

JOINT RESOLUTION OF THE  
METRO COUNCIL  
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT ) RESOLUTION NO. 99-2761  
THE PORTLAND METROPOLITAN AREA IS )  
IN COMPLIANCE WITH FEDERAL TRANS- ) Introduced by  
PORTATION PLANNING REQUIREMENTS ) Councilor Jon Kvistad,  
JPACT Chair

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

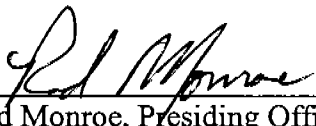
WHEREAS, The Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

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

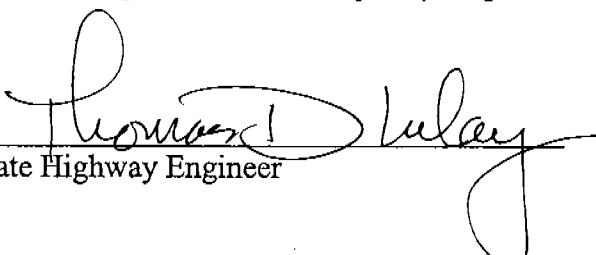
BE IT RESOLVED,

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 1st day of April, 1999.

  
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Rod Monroe, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer  
this 6<sup>th</sup> day of May, 1999.

  
\_\_\_\_\_  
State Highway Engineer

## EXHIBIT A

### Metro Self-Certification

#### i. 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. 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 governments” as required by USDOT. The Metro Policy Advisory Committee deals with non-transportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP).

#### 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.
- b. An agreement between Tri-Met and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed April 1998.
- c. An agreement between ODOT and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed April 1998.
- 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 1998.

#### 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 decision 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 Metro Councilors (three); local elected officials (nine, 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.

### MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes local elected officials (11), appointed officials representing special districts (three), Tri-Met, a representative of school districts, citizens (three), Metro Councilors (two with non-voting status), Clark County, Washington (two) and an appointed official from the State of Oregon (with non-voting status). 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. The Unified Work Program (UWP) is adopted annually by TPAC, 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 major projects being planned by member jurisdictions, particularly if federal funds are involved.

b. Regional Transportation Plan (RTP)

An Interim Federal Regional Transportation Plan was adopted in July 1995 to meet ISTEA planning requirements, including an air quality conformity determination. An updated conformity determination on that plan was made in 1998. A major update to the plan is underway which is intended to complement the Region 2040 Growth Concept for land use and to address key state Transportation Planning Rule requirements. The current update began in late 1995 and has included extensive public involvement and inter-governmental review. The regional policy piece of the current update has been adopted and has set the direction for regional transportation system development and funding decisions since 1996.

c. Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) was last updated in 1997 and was incorporated into ODOT's 1998-2001 STIP. The major action of the 1997 update was to complete projects or project phases with prior funding commitments from the 1995 MTIP process. The adopted MTIP features a three-year approved program of projects. 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 TIP amendments. This flexibility was adopted in response to ISTEA planning requirements. The flexibility reduces the need for multiple amendments throughout the year. Currently, the FY 00-03 MTIP is being developed. FY 99-00 will see completion of this joint MTIP/ STIP development process and implementation of priority FY 00 projects.

6. Planning Factors

Metro's planning process addresses the seven planning factors in all projects and policies. The table below describes this relationship. The 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)	HCT Planning
<b>1. Support Economic Vitality</b>	<ul style="list-style-type: none"> <li>• RTP policies linked to land use strategies that promote economic development;</li> <li>• Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements;</li> <li>• Comprehensive, multi-modal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period;</li> <li>• Highway LOS policy tailored to protect key freight corridors; and</li> <li>• RTP recognizes need for freight linkages to destinations beyond the region by all modes.</li> </ul>	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Special category for freight improvements calls out the unique importance for these projects; and</li> <li>• All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."</li> </ul>	<ul style="list-style-type: none"> <li>• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations; and</li> <li>• HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.</li> </ul>
<b>2. Increase Safety</b>	<ul style="list-style-type: none"> <li>• The RTP policies call out safety as a primary focus for improvements to the system; and</li> <li>• 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).</li> </ul>	<ul style="list-style-type: none"> <li>• All projects ranked according to specific safety criteria;</li> <li>• Road modernization and reconstruction projects are scored according to relative accident incidence; and</li> <li>• All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.</li> </ul>
<b>3. Increase Accessibility</b>	<ul style="list-style-type: none"> <li>• The RTP policies are organized on the principle of providing</li> </ul>	<ul style="list-style-type: none"> <li>• Measurable increases in accessibility to priority land use</li> </ul>	<ul style="list-style-type: none"> <li>• The planned HCT improvements in the region will</li> </ul>

