohde	City of Lake Oswego	County	Lake Oswego	OR	97034-03	Councilor Rohde	503-636-2452	503-636-2532
Brian	Newman	City of Milwaukie	County	Milwaukie	OR	97222	Councilor Newman	503-652-5298	503-654-2233
9. Larry	Haverkamp	City of Gresham	County	Gresham	OR	97030-38	Councilor Haverkamp	503-618-2584	503-665-7692
James	Kight	City of Troutdale	County	Troutdale	OR	97060-21	Councilor Kight	503-667-0937	503-667-8871
10. Robert	Drake	City of Beaverton	County	Beaverton	OR	97076-47	Mayor Drake	503-526-2481	503-526-2479
Lou	Ogden	City of Tualatin	County	Tualatin	OR	97062-93	Mayor Ogden	503-692-0163	503-692-0163
11. Fred	Hansen	Tri-Met	Tri-Met	Portland	OR	97202	Mr. Hansen	503-962-4831	503-962-6451
Neil	McFarlane	Tri-Met	Tri-Met	Portland	OR	97232	Mr. McFarlane	503-962-2103	503-962-2288
12. Kay	Van Sickle	ODOT	ODOT	Portland	OR	97209-40	Ms. Van Sickle	503-731-8256	503-731-8259
Bruce	Warner	ODOT	ODOT	Salem	OR	97301-36	Mr. Warner	503-986-3435	503-986-3432
13. Stephanie	Hallock	DEQ	Oregon DEQ	Portland	OR	97204	Ms. Hallock	503-229-5300	503-229-5850
Andy	Ginsburg	DEQ	Oregon DEQ	Portland	OR	97204	Mr. Ginsburg	503-229-5397	503-229-5675
Annette	Liebe	DEQ	Oregon DEQ	Portland	OR	97204-15	Ms. Liebe	503-229-6919	503-229-5675
14. Don	Wagner	WSDOT	Washington State DOT	Vancouver	WA	98668	Mr. Wagner	360-905-2001	360-905-2222
Mary	Legry	WSDOT	Washington State DOT	Vancouver	WA	98668	Ms. Legry	360-905-2014	360-905-2222
15. Bill	Wyatt	Port of Portland	Port of Portland	Portland	OR	97208	Mr. Wyatt	503-944-7011	503-944-7042
David	Lohman	Port of Portland	Port of Portland	Portland	OR	97208	Mr. Lohman	503-944-7048	503-944-7222
16. Royce	Pollard	City of Vancouver	City of Vancouver	Vancouver	WA	98668	Mayor Pollard	360-696-8484	360-696-8049
Dean	Lookingbill	SW Washington RTC	SW Washington RTC	Vancouver	WA	98661	Mr. Lookingbill	360-397-6067	360-696-1847
17. Craig	Pridemore	Clark County	Clark County	Vancouver	WA	98666-50	Commissioner Pridemore	360-397-2232	360-397-6058
Peter	Capell	Clark County	Clark County	Vancouver	WA	98666-98	Mr. Capell	360-397-6118	360-397-6051

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 02-3168 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS.

Date: February 15, 2002

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution certifies that the Portland metropolitan area is in compliance with federal transportation planning requirements as defined in Title 23, Code of Federal Regulations, Part 450 and Title 49, Code of Federal Regulations, Part 613.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Work Program approval.

FACTUAL BACKGROUND AND ANALYSIS

Required self certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)

Each of these areas is discussed in Exhibit A to Resolution 02-3168.

BUDGET IMPACT

Approval of this resolution is a companion to the Unified Work Program. It is a prerequisite to receipt of federal planning funds and is, therefore, critical to the Metro budget. The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Executive Officer to the Metro Council and is subject to revision in the final adopted Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2002, in accordance established Metro priorities.

KT:rc