

JOINT RESOLUTION OF THE
COUNCIL OF THE METROPOLITAN SERVICE DISTRICT
AND
OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 84-464
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL TRANS-) Introduced by the Joint
PORTATION PLANNING REQUIREMENTS) Policy Advisory Committee
) on Transportation

WHEREAS, Substantial federal funding from the Urban Mass Transportation Administration (UMTA) and Federal Highway Administration (FHWA) is available to the Portland metropolitan area; and


WHEREAS, FHWA and UMTA 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 Attachment "A"; now, therefore,

BE IT RESOLVED,

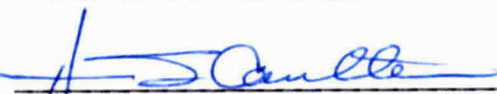
That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements.

ADOPTED by the Council of the Metropolitan Service District
this 3rd day of May, 1984.



Presiding Officer

APPROVED by the Oregon Department of Transportation State
Highway Engineer this 8th day of June, 1984.



State Highway Engineer

Metropolitan Service District
Self Certification

1. Metropolitan Planning Organization Designation

The Metropolitan Service District (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 12 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 local governments" as required by USDOT.

2. Agreements

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

- A. A basic memorandum of agreement between Metro and Regional Planning Council 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 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 UMTA funds.
- E. Bi-State Resolution - Metro and Regional Planning Council of Clark County jointly adopted a resolution establishing a Bi-State Policy Advisory Committee (attached).

3. Geographic Scope

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

4. Transportation Plan

The Regional Transportation Plan was adopted on July 1, 1982. The document has had one housekeeping approved update and is

scheduled for a major update in FY 85.

The short-range Transit Development Program (TDP), the detailed transit operations plan for the region, is currently being updated by Tri-Met. Because the update will be based on service cutbacks and deletions that will potentially have a severe impact on local jurisdictions and affect other parts of the transportation system, TPAC and JPACT involvement have been requested.

5. Transportation Improvement Program

The FY 84 TIP was adopted in September, 1983 but is amended continuously throughout the year. Recent amendments include authorization of FY 84 Interstate Transfer funds and addition of various FAI and FAP projects. An upcoming amendment will deal with Section 9 capital funds.

6. Public Involvement

Metro maintains a continuous public involvement process through citizen members on technical advisory committees, newsletters and press releases. Major transportation projects have citizen involvement focused specifically on the special needs of the project. Large projects such as the Westside Corridor have their own citizen group, which has held over 150 public meetings and included numerous mailings, press releases and public service announcements. In addition, each jurisdiction has its own citizen involvement process.

7. Air Quality

Oregon's State Implementation Plans for ozone and carbon monoxide were both adopted by Metro and DEQ and approved by EPA in 1982.

The Metro area is not in attainment at this time but is projected to be by 1985 for carbon monoxide and 1987 for ozone. The TIPs do not contain new control measures on transportation modes in order to reach attainment; rather, they rely on existing commitments, programs and federal emission controls. Current efforts are focusing on the potential effects of increased use of diesel cars and trucks on particulate emissions.

8. Civil Rights

Metro's Title VI submittal for FY 83-84 was submitted to UMTA in October, 1983. No response has been received. Since the FHWA review in June, 1981, Metro has developed full plans for MBE Equal Opportunity and Citizen participation. Updates on all Title VI requirements are submitted to UMTA on a regular basis.

9. Elderly and Handicapped

Current efforts to update the Special Transportation Plan and the 504 Transition Plan are being led by Tri-Met. A new Special Needs Committee has been formed to guide and advise that study. Appropriate parts of the new Special Needs Plan will become an adopted portion of the RTP.

10. Disadvantaged Business Enterprise Program (DBE)

A revised DBE Program was adopted by the Metro Council in December, 1983. Overall annual agency goals were set for DBE's and WBE's as well as contract goals by type. The annual goal for all Department of Transportation-assisted DBE's is 10 percent and WBE's is 3 percent. The DBE Program is very specific about the RFP, bidding and contract process. A summary of DBE contracts executed since July 1, 1983 are as follows:

	<u>Contract Amount</u>	<u>% DBE</u>
Tektronix	\$38,840	0%
All Others	28,784	-17%
TOTAL	\$67,624	7.2%

The purchase from Tektronix was for high-resolution computer graphics equipment necessary for the new travel-forecasting package. This equipment is only available from the one manufacturer which is not a disadvantaged business.

11. 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.

C-TRAN contracts directly for commuter service with Evergreen Stage Lines. This contract supplements Tri-Met and C-TRAN service between Portland and Vancouver.

Tri-Met contracts for elderly and handicapped service with private entities such as the Broadway/Radio Cab Joint Venture and Special Mobility Services, Inc., and public agencies such as the Community Action Agencies of Clackamas and Multnomah Counties. Tri-Met also coordinates those agencies using federal programs (UMTA's 16(b)(2)) to acquire vehicles. Service providers in this category include Clackamas County Loaves and Fishes, the Jewish Community Center, Special Mobility Services, Inc. and others.

Special airport transit services are also provided in the region (Portland DART and Airporter Services). Involvement with these services is limited to special issues.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council	Councilor Charles Williamson
Metro Council	Councilor Bruce Etlinger
Metro Council	Councilor Dick Waker Councilor Corky Kirkpatrick (alt.)
Multnomah County	County Executive Dennis Buchanan Commissioner Earl Blumenauer (alt.)
Cities in Multnomah County	Mayor Margaret Weil (Gresham)
Washington County	Commission Chairman Wes Myllenbeck Commissioner John Meek (alt.)
Cities in Washington County	Councilman Larry Cole (Beaverton)
Clackamas County	Commissioner Robert Schumacher
Cities in Clackamas County	Commissioner Robin Lindquist (Gladstone)
City of Vancouver	Councilman Dick Pokornowski Councilor Rose Besserman (alt.)
Clark County	Commissioner Vern Veysey
City of Portland	Commissioner Mike Lindberg Mayor Francis Ivancie (alt.)
Oregon Department of Transportation	Ed Hardt, Metro Region Engineer
Washington State Department of Transportation	Ed Ferguson, District Administrator
Port of Portland	Lloyd Anderson, Director
Tri-Met	John Frewing, Board Member
Department of Environmental Quality	Frederic J. Hansen, Director

ACC:lmk
2-10-84

Sue Haynes
Clerk of the Council

JOINT RESOLUTION
OF THE
METROPOLITAN SERVICE DISTRICT
AND THE
REGIONAL PLANNING COUNCIL OF CLARK COUNTY

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 81-274
A BI-STATE POLICY ADVISORY)
COMMITTEE.)

WHEREAS, the Governors of the states of Oregon and Washington established a Bi-State Task Force to make recommendations concerning metropolitan transportation problems affecting the two states; and

WHEREAS, the Final Report of the Bi-State Task Force established the need for continued cooperation between Oregon and Washington jurisdictions for the purpose of resolving interstate differences, encouraging coordinated policies and increasing the possibility of securing federal, state or local funding through unified actions; and

WHEREAS, the Bi-State Task Force has fulfilled its charge from the Governors and is not the appropriate body for continued coordination; and

WHEREAS, the Metro Council and the Regional Planning Council of Clark County (RPC) recognizes the need to establish such a coordinating body; now therefore,

BE IT RESOLVED,

1. That the Metro Council and RPC hereby establish the Bi-State Policy Advisory Committee for a trial period of eighteen (18) months.

2. That the Charge to the Committee is as follows:
- a. To provide a forum at which policy-makers from the two states can express views and discuss metropolitan problems of mutual concern.
 - b. To provide a forum for the creation of ad hoc committees as needed to resolve specific problems of mutual concern. When dealing with transportation issues, the membership of the ad hoc committee will include representatives from ODOT, WDOT, C-Trans, and Tri-Met. The charge to the Committee will be reviewed and approved by JPACT and the Regional Planning Council of Clark County.
 - c. To develop recommendations for consideration by the Metro Council and the RPC.


3. That the membership of the Committee shall include:
- a. A member of the Metro Council.
 - b. A member of the RPC.
 - c. A Multnomah County Commissioner.
 - d. A Clark County Commissioner.
 - e. A member of the Portland City Council.
 - f. A member of the Vancouver City Council.

4. That the Committee is to be co-chaired by the representatives from RPC and Metro. They may convene the Committee by mutual agreement, but at least once annually. All other rules shall be determined by the members themselves.

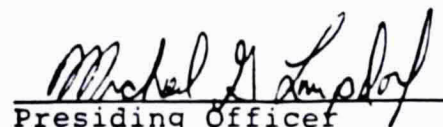
5. That staff from RPC and Metro will prepare the agenda for each meeting, will complete all other tasks necessary to ensure that Committee members are notified of the meetings and provided with necessary information, and will see that the meetings are recorded. The allocation of staff time and other resources to specific projects to the Committee may choose to pursue will be at the discretion of the member jurisdictions.

Adopted this 24th day of
September, 1981,
by the Metropolitan Service
District Council.

Adopted this 26th day of
August, 1981,
by the Regional Planning
Council of Clark County.



Presiding Officer



Presiding Officer