

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

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 90-1235
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 26th day of April, 1990.


Tanya Collier, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this ____ day of _____, 1990.

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 jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

f. Bi-State Transportation Planning -- Metro and IRC have jointly adopted a work program description which is reflected in this UWP and a decision-making process for high capacity transit corridor planning and priority setting.

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 had one housekeeping update in 1984 and a major update in 1989. 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 1990 Transportation Improvement Program (TIP), adopted in September 1989, is amended continuously throughout the year. Future amendments will include authorization of FY 1990 Interstate Transfer funds and Federal-Aid Urban funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and incorporation of the state Six-Year Highway Improvement program.

6. Issues of Interstate Significance

Considerable interest was generated in the bi-state study proposed by the Washington State Legislature. The adopted JPACT position paper established the terms of those issues. A comprehensive study is underway as reflected in this work program.

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.

Several proposed projects have, in the past year, generated considerable public interest.

The possibility of a third bridge prompted a major new bi-state transportation study involving jurisdictions from both sides of the Columbia.

The Western Bypass project, by its nature of being partially outside the urban growth boundary, was subject of a land use law suit.

The Southeast Corridor Study involved not only its own citizens committee but neighborhood associations, business groups and community groups. Final recommendations were approved by the concerned interest groups as well as the involved jurisdictions.

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 1992. 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 September 1989. 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 12 percent

combined DBE/WBE. The DBE program is very specific about the request for proposals, bidding and contract process.

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.

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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, Buck supplies fixed-route service between Clackamas Town Center and the Milwaukie Transit Center.

Solicitations for citizen representatives to TPAC were sent to private transit operators in the Portland region of which three applied. One was selected (from Broadway Cab) and appointed to a two-year term by the Metro Council.

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Metro Council Councilor Mike Ragsdale
Councilor George Van Bergen
Councilor David Knowles
Councilor Jim Gardner (alternate)

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

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**INTERGOVERNMENTAL RELATIONS
COMMITTEE REPORT**

**RESOLUTION NO. 90-1235, CERTIFYING THAT THE PORTLAND
METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION
PLANNING REQUIREMENTS**

Date: April 17, 1990

Presented by: Councilor Ragsdale

COMMITTEE RECOMMENDATION: At the April 10, 1990, Intergovernmental Relations Committee meeting, all members were present and voted unanimously to recommend Council adopt Resolution No. 90-1235.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 90-1235 meets the federal transportation agencies -- Urban Mass Transit Administration (UMTA) and Federal Highway Administration (FHWA) -- requirements for regional self-certification that the Portland metropolitan area (Oregon portion) planning process is in compliance with certain federal requirements. Meeting these standards is a prerequisite to receiving federal funds.

Metro Transportation Department Director Andy Cotugno noted the self-certification includes reaffirming Metro as the designated Metropolitan Planning Organization (MPO) for "the urbanized areas of Clackamas, Multnomah and Washington Counties, Oregon." Each year the self-certification documents are considered at the same time as the UWP.

The Committee did not raise any issues or questions regarding the resolution.

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Clerk of the Council

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William Lutes
for State Highway Engineer

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