

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

[Signature]
Clerk of the Council
Certified a True Copy of the Original Thereof

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 93-1770
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL TRANS-) Introduced by
PORTATION PLANNING REQUIREMENTS) Councilor Van Bergen

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 comply 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 25th day of March, 1993.

[Signature]
Judy Wyers, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this 7TH day of April, 1993.

[Signature]
State Highway Engineer

EXHIBIT A

Metro Self-Certification

1. Metropolitan Planning Organization Designation

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

Metro is a regional government with 13 directly elected Councilors and an elected Executive Officer. In the November 1992 general election, the Metro Charter was passed, reducing the elected Councilors to seven effective January 1995. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT. The Charter created a new local government committee, the Metropolitan Policy Advisory Committee, for nontransportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan. JPACT remained unchanged under the Charter with the exception of a requirement to consult JPACT regarding Metro take-over of Tri-Met.

2. Agreements

Though cooperative working agreements between jurisdictions are no longer required, several are still in effect:

- a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds.
- b. An agreement between Tri-Met, Public Transit Division of the Oregon Department of Transportation (ODOT) and Metro setting policies regarding special needs transportation.
- c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.

- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of Federal Highway Administration (FHWA) planning funds and Metro and Tri-Met for use of Federal Transit Administration (FTA) funds.
- e. Bi-State Resolution -- Metro and RTC jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.
- f. Bi-State Transportation Planning -- Metro and RTC have jointly adopted a work program description which is reflected in this UWP and a decision-making process for high-capacity transit corridor planning and priority setting.

3. Geographic Scope

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

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5. Transportation Improvement Program

The FY 1993 Transportation Improvement Program (TIP), adopted in September 1992, is amended continuously throughout the year. Future amendments will include authorization of FY 1993 Interstate Transfer funds, updates of the Federal-Aid Urban Program, the Section 3 Letter-of-Intent Program, the Section 9 Capital Program, incorporation of the state Six-Year Transportation Improvement Program, and programs established by the Intermodal Surface Transportation Act (ISTEA) of 1991. These include the Regional Surface Transportation Program and the Transportation Enhancement and Congestion/Mitigation/Air Quality (CMAQ) Programs.

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the Portland Area Governor's Task Force on Vehicle Emissions Reduction created by the '91 Legislature.

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C-TRAN contracts with Dave Systems, Inc. for elderly and handicapped service.

ACC:lmk
CERT0304.REG
2-18-92

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council Councilor George Van Bergen
Councilor Roger Buchanan
Councilor Jon Kvistad
Councilor Rod Monroe (alternate)

Multnomah County Commissioner Gary Hansen
Commissioner Dan Saltzman (alternate)

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| Associate Members: City of Vancouver C-TRAN | Kim Chin Jack Lattemann (alternate) |

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1770, CERTIFYING THE PORTLAND METRO AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 24, 1993

Presented by: Councilor Monroe

Committee Recommendation: At the March 23 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 93-1771. Voting in favor: Councilors Van Bergen, Kvistad, Devlin, Gates, Monroe, and Moore.

Committee Issues/Discussion:- Andy Cotugno, Planning Director, presented the staff report. This resolution is a companion to Resolution 93-1769 which approves the Unified Work Program for FY 1994. This resolution officially certifies the region's compliance with federal transportation planning requirements and is an integral piece in seeking federal funding. It is Metro's responsibility to "self-certify" such compliance and the federal government's responsibility to accept or reject that certification.

Councilor Moore asked what would happen under the federal Clean Air Act Amendments if the recommendations from the Governor's Task Force on Motor Vehicle Emissions in the Portland area were not approved. Mr. Cotugno noted the federal standards needed to be met in 1993 or there would be sanctions. The Clean Air Act Amendments do not mandate adoption of the Governor's Task Force's plan. If the plan is not adopted, something else must be attempted or the region runs the risk of being "out of attainment". The consequences of failure to stay in attainment would include withholding highway construction funds.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1769 FOR THE PURPOSE OF APPROVING THE FY 1994 UNIFIED WORK PROGRAM (UWP) AND RESOLUTION NO. 93-1770 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: February 18, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) containing the transportation planning work program for FY 1994; 2) authorize the submittal of grant applications to the appropriate funding agencies; and 3) certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.

TPAC has reviewed the FY 94 Unified Work Program and recommends approval of Resolutions 93-1769 and 93-1770.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1994 UWP describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1993. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland, and local jurisdictions. Major commitments continue to the Clean Air Act, Demand Management, Urban Growth Management, the Westside Corridor project and Hillsboro FEIS, the I-205/Milwaukie Pre-Alternatives Analysis, the I-5/Vancouver Pre-Alternatives Analysis, and High Capacity Transit studies. Also of major priority are the Southeast Corridor Study, the response to Rule 12, and the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Travel-Forecasting Surveys and Research.

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Federal transportation agencies (FTA/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 UWP approval.

The UWP matches the projects and studies reflected in the proposed

Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1993 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolutions 93-1769 and 93-1770.

ACC:KT:lmk
3-1-93
93-1769/70.RES

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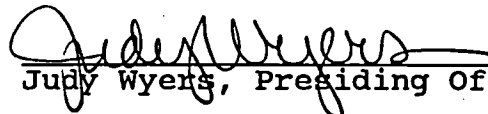
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STAFF REPORT

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Date: February 18, 1993

Presented by: Andrew Cotugno

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EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolutions 93-1769 and 93-1770.

ACC:KT:lmk
3-1-93
93-1769/70.RES

April 7, 1993

DEPARTMENT OF
TRANSPORTATION

Metro
2000 SW First Avenue
Portland, OR 97201-5398

APR 9 1993

FILE CODE:

AGR

ATTN: Karen Thackston
Management Technician

Attached for your records is a fully executed copy of the Metro Resolution No. 93-1770 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

We have retained a copy of this resolution for the Transportation Commission's files.



Fran Neavoll
COMMUNITY AND GOVERNMENTAL
RELATIONS

dds

Attachment

