

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

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 85-559
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

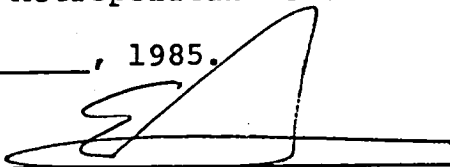
WHEREAS, FHWA and UMTA require that the planning process for the use of these funds comply with certain requirements as a prerequisite for receipt of such funds; and

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

BE IT RESOLVED,

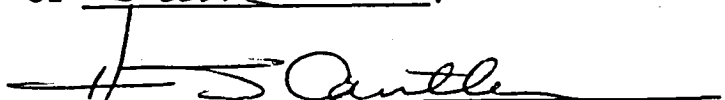
That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Council of the Metropolitan Service District
this 9th day of May, 1985.



Ernie Bonner, Presiding Officer

APPROVED by the Oregon Department of Transportation State
Highway Engineer this 18 day of June, 1985.



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 the Intergovernmental Resource Center (Regional Planning Council of Clark County) 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 Intergovernmental Resource Center (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 approved housekeeping update (October, 1983) and is scheduled for a major update in FY 86.

The short-range Transit Development Program (TDP), the detailed transit operations plan for the region, was adopted in 1980 and 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. The TDP is a prerequisite for approval of federal transit assistance and continued delay jeopardizes the region's certification.

5. Transportation Improvement Program

The FY 85 TIP was adopted in September, 1984 but is amended continuously throughout the year. A recent amendment included authorization of FY 85 Interstate Transfer funds. 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 has been in compliance with the ozone standard for the last three years and is projected to be by 1987 for carbon monoxide. 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 increasing the transit mode split throughout the region and particularly to downtown Portland.

8. Civil Rights

Metro's Title VI submittal for FY 84-85 was submitted to UMTA in October, 1984. 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

Efforts are being made to update the Special Needs Transportation Service Plan. 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, 1984. Overall 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. So far in FY 85, there have been no contracts executed using Department of Transportation funds. The DBE/WBE goal will most likely not be met this fiscal year because of delays in project work that includes some contractual work where the DBE Program would be utilized.

One major capital purchase planned for this year is for new computer hardware. The RFP will be published in both general and minority publications and sent to all manufacturers we are aware of that meet the specifications.

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.

CONSIDERATION OF RESOLUTION NO. 85-558 FOR THE PURPOSE OF APPROVING THE FY 1986 UNIFIED WORK PROGRAM (UWP), AND RESOLUTION NO. 85-559 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 22, 1985

Presented by: Andy Cotugno

PROPOSED ACTION

The first resolution would approve the UWP containing the transportation planning work program for FY 1986 and authorize the submittal of grant applications to the appropriate funding agencies. The second resolution would certify compliance with federal requirements for the transportation planning process.

TPAC and JPACT have reviewed the UWP and recommend approval of Resolution No. 85-558

FACTUAL BACKGROUND AND ANALYSIS

The FY 1986 UWP describes the transportation/air quality planning activities to be carried out in the Portland/Vancouver metropolitan region during the fiscal year beginning July 1, 1985. Included in the document are federally funded studies to be conducted by Metro, Regional Planning Council of Clark County (RPC), Tri-Met, the Oregon Department of Transportation (ODOT) and local jurisdictions.

The Oregon portion of the FY 1986 UWP major emphasis areas includes:

- RTP Update and Refinement
- Southwest Corridor Study
- Regionwide Transitway Plan--Phase I
(I-205, Barbur; adoption of Southern and Bi-State Transit Improvement Plan)
- Section 9A - New funds being used for various elements of Tri-Met planning.
- Westside Corridor-Sunset LRT FEIS and Preliminary Engineering
- Banfield Assessment Program

The UWP matches the projects and studies reflected in the proposed Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

A prerequisite for receipt of federal funds for construction is a planning process which meets various requirements. Until 1984, certification was performed by FHWA on a biannual basis. Now, the MPOs have been given responsibility for self-certifying that the region is in compliance with those federal regulations as defined in Title 23 Code of Federal Regulations. Council approval is necessary of the self-certification so that the FY 1986 federal funding grants can be submitted in a timely manner. Documentation of compliance is attached to Resolution No. 85-559.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1985, in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 85-558.

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