

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

FOR THE PURPOSE OF CERTIFYING THAT ) RESOLUTION NO. 92-1582  
THE PORTLAND METROPOLITAN AREA IS )  
IN COMPLIANCE WITH FEDERAL TRANS- ) Introduced by  
PORTATION PLANNING REQUIREMENTS ) Councilor Richard Devlin

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

WHEREAS, The Federal Transit 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 Exhibit 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 March, 1992.

  
\_\_\_\_\_  
Jim Gardner, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this 15<sup>TH</sup> day of April, 1992.

  
\_\_\_\_\_  
State Highway Engineer

## EXHIBIT 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 Federal Transit Administration (FTA) 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, a major update in 1989, and was revised in 1991. A second major update is scheduled for 1992-93 and is included in the FY 93 work program. A rigorous review process is followed during updates which allows 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 and is being updated in 1992..

5. Transportation Improvement Program

The FY 1992 Transportation Improvement Program (TIP), adopted in September 1991, is amended continuously throughout the year. Future amendments will include authorization of FY 1992 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 Transportation Improvement Program.

6. Issues of Interstate Significance

The Bi-State Study was completed in FY 92. The study generated recommendations which will be further analyzed as part of the update to the Regional Transportation Plan. Unresolved issues may require additional separate analysis or study. Metro continues to participate on Bi-State transportation and air quality issues.

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.

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. The second phase of this study began in early 1992 and includes a similar public involvement program.

The Northwest Subarea Transportation Study includes a Citizen Advisory Committee comprised of neighborhoods, community, and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

The Western Bypass Study has a very active Citizen Advisory Committee which is supported by the Oregon Department of Transportation.

#### 8. Air Quality

Oregon's State Implementation Plans (SIPs) 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.

New federal clean air regulations and the new ISTEA will require major efforts from all metropolitan area jurisdictions. Metro's TDM/Air Quality program responds to the Clean Air Act as well as to the Oregon Legislature to identify demand management techniques which improve air quality. The program will report findings to the Governor's Task Force on Auto Emissions in the Portland region. The TDM program will also provide the basis for updates to the SIPs and for CO and ozone attainment and maintenance plans. All recommendations will include extensive public review and be carried through TPAC, JPACT and the Metro Council.

#### 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

The ADA Joint Complementary Transit Plan was adopted by the Tri-Met Board in December 1991. The Complementary Transit Plan was certified as compatible with the Regional Transportation Plan by Metro Council in January 1992.

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.

Tri-Met also contracts for demand-responsive service with private entities such as ATC, Dave Systems, Inc., School Bus Services, taxis, Buck Medical Services and Special Mobility Services, Inc. Tri-Met also coordinates with those agencies using federal programs (FTA's 16(b)(2)) to acquire vehicles. Service providers in this category are coordinated by Volunteer Transportation, Inc. 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. Dave Systems, Inc. is providing alternative service to Molalla at approximately two-thirds the cost of Tri-Met service. In addition, Dave Systems, Inc. supplies fixed-route service between Clackamas Town Center and the Milwaukie Transit Center.

C-TRAN contracts with Dave Systems, Inc. for elderly and handicapped service.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council . . . . . Councilor Richard Devlin  
Councilor Jim Gardner  
Councilor Susan McLain  
Councilor George Van Bergen (alternate)

Multnomah County . . . . . Commissioner Pauline Anderson  
Commissioner Gary Hansen (alternate)

Cities in Multnomah County . Councilor Marge Schmunk (Troutdale)  
Councilor Bernie Giusto (Gresham) (alt.)

Washington County . . . . . Commissioner Roy Rogers (Washington Co.)  
Commissioner Bonnie Hays (alternate)

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

Clackamas County . . . . . Commissioner Ed Lindquist

Cities in Clackamas County . Mayor Robert Liddell (West Linn)  
Mayor Craig Lomnicki (Milwaukie) (alt.)

