

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

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 88-965
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL TRANS-) Introduced by Rena Cusma,
PORTATION PLANNING REQUIREMENTS) Executive Officer

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

WHEREAS, Urban Mass Transportation Administration and Federal Highway Administration 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 August, 1988.



Mike Ragsdale, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this _____ day of _____, 1988.

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 the Oregon Department of Transportation (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 Federal Highway Administration (FHWA) planning funds and Metro and Tri-Met for use of Urban Mass Transportation Administration (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 (RTP) was adopted on July 1, 1982. The document has had one approved housekeeping update (October 1983) and is undergoing a major update. The short-range Transit Development Plan (TDP), the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met board in January 1988. 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 89 Transportation Improvement Program (TIP) adopted in August 1988 will be amended continuously throughout the year. Future amendments will include authorization of FY 88 Interstate Transfer funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and the state modernization 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 88 was involvement in the Southeast Corridor study. This involved creation of a special citizens committee and review by various neighborhood associations, community groups and business associates.

7. Air Quality

Oregon's State Implementation Plans for ozone and carbon monoxide were both adopted by Metro and the Environmental Quality Commission (EQC) and approved by the Environmental Protection Agency (EPA) in 1982. The region is close and may have actually attained both standards. DEQ is currently discussing the attainment status of both the ozone and the carbon monoxide standards with EPA.

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 transportation 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 is certified until September 1989. In addition, the ODOT/FHWA on-site review in March 1988 found the agency to be in compliance. DBE, EEO and citizen participation all have programs in place which have been UMTA-certified.

9. Elderly and Handicapped

A Special Needs Transportation Service Plan was adopted by the Tri-Met Board in January 1988. 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 July 1988. 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 2 percent. The DBE Program is very specific about the Request for Proposals, bidding and contract process. In FY 88, a major grant from UMTA provided several contracting opportunities. Of the \$375,000 grant, \$219,849 was contracted of which \$43,775 (19.9 percent) was subcontracted to DBE/WBE contractors.

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 providing regular service eliminated by Tri-Met. Evergreen Stage Lines is providing service on the Westover line. A private cab company (Broadway Cab) did provide the late night owl service, but terminated their service due to funding problems. Tri-Met is seeking demonstration funds from UMTA to allow for a one year transition period (from public to private operations) to rebuild patronage to former levels. In addition, the Buck Medical Service provides service on the Molalla to Oregon City line and on the Milwaukie Transit Center to Clackamas Town Center line.

Tri-Met also 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 (RAZ Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

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. Tri-Met has conducted several studies outlining the potential savings of contracting for transit service. Contracting service is a major objective of forthcoming negotiations between Tri-Met and the local transit union. In addition, Metro has contracted for a major study examining suitable modes for delivering suburban transit service in the region. The study also defined potential savings of contracting for the service.

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

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Metro Council Councilor George Van Bergen

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Department of Environmental
Quality Fred Hansen, Director
Nick Nikkila, Administrator
Air Quality Division



METRO

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Memorandum

Agenda Item No. 5.2

Meeting Date August 25, 1988

Date: August 10, 1988

To: Metro Council

From: Councilor Jim Gardner, Chair
Council Intergovernmental Relations Committee

Regarding: COMMITTEE REPORT ON AUGUST 25, 1988, COUNCIL MEETING
AGENDA ITEM NO. 5.2 CONSIDERATION OF RESOLUTION
NO. 88-965, FOR THE PURPOSE OF CERTIFYING THAT THE
PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL
TRANSPORTATION PLANNING REQUIREMENTS

Resolution No. 88-965 provides the annual certification for the Urban Mass Transportation Administration and Federal Highway Administration to document that Metro meets Federal regional planning requirements. Designated as the Metropolitan Planning Organization (MPO), Metro fulfills its regional planning role through the Joint Policy Advisory Committee on Transportation (JPACT). Metro must annually certify its compliance in regional planning in order to receive any funding from Federal Transportation entities. Annual recertification will occur each August. This certification proceeds JPACT's plan to use federal funds -- the annual Transportation Improvement Program (TIP).

JPACT and TPAC, its technical advisory committee, unanimously approved Resolution No. 88-965. The Committee considered the resolution at its August 9, 1988 meeting. Councilors Gardner, DeJardin and Collier attended the meeting. Councilors Knowles and Waker were absent. The Committee unanimously approved a motion that the Council adopt Resolution No. 88-965.

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