	<p>accessibility to centers and employment areas with a balanced, multi-modal transportation system; and</p> <ul style="list-style-type: none"> <li>• The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.</li> </ul>	<p>elements of the 2040 growth concept is a criterion for all projects; and</p> <ul style="list-style-type: none"> <li>• The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.</li> </ul>	<p>provide increased accessibility to the most congested corridors and centers; and</p> <ul style="list-style-type: none"> <li>• Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.</li> </ul>
<p><b>4. Protect Environment and Quality of Life</b></p>	<ul style="list-style-type: none"> <li>• One of the guiding principles of the RTP policy chapter is to "place a priority on protecting the region's natural environment and livability in all aspects of the transportation planning process." This principle guides both policy-making and project development in the region;</li> <li>• The RTP is constructed as a transportation strategy for implementing the region's 2040 growth concept. The growth concept is a fifty year vision for retaining the region's livability through managed growth;</li> <li>• The RTP system has been "sized" to minimize the impact on the built and natural environment;</li> <li>• The region will be developing an environmental street design guidebook to facilitate making transportation improvements in</li> </ul>	<ul style="list-style-type: none"> <li>• All projects must be included in the RTP, and thus found to be consistent with RTP growth management, environmental quality and livability objectives; and</li> <li>• The MTIP conforms to the Clean Air Act.</li> </ul>	<ul style="list-style-type: none"> <li>• Planned HCT improvements, particularly light rail connections between regional centers, are a key element of the 2040 growth concept, and the region's strategy for reducing sprawl;</li> <li>• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers; and</li> <li>• HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.</li> </ul>

	<p>sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species;</p> <ul style="list-style-type: none"> <li>• The RTP conforms to the Clean Air Act;</li> <li>• 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; and</li> <li>• 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; and</li> <li>• Metro is coordinating its system level planning with resource agencies to identify and resolve key issues.</li> </ul>		
<p><b>5. System Integration/ Connectivity</b></p>	<ul style="list-style-type: none"> <li>• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy;</li> <li>• The RTP policies and UGMFP* include a street design elements that integrates transportation modes in relation to land use for all regional facilities;</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be consistent with regional street design guidelines; and</li> <li>• Freight improvements are evaluated according to potential conflicts with other modes.</li> </ul>	<ul style="list-style-type: none"> <li>• 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 a major stations.</li> </ul>

	<ul style="list-style-type: none"> <li>• The RTP policies and UGMFP include connectivity provisions that will increase local and major street connectivity;</li> <li>• The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region; and</li> <li>• The intermodal management system identifies key intermodal links in the region.</li> </ul>		
<b>6. Efficient Management &amp; Operations</b>	<ul style="list-style-type: none"> <li>• The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation;</li> <li>• Proposed RTP projects includes many system management improvements along regional corridors; and</li> <li>• The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits).</li> <li>• TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.</li> </ul>
<b>7. System Preservation</b>	<ul style="list-style-type: none"> <li>• The RTP policy chapter includes specific system preservation policies;</li> <li>• Preservation is identified as one of three implementation priorities for all modal systems (along with safety of the system and</li> </ul>	<ul style="list-style-type: none"> <li>• Reconstruction projects that provide long-term maintenance are identified as a funding priority.</li> </ul>	<ul style="list-style-type: none"> <li>• The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.</li> </ul>



	<p>implementation of the region's 2040 growth management strategy);</p> <ul style="list-style-type: none"> <li>• Proposed RTP projects includes major roadway preservation projects; and</li> <li>• The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs</li> </ul>		
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\*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 continuous involvement process which provides public access to key decisions and supports early and ongoing development. The Metro Council adopted public involvement procedures for Metro and area governments to follow for any activities that will result in modification to the MTIP or the RTP. The procedures reflect ISTEA public involvement with adequate notice and broad participation. Metro actively recruits the transportation disadvantaged for its numerous study and project committees. The public involvement procedures will also be reviewed and updated concurrent with the RTP update.

All Metro studies and projects require an approved public involvement plan (PIP). Included in every PIP are strategies for citizen committees, task forces, newsletters, public opinion survey techniques, and a budget and schedule to fit the project. The Metro Council reviews the PIP prior to beginning a study.

