

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

FOR THE PURPOSE OF CERTIFYING THAT ) RESOLUTION NO. 86-687  
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 25th day of September, 1986.

  
Richard Waker, Presiding Officer

APPROVED by the Oregon Department of Transportation State  
Highway Engineer this 30 day of Sept, 1986.

  
State Highway Engineer

## ATTACHMENT A

### 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

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 (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 (Clark County) jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

#### 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 87. 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. UMTA has indicated that lack of an updated TDP results in an insufficient basis for federal transit grant approvals.

#### 5. Transportation Improvement Program

The FY 87 TIP was adopted in September 1986 and will be amended continuously throughout the year. Recent amendments included authorization of FY 86 Interstate Transfer funds; updates of the Section 3 Letter-of-Intent Program and the Section 9 Capital Program.

#### 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. Of particular emphasis during FY 86 was involvement in the Southwest Corridor study. This involved creation of a special citizens committee and review by various town halls, community groups and business associates.

#### 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 projected to be in compliance with both the ozone and the carbon monoxide standard by 1987. The SIPs 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 1985-86 was submitted to UMTA in September 1985. UMTA approved the Title VI report with the

next update due in September 1987. Since the FHWA review in June 1981, Metro has developed full plans for MBE, Equal Opportunity and Citizen participation.

9. Elderly and Handicapped

An Interim Special Needs Transportation Service Plan is in effect. Appropriate parts of the new Special Needs Plan were adopted as a 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 RTP, bidding and contract process. So far in FY 87, 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.

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.

On a test basis, private operators are being used to replace regular service eliminated by Tri-Met. Evergreen Stage Lines is providing service on the Westover line, while a private cab company (Broadway Cab) is providing the late night owl service. Both have permits issued by the City of Portland and, more importantly, neither service is receiving public subsidy.

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.

Tri-Met and Metro are also implementing a work program to ensure additional private sector participation in provision of transit service as soon as practicable.

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.

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09/09/86

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