

JOINT RESOLUTION OF THE  
METRO COUNCIL  
AND OREGON STATE HIGHWAY CHIEF ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT ) RESOLUTION NO. 95-2103  
THE PORTLAND METROPOLITAN AREA IS IN )  
COMPLIANCE WITH FEDERAL TRANSPORTATION) Introduced by  
PLANNING REQUIREMENTS ) Councilor Monroe, Chair  
JPACT

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,

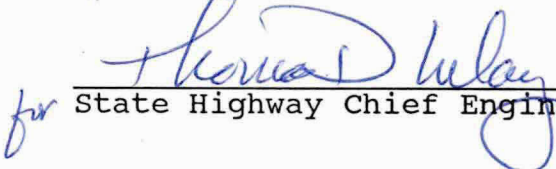
That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this 16 day of

March, 1995.

  
\_\_\_\_\_  
J. Ruth McFarland, Presiding Officer

APPROVED by the Oregon Department of Transportation Chief Engineer this 21 day of March, 1995.

  
for \_\_\_\_\_  
State Highway Chief 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 seven directly elected Councilors and an elected Executive Officer. Effective January 1995, the Council was reduced to seven as mandated by the Metro Charter. 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.
- g. Metro has circulated a Memorandum of Understanding to concerned agencies in the metropolitan area which 1) establishes a Metro boundary less than that of the Oregon portion of the Portland/Vancouver Interstate Air Quality Maintenance Area for ozone

and its precursors; 2) identifies transportation and air quality planning responsibilities between concerned agencies for that portion of the AQMA which lies outside Metro's boundary; and 3) prescribes dispute resolution procedures in the event that modification of transportation projects planned outside Metro's boundaries but within the AQMA boundary become needed to demonstrate conformity with the Oregon State Implementation Plan.

Ratification of the MOU is anticipated prior to the end of FY 95. The incorporated City of Gaston has declined to approve the MOU. Gaston owns no regionally significant facilities and no significant projects are planned in the next 20 years on state-owned facilities within the City's boundary. Should regionally significant activity be proposed, Gaston would be consulted as a courtesy.

### **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. A minor update to incorporate new elements of ISTEA is scheduled for May 1995. A major update to reflect the State Transportation Planning Rule (TPR) will follow in 1996 and will include revisions that reflect the Region 2040 Growth Concept and Regional Framework Plan efforts. 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.

### **5. Transportation Improvement Program**

The 1995 Metropolitan TIP (MTIP) was adopted by Metro in June 1994. It further incorporates planning requirements of the federal metropolitan planning regulations. Specifically, the 1995 MTIP:

- a. Specifies the region's project selection procedures;
- b. Elaborates regional compliance with fiscal constraint requirements;
- c. Provides dual information regarding projects allocated categorical funds and categories of funds allocated to individual projects by phase of work, year of anticipated obligation and sponsoring jurisdiction;
- d. Identifies and discusses the reasons that major projects programmed in the 1994 MTIP have been delayed;

- e. Identifies local projects of regional significance with respect to emission of air pollutants;
- f. Reformats the presentation of project description and map location data for projects programmed in the three-year approved program period; and
- g. Provides updated analysis of MTIP conformity with the 15 planning factors specified in the federal planning rule.

The MTIP reaffirmed programming of numerous projects amended into the regional program throughout FY 1994 including completion of funding allocations to the CMAQ and Transportation Enhancement programs. The 1995 MTIP approved a handful of new projects and programming actions. All program activity associated with amendment of the 1994 TIP and adoption of the 1995 MTIP, except for two project approvals, were exempt from regional conformity analysis.

Comments received from Oregon DEQ led to the discovery that the Baseline network developed for the Conformity Analysis contained technical errors. Rather than redo the analysis, Metro cooperated with ODOT to process a comprehensive amendment of the State TIP (STIP) to identify and incorporate into the STIP all exempt programming activity which occurred subsequent to adoption of the FY 1994 MTIP in January.

