

Lee



CRAG

Columbia Region
Association of
Governments

527 S.W. Hall Street
Portland, Oregon
97201

Press Release

For Release: IMMEDIATELY

December 15, 1978

For more information phone:

Judy Bieberle
Jill Hinkley

503/221-1646

CRAG SLATES PUBLIC HEARING ON SOUTH CLACKAMAS STUDY AREA

A public hearing Dec. 21 will be followed directly by a vote of the Columbia Region Association of Governments (CRAG) Board of Directors on whether to redesignate the South Clackamas Study Area "natural resource" and "rural" in the regional Land Use Framework Element.

The hearing will begin at 7:30 pm in the CRAG offices at 527 SW Hall St., Portland.

Approximately 33,500 acres are proposed for "natural resource" designation and approximately 5200 for "a rural designation."

Redesignation of the area in the southern portion of the county is being sought by Clackamas County so that the area will have a designation that is consistent in the county comprehensive plan and the Regional Plan.

Other related actions being considered by the Board are the upgrading of temporary boundaries around Mulino, Colton and Viola to Type I boundaries on the regional Framework map to include additional rural areas both inside and outside the Study Area.

These land use actions are being requested by the county following the adoption of a Rural Plan Amendment in October, 1978.

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For more information phone:
Judy Bieberle
Peg Henwood

503/221-1646

MSD OFFICIALS GET IN-DEPTH LOOK AT NEW AGENCY

Newly elected MSD executive officer Rick Gustafson and the 12 subdistrict councilors will sit down this weekend with key staff from the Columbia Region Association of Governments (CRAG), the Metropolitan Service District (MSD) and the Washington Park Zoo to discuss reorganization of the Metropolitan Service District. The retreat is scheduled for Friday, December 15 and Saturday, December 16 in room 101 of the Administration building at Marylhurst Campus.

The proposed agenda for Friday morning covers the legal responsibilities of the new agency that begins operation on January 1, and an overview of the programs and issues of the three agencies to be consolidated in the new MSD.

Legislative proposals and a briefing on the I-505 Interstate Transfer proposal will be considered at the afternoon session. The MSD officials will be joined by the outgoing CRAG Board of Directors for lunch.

The Saturday session focuses primarily on organizational matters such as proposed operating rules, a joint personnel plan, office space and staffing needs. The current MSD Board of Directors will lunch with the new Council on Saturday.

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A reorganization of the Metropolitan Service District was approved by the voters of the tri-county area at the May 26 primary election. The executive officer and councilors from a dozen subdistricts were elected at the general election in November.

Lee

Public Relations
Portland/Vancouver AQMA
Citizens Advisory Committee
2637 SW Water Ave.
Portland, OR 97201

November 3, 1978

Dear Friend:

I serve on the publicity sub-committee for the Citizens Advisory Committee for the Portland/Vancouver Air Quality Maintenance Area. Since you probably have an interest in Portland area air quality, the Committee thought you'd like to hear about our meetings.

The Committee meets at the CRAG offices, 527 SW Hall, from 5:30 to 8 pm every Tuesday. A public forum is always provided at the beginning and again at the end of the meetings. And we sincerely want your participation!

The Portland AQMA Advisory Committee will make recommendations to DEQ and the Environmental Quality Commission for strategies to control pollutants that don't meet National Ambient Air Quality Standards. Our advice will be used toward designing the 1979 State Implementation Plan that DEQ must submit to EPA.

This week, because of the elections, we will meet Wednesday, November 8 at the usual time and place. An agenda has been enclosed. Dr. Cooper's presentation should be fascinating. It is the first presentation of information from the extensive Portland Aerosol Characteristic Study (PAC). Perhaps we will really start to learn more about the air we breathe in various areas of the Portland Metropolitan region.

Please come! Call me if you have any questions or comments.

Sincerely,



Melinda Renstrom
222-1963

PORTLAND AQMA ADVISORY COMMITTEE AGENDA

DATE: NOVEMBER 8, 1978

TIME: 5:30 p.m.

PLACE: CRAG
527 S. W. HALL STREET
PORTLAND, OREGON 97201

1. ROLL CALL (5:30 - 5:35)
2. APPROVAL OF MINUTES OF NOVEMBER 1 MEETING (5:35 - 5:40)
3. PUBLIC FORUM I (5:40 - 5:50)
4. REPORTS FROM SUBCOMMITTEES (5:50 - 6:05)
5. PRELIMINARY RESULTS FROM THE PORTLAND AEROSOL CHARACTERIZATION STUDY (PACS) (6:05 - 7:05)

This presