

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

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 89-1072
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL TRANS-) Introduced by Mike Ragsdale,
PORTATION PLANNING REQUIREMENTS) Chair, Joint Policy Advisory
Committee on Transportation

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 27th day of April, 1989.


Mike Ragsdale, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this 13 day of June, 1989.


State Highway Engineer

INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT

Agenda Item No. 4.5

Meeting Date April 27, 1989

RESOLUTION NO. 89-1072, CERTIFYING THAT THE PORTLAND METROPOLITAN
AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION GUIDELINES

Date: April 19, 1989

Presented by: Councilor Gardner

COMMITTEE RECOMMENDATION: At the April 18, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Bauer, DeJardin, Devlin and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1072. Councilor Collier was absent.

COMMITTEE DISCUSSION/ISSUES: Transportation Department Director Andy Cotugno presented Resolution No. 89-1072 which provides the annual documentation and certification to the Urban Mass Transportation Administration and the Federal Highway Administration that Metro is in compliance with federal transportation planning requirements. These requirements include provision of a "cooperative decision-making forum" for transportation planning which Metro provides through the Joint Policy Advisory Committee on Transportation, JPACT. The annual certification is a standard prerequisite for receiving direct federal funds. The Committee did not raise any issues for review or discussion.

jpm a:\res1072.cr

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. A major update to the document was adopted on March 9, 1989 by the Metro Council. A rigorous review process was followed which allowed for extensive citizen and technical comment. 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.

5. Transportation Improvement Program

The FY 1989 Transportation Improvement Program (TIP), adopted in August 1988, is amended continuously throughout the year. Future amendments will include authorization of FY 1989 Interstate Transfer funds and federal and urban funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and the state modernization program.

6. Issues of Interstate Significance

Considerable interest has been generated in the bi-state study proposed by the Washington State Legislature. The adopted JPACT position paper establishes the terms of those issues. Work on the various issues will be undertaken in this and subsequent Unified Work Programs.

7. 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 1988 and FY 1989 has been involvement in the Southeast Corridor study. A special citizens committee commented and made recommendations on the study which was then further reviewed by various neighborhood associations, community groups and business associates.

The proposed bi-state study created an enormous interest from citizens concerned with the possibility of a third bridge. The issue was resolved at this time with the adoption of a position by JPACT. Those interested citizens

will be kept informed through the media and direct mail.

8. 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 to attainment of both standards. The Department of Environmental Quality (DEQ) is currently discussing the attainment status of the ozone and 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.

9. 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.

10. 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.

11. Disadvantaged Business Enterprise Program (DBE)

A revised DBE program was adopted by the Metro Council in July 1988. Overall agency goals were set for DBEs and WBEs as well as contract goals by type. The annual goal for all Department of Transportation-assisted DBEs is 10 percent and WBEs is 2 percent. The DBE program is very specific about the request for proposals, bidding and contract process. In FY 1988, 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. A small portion of that grant in FY 90 remains of which approximately \$20,000 will be contracted.

12. 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 Raz Transportation Company. 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 Milwaukie Transit Center to Clackamas Town Center line.

Tri-Met also contracts for elderly and handicapped service with private entities such as the Broadway Transportation, Buck Medical Services and Special Mobility Services, Inc. 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.

Two areas, Molalla and Wilsonville, were allowed to withdraw from the Tri-Met District on January 1, 1989. A condition of withdrawal was that they provide service at least equal to the service previously provided by Tri-Met. Buck Medical Services is providing that alternative service at approximately two-thirds the cost of Tri-Met service.

In addition, Tri-Met and Metro are working with a private provider proposing to institute transit service in the I-205 corridor.

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 completed a major study examining suitable modes for delivering suburban transit service in the region. The study defined potential savings of contracting for service.

CERT0314.REG/03-14-89

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council Councilor Mike Ragsdale

Metro Council Councilor George Van Bergen

Metro Council Councilor Jim Gardner
Councilor Richard Devlin (alternate)

Multnomah County Commissioner Pauline Anderson
Commissioner Gretchen Kafoury (alternate)

Cities in Multnomah County Councilor Marge Schmunk (Troutdale)
Councilor Fred Carlson (Fairview) (alternate)

Washington County Commission Chairman Bonnie Hays
Commissioner Roy Rogers (alternate)

Cities in Washington County Mayor Clifford Clark (Forest Grove)
Mayor Larry Cole (Beaverton) (alternate)

Clackamas County Commissioner Ed Lindquist

Cities in Clackamas County Mayor H. Wade Byers, Jr. (Gladstone)
Councilman William Stark (Wilsonville)
(alternate)

City of Vancouver Councilman Scott Collier
Councilman Dick Pokornowski (alternate)

Clark County Commissioner John Magnano

City of Portland Commissioner Earl Blumenauer
Commissioner Mike Lindberg (alternate)

Oregon Department of
Transportation Robert N. Bothman, Director
Don Adams, Region I Engineer (alternate)

Washington State Department
of Transportation Gary Demich, District Administrator

Port of Portland Robert L. Woodell, Executive Director
Cartèr MacNichol, Director (alternate)
Real Estate Management and Development

Tri-Met James E. Cowen, General Manager
Bob Post, Asst. General Manager (alternate)

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