Two projects, I-5/Wilsonville Interchange Reconstruction and OR-47 (Forest Grove) Bypass, were formally approved by adoption of the FY 1995 MTIP. Because these two projects were not exempt from Conformity Analysis requirements, they remain ineligible to obligate federal funds at this time. These two projects will be addressed in the Conformity Analysis to be prepared for the FY 1996 MTIP due in May 1995.

#### 6. Transportation Improvement Program (TIP) Air Quality Conformity

Metro performs air quality analyses as required by the Clean Air Act Amendments (CAAA) of 1990. A linked-based emissions calculation methodology is used to estimate pollutants for the Air Quality Maintenance Area (AQMA) in the Portland metropolitan region for the analysis years 1990, 1995, 1996, 2000 and 2010. Total mobile emissions for ozone precursors – summer CO, HC and NOx – and Winter CO are reported. The TIP must conform to CAAA by not increasing emissions when compared to a base year of 1990 or to a No-Build forecast year.

#### 7. Management Systems

Metro worked with ODOT in preparing work programs for submittal to FHWA on the Intermodal and Congestion Management Systems. The work programs and summaries of initial data-collection activities to support the management systems were submitted in October 1994 in compliance with the Interim Final Rules for Management Systems.

Also consistent with the Interim Final Rules, Metro has acted as a coordinating agency between ODOT and local governments and agencies on developing and implementing the safety, bridge and pavement systems. Metro has also worked with ODOT and Tri-Met on

the public transit management system. Such coordination will continue in following fiscal years.

#### **8. 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.

#### **9. 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.

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 South Willamette River Crossing Study (Southeast Corridor Study, Phase 2) will use a variety of public involvement techniques including: informational meetings in the study area, monthly articles in local papers, mailings to interested and affected parties, and a Community Review Group comprised of representatives from neighborhood and business associations, environmental interest groups, transportation advocacy group organizations that serve the transportation underserved, and other stakeholder groups in the study area.

A comprehensive public involvement strategy has been developed for the Regional Transportation Plan update process. Specific public outreach activities include: a transportation fair, informational meetings and open houses, public hearings, newsletters and other mailings, monthly articles in local papers, outreach to groups that have been traditionally underserved by the transportation system, and a Citizens Advisory Committee (CAC). The CAC will be comprised of delegates from neighborhood and business associations and a wide variety of community organizations, including those that serve the transportation underserved.

#### 10. 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.

#### 11. 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.

#### 12. 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.)

#### 13. 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.

#### 14. 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.

KT:imk  
SELF CERT.UWP  
2/28/95

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council . . . . . Councilor Rod Monroe  
Councilor Susan McLain  
Councilor Don Morissette  
Councilor Patricia McCaig (alternate)

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

Cities in Multnomah County . Councilor Claudiette LaVert (Gresham)  
Councilor David Ripma (Troutdale) (alt.)

Washington County . . . . . Commissioner Roy Rogers (Washington Co.)  
Linda Peters (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 . . . . . Councilmember Royce Pollard  
Dean Lookingbill (SW RTC) (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  
Mary Legry, Transportation Planning  
Manager (alternate)

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

Department of Environmental  
Quality . . . . . Lydia Taylor, Interim Director  
Gregory Green, Administrator  
Air Quality Division (alternate)



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

Metro	Andy Cotugno Casey Short
City of Portland	Steve Dotterer Vic Rhodes (alternate) Greg Jones (alternate)
Multnomah County	Kathy Busse Ed Pickering (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.) Leo Huff (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/Pamela Williams David Bragdon/Gordon Hunter Molly O'Reilly/Ellen Vanderslice Michael Robinson/Dorothy Cofield Sterling Williams/Ray Polani Rex Burkholder/Grant Raddon
Associate Member: C-TRAN	Patrick Bonin