Both the RTP update and the South/North Environmental Impact Statement (EIS) had citizen advisory committees to help with key decisions. The South Willamette River Crossing Study has utilized stakeholder groups and numerous community outreach activities. The Traffic Relief Options Study includes a 12-member citizen Task Force and has held a substantial number of focus group and stakeholder sessions. The MTIP does not have a formal citizen oversight committee, but hearings and workshops are held related to actions on the criteria, project solicitation, project ranking, and the recommended program. For FY 99-00, two new citizen committees are likely for the Highway 217 and I-5 corridor studies. The Freight Program will utilize Metro's standing Business Advisory Committee and will include freight stakeholder outreach activities.

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

8. Title VI – The last formal submittal was May 1996 to the Federal Transit Administration. No response was received. An in-house review with the ODOT Title VI Coordinator was held in June 1997. Based on that review, Metro was found in compliance. The next ODOT review will be in 2001.

9. Disadvantaged Business Enterprise

A revised DBE program was adopted by the Metro Council in June 1997 (Ordinance 97-692A). 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.

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.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council . . . . . Councilor Jon Kvistad  
Councilor Ed Washington  
Councilor David Bragdon  
Councilor Susan McLain (alternate)

Multnomah County . . . . . Commissioner Sharron Kelley  
Commissioner Lisa Naito (alternate)

Cities in Multnomah County . . . . . Councilor Jim Kight (Troutdale)  
Councilor Jack Gallagher (Gresham) (alt.)

Washington County . . . . . Commissioner Roy Rogers  
Commissioner Kim Katsion (alternate)

Cities in Washington County . . . . . Mayor Rob Drake (Beaverton)  
Mayor Lou Ogden (Tualatin) (alt.)

Clackamas County . . . . . Commissioner Bill Kennemer  
(alternate - Vacant)

Cities in Clackamas County . . . . . Councilor Karl Rohde (Lake Oswego)  
Councilor Michael Schaufler (Happy Valley)  
(alternate)

City of Vancouver . . . . . Mayor Royce Pollard  
Dean Lookingbill (SW RTC) (alternate)

Clark County . . . . . Commissioner Craig Pridemore  
Judie Stanton (Clark County) (alt.)

City of Portland . . . . . Commissioner Charlie Hales  
Mayor Vera Katz (alternate)

Oregon Department of  
Transportation . . . . . Kay Van Sickel, Region 1 Manager  
Grace Crunican, Director of Transp. (alt.)

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

Washington State Department  
of Transportation . . . . . Don Wagner, District Administrator  
Mary Legry, Transportation Planning  
Manager (alternate)

Tri-Met . . . . . Fred Hansen, General Manager  
Bob Stacey, Executive Director  
Policy and Planning (alternate)

Department of Environmental  
Quality . . . . . Langdon Marsh, Director  
Gregory Green, Administrator  
Air Quality Division (alternate)

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

Metro	Andy Cotugno (Vacancy)
City of Portland	Steve Dotterer Greg Jones (alternate)
Multnomah County	Karen Schilling Ed Abrahamson (alternate)
Cities of Multnomah County	Richard Ross James Galloway (alternate)
Washington County	Brent Curtis Andy Back (alternate)
Cities of Washington County	Mike McKillip Randy Wooley (alternate)
Clackamas County	Rod Sandoz Ron Weinman (alternate)
Cities of Clackamas County	Jerry Baker Vacancy (alternate)
Tri-Met	G.B. Arrington Phil Selinger (alternate)
Clark County	Dean Lookingbill Bob Hart (alternate) Lynda David (alternate)
Oregon Department of Transportation	Dave Williams Leo Huff (alternate) Dennis Mitchell (alternate)
Washington State Department of Transportation	Mary Legry John McConnaughey (alternate)
Federal Highway Administration	Fred Patron Nicholas Fortey (alternate)
Port of Portland	Susie Lahsene Brian Campbell (alternate)
Department of Environmental Quality	Howard Harris
Citizenry:	Rex Burkholder Richard Sadler/Scott Franklin Michael Miller Lynn Peterson Jon Putman Bill Stewart
Associate Member: C-TRAN	Deb Wallace

## TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 99-2761, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

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Date: March 25, 1999

Presented by: Councilor Atherton

**Committee Recommendation:** At its March 16 meeting, the Committee considered Resolution No 98-2756 and voted unanimously to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilors Atherton, Bragdon and Chair Kvistad.

**Committee Issues/Discussion:** Andy Cotugno, Transportation Planning Director, presented the staff report. Cotugno explained that Metro must annually certify to the federal government that the region complies with all applicable federal transportation planning requirements. He noted that this is a self-certification program, subject to a more detailed federal review that occurs one every five years. This more detailed review occurred last year.