

JOINT RESOLUTION OF THE  
METRO COUNCIL  
AND OREGON STATE HIGHWAY ENGINEER

*Certified a True Copy of the Original Thereof*  
*Pauline Allen*  
Clerk of the Council

FOR THE PURPOSE OF CERTIFYING THAT THE ) RESOLUTION NO. 94-1917  
PORTLAND METROPOLITAN AREA IS IN )  
COMPLIANCE WITH FEDERAL TRANSPORTA- ) Introduced by JPACT  
TION PLANNING REQUIREMENTS )

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 24<sup>th</sup> day of March, 1994.

*Judy Wyers*  
\_\_\_\_\_  
Judy Wyers, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this 13 day of May, 1994.

*Robert Welby*  
\_\_\_\_\_  
for 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.

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 Metro Policy Advisory Committee, for nontransportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP). JPACT remained unchanged under the Charter with the exception of a requirement to consult JPACT regarding Metro takeover of Tri-Met.

#### 2. Agreements

- 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 is in effect.
- b. An agreement between Tri-Met, Public Transit Division of the 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 FHWA planning funds and Metro and Tri-Met for use of 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.

#### 4. Transportation Plan

The RTP was adopted on July 1, 1982. The document had one housekeeping update in 1984, a major update in 1989, and was revised in 1991. An update to incorporate new elements of the ISTEA in 1991 is scheduled for 1994. A major update to reflect the State Transportation Planning Rule (TPR) will follow in 1995. A rigorous review process is followed during updates which allows for extensive citizen and technical comment. The short-range Transit Development Plan, the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met Board in January 1988 and is currently being updated, although a completion date has not been set.

#### 5. Transportation Improvement Program

The FY 1994 Transportation Improvement Program (TIP), adopted in September 1993, embodies a number of changes from previous year TIP's. The changes reflect fuller integration of new programming requirements mandated by ISTEA. The FY 1994 TIP features a three-year approved program of projects. The first year of projects (FY 1994) 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 (FY 1995 and FY 1996 projects) without processing formal TIP amendments as was required previous to ISTEA. This flexibility should reduce the need for multiple amendments throughout the year. Partly for this reason, no significant amendment of the FY 1994 TIP is anticipated. Additionally though, adoption of the FY 1995 TIP will more closely follow the state TIP adoption schedule, with finalization of the new TIP expected in July 1994. The FY 1995 TIP will see programming of major reductions in the state modernization program and final programming of anticipated FY 1995-97 CMAQ and Transportation Enhancement Program funds.

#### 6. Issues of Interstate Significance

The Bi-State Study was completed in FY 1994. The study generated recommendations which will be further analyzed as part of the update to the RTP. Unresolved issues may require additional separate analysis or study. Metro continues to participate on bi-state transportation and air quality issues. The South/North Transit Corridor Study AA/DEIS is being conducted with the close cooperation of Clark County jurisdictions.

#### 7. Public Involvement

Metro maintains a continuous public involvement process which provides public access to key decisions and supports early and continuing involvement. Interactive public participation methods encourages the exchange of ideas and information. This includes the establishment of Citizen Advisory Committees; community outreach efforts such as workshops, and project specific activities; the use of communication methods such as newsletters, fact sheets, meeting notices, and press releases and mailings. A full citizens involvement policy is under development and will be adopted prior to the end of FY 1994.

Major transportation projects have detailed citizen involvement plans focused specifically on the special needs of the project.

The South/North Transit Corridor Study involves 15 jurisdictions. An extensive regional public involvement plan is supported by supplemental local citizen participation efforts. These include geographical working groups, neighborhood/community stakeholder outreach, business contact programs, media education efforts, the development of differing levels of informational material and opportunities for input in addition to extensive decision-making processes for recommendations made throughout the study.

The Willamette River Bridge Crossing (Southeast Corridor - Phase II) includes a Citizen Advisory Committee comprised of neighborhoods, community and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

The Northwest Subarea Transportation Study includes a Citizen Advisory Committee comprised of neighborhoods, community and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

#### 8. Air Quality

The Oregon Legislature passed HB 2214 which directs and authorizes the Environmental Quality Commission to adopt a specific air quality maintenance plan for the Portland area, patterned after the recommendations of the State Motor Vehicle Task Force.

A key point in the bill is the substitution of regulatory measures for the proposed market-based vehicle emission fee. Most notably are the limits placed on the construction of new parking associated with employment, retail and commercial facilities. In addition, the bill provides for a more stringent employer trip reduction program than originally proposed by the State Task Force. These two regulatory programs are expected to provide reductions in vehicle miles traveled (VMT) similar to what may have been achieved by the proposed vehicle emission fee. They are also complimentary to and will help achieve the goals of the LCDC TPR 12 which includes VMT and parking space per capita reduction targets.

#### 9. Civil Rights

Metro's Title VI tri-annual report was submitted in September 1992 and is still in review. An ODOT/FHWA on-site review was held in March 1993 and certification approved. Disadvantaged Business Enterprise (DBE), Equal Employment Opportunity (EEO) and citizen participation all have programs in place which have been FTA-certified.

#### 10. Elderly and Handicapped

The Americans with Disabilities Act Joint Complementary Transit 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 1994 Plan Update was approved by Metro as in conformance with the RTP.)

#### 11. Disadvantaged Business Enterprise Program

A revised DBE program was adopted by the Metro Council in September 1989. Overall agency goals were set for DBEs and Women-Owned Business Enterprises (WBE) as well as contract goals by type. The annual goal for all DOT-assisted DBEs is 12 percent combined DBE/WBE. The DBE program is very specific about the request for proposals, bidding and contract process.

#### 12. Public/Private Transit Operators

Tri-Met and C-TRAN are the major providers of transit service in the region. Other public and private services are coordinated by these operators.

Tri-Met also contracts for demand-responsive, and neighbor service with private entities such as ATC, Dave Transportation Systems, Inc., Larson Transportation Services, Inc., taxis and Buck Medical Services. Tri-Met also coordinates with those agencies using federal programs (FTA's 16(b)(2)) to acquire vehicles. Service providers in this category are coordinated by Volunteer Transportation, Inc. Special airport transit services are also provided in the region (Raz Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

Two areas, Molalla and Wilsonville, were allowed to withdraw from the Tri-Met District on January 1, 1989. A condition of withdrawal was that they provide service at least equal to the service previously provided by Tri-Met. Dave Transportation Systems, Inc. is providing alternative service to Molalla at approximately two-thirds the cost of Tri-Met service.

srb  
s:\pd\uwpl\sr-res.uwp  
02/15/94

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council . . . . . Councilor Rod Monroe  
Councilor Jon Kvistad  
Councilor Susan McLain  
Councilor Jim Gardner (alternate)

Multnomah County . . . . . Commissioner Tanya Collier  
Commissioner Dan Saltzman (alternate)

Cities in Multnomah County . . . . . Councilor Bernie Giusto (Gresham)  
Councilor Marge Schmunk (Troutdale) (alt.)

Washington County . . . . . Commissioner Roy Rogers (Washington Co.)  
Commissioner Bonnie Hays (alternate)

Cities in Washington County . . . . . Mayor Rob Drake (Beaverton)  
Councilor John Godsey (Hillsboro) (alt.)

Clackamas County . . . . . Commissioner Ed Lindquist

Cities in Clackamas County . . . . . Mayor Craig Lomnicki (Milwaukie)  
Commissioner Jim Ebert (Oreg. City) (alt.)

City of Vancouver . . . . . Mayor Bruce Hagensen  
Les White, C-TRAN (alternate)

Clark County . . . . . Commissioner David Sturdevant  
Les White, C-TRAN (alternate)

City of Portland . . . . . Commissioner Earl Blumenauer  
Commissioner Mike Lindberg (alternate)

Oregon Department of  
Transportation . . . . . Bruce Warner, Region I Engineer  
Michal Wert, Transportation Development  
Manager (alternate)

Port of Portland . . . . . Mike Thorne, Executive Director  
Dave Lohman, Director of Policy  
and Planning (alternate)

Washington State Department  
of Transportation . . . . . Gerry Smith, District Administrator  
Keith Ahola, Project Development Engineer

Tri-Met . . . . . Tom Walsh, General Manager  
Bob Post, Asst. General Manager (alternate)

Department of Environmental  
Quality . . . . . Fred Hansen, Director  
John Kowalczyk, Acting Administrator  
Air Quality Division (alternate)

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

City of Portland	Steve Dotterer Vic Rhodes (alternate) Greg Jones (alternate)
Multnomah County	Kathy Busse Larry Nicholas (alternate)
Cities of Multnomah County	Richard Ross James Galloway (alternate)
Washington County	Brent Curtis Mark Brown (alternate)
Cities of Washington County	Roy Gibson Carol Landsman (alternate)
Clackamas County	Rod Sandoz Ron Weinman (alternate)
Cities of Clackamas County	Maggie Collins Jerry Baker (alternate)
Tri-Met	G.B. Arrington Joe Walsh (alternate)
Clark County	Dean Lookingbill Bob Hart (alternate) Lynda David (alternate)
Oregon Department of Transportation	Dave Williams Robin McArthur-Phillips (alt.)
Washington State Department of Transportation	Steve Jacobson Keith Ahola (alternate)
Federal Highway Administration	Fred Patron Scott Frey (alternate)
Port of Portland	Susie Lahsene Brian Campbell
Department of Environmental Quality	Howard Harris
Citizenry:	Ronald Correnti/Roger Adams Gordon Hunter/Steve Anderson Molly O'Reilly/Ellen Vanderslice Michael Robinson/Dorothy Cofield Sterling Williams/Ray Polani Rex Burkholder/Karen Frost Mecey
Associate Members: City of Vancouver C-TRAN	Patrick Bonin

## STAFF REPORT

### **CONSIDERATION OF RESOLUTION NO. 94-1916 FOR THE PURPOSE OF APPROVING THE FY 1995 UNIFIED WORK PROGRAM AND RESOLUTION NO. 94-1917 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS**

---

Date: February 28, 1994

Presented by: Andrew C. Cotugno

## FACTUAL BACKGROUND AND ANALYSIS

The FY 1995 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1994. 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, Hillsboro FEIS, the South/North Alternatives Analysis (AA) 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.

In the past, regional Interstate Transfer or FAU funds have been allocated toward work elements in the UWP. This practice is continued with an allocation from the region's Surface Transportation Program (STP), the replacement for FAU.

Federal transportation agencies (Federal Transit Administration (FTA)/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 UWP approval.

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 Metro budget. In addition, it funds one of the "add" packages submitted by the Executive Officer. Through an allocation of \$70,000 of Regional STP funds, it restores a Travel-Forecasting position.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1994, in accordance with established Metro priorities.

## PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) continuing the transportation planning work program for FY 1995; 2) allocate an additional \$70,000 of Regional STP funds; 3) authorize the submittal of grant applications to the appropriate funding agencies; and 4) certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.



TPAC recommended approval of the FY 95 Unified Work Program with the following condition:

That further TPAC review be scheduled to discuss the implementation work program for Region 2040 and the Regional Framework Plan, maintenance of and access to RLIS, and Metro's new direction for public outreach.

**EXECUTIVE OFFICER'S RECOMMENDATION**

The Executive Officer recommends approval of Resolutions numbered 94-1916 and 94-1917, respectively.

## PLANNING COMMITTEE REPORT

### CONSIDERATION OF RESOLUTION NO. 94-1917, CERTIFYING THE PORTLAND METRO AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

---

Date: March 22, 1994

Presented by: Councilor Devlin

**Committee Recommendation:** At the March 17 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution 94-1917. Voting in favor: Councilors Kvistad, Gardner Devlin, Gates, Monroe, Moore and Washington. Absent: Councilor McLain.

**Committee Issues/Discussion:** Richard Brandman, Assistant Planning Director for the Transportation Planning Division, presented the staff report. This resolution is a companion to Resolution 94-1916 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 Monroe clarified that the federal government has indicated that this may be the last year that the region will "self-certify".