City of Vancouver . . . . . Mayor Bruce Hagensen  
Les White, C-TRAN (alternate)

Clark County . . . . . Commissioner David Sturdevant  
Les White, C-TRAN (alternate)

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

Oregon Department of  
Transportation . . . . . Don Forbes, Director  
Don Adams, Region I Engineer (alternate)

Port of Portland . . . . . Mike Thorne, Executive Director  
Carter MacNichol, Director (alternate)  
Real Estate Management and Development

Washington State Department  
of Transportation . . . . . Gerry Smith, District Administrator  
Keith Ahola, Project Development Engineer

Tri-Met . . . . . Tom Walsh, General Manager  
Bob Post, Asst. General Manager (alternate)

Department of Environmental  
Quality . . . . . Fred Hansen, Director  
Steve Greenwood, Administrator  
Air Quality Division (alternate)

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

City of Portland	Steve Dotterer Vic Rhodes (alternate)
Multnomah County	Susie Lahsene Larry Nicholas (alternate)
Cities of Multnomah County	Richard Ross Greg Wilder (alternate)
Washington County	Brent Curtis Mark Brown (alternate)
Cities of Washington County	Rick Root Roy Gibson (alternate)
Clackamas County	Rod Sandoz Tom VanderZanden (alternate)
Cities of Clackamas County	Maggie Collins Jerry Baker (alternate)
Tri-Met	G.B. Arrington Joe Walsh (alternate)
Clark County	Dean Lookingbill Richard Warren (alternate)
Oregon Department of Transportation	Ted Spence Dave Williams (alternate)
Washington State Department of Transportation	Steve Jacobson Keith Ahola (alternate)
Federal Highway Administration	Fred Patron Caleb Frobig (alternate)
Port of Portland	Bebe Rucker Brian Campbell (alternate)
Department of Environmental Quality	Howard Harris
Citizenry:	Greg Oldham/Richard Berman (alt.) Molly O'Reilly/Ellen Vanderslice Ray Polani/Jim Howell (alt.)
Associate Members: City of Vancouver C-TRAN	Kim Chin Don McDowell (alternate)

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1582 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

-----  
Date: March 20, 1992

Presented by: Councilor Washington

Committee Recommendation: At the March 10 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1582. Voting in favor: Councilors Devlin, Bauer, Buchanan, McLain and Washington.

Committee Issues/Discussion: Andy Cotugno, Director of Transportation presented the staff report which officially notifies the federal government that the Portland metropolitan area is certified as in compliance with federal transportation planning requirements.

TPAC has reviewed the resolution and is in support.

Cotugno explained that this certification is happening under old federal regulations and that next year, under the new requirements, the process will be considerably more complicated.



STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1575 FOR THE PURPOSE OF APPROVING THE FY 1992 UNIFIED WORK PROGRAM (UWP) AND RESOLUTION NO. 92-1582 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: February 20, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) containing the transportation planning work program for FY 1993; 2) authorize the submittal of grant applications to the appropriate funding agencies; and 3) certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.

TPAC and JPACT have reviewed the FY 1993 Unified Work Program and accompanying federal certification planning requirements and recommend approval of Resolutions 92-1575 and 92-1582.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1993 UWP describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1992. Included in the document are federally-funded studies to be conducted by Metro, Intergovernmental Resource Center of Clark County (IRC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland, and local jurisdictions. Major commitments continue to the Clean Air Act, Demand Management, Urban Growth Management, the Westside Corridor project and Hillsboro DEIS, the I-205/Milwaukie Pre-Alternatives Analysis, the I-5/Vancouver Pre-Alternatives Analysis, and High Capacity Transit studies. Also of major priority are the Regional Transportation Plan major update, the Southeast Corridor Study, the response to Rule 12 and the new Intermodal Surface Transportation Efficiency Act (ISTEA).

In the past, regional Interstate Transfer or FAU funds have been allocated towards work elements in the UWP. This practice is continued with an allocation from the region's Surface Transportation Program, the replacement for FAU.

Federal transportation agencies (FTA/FHWA) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of UWP approval.

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

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1992 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolutions 92-1575 and 92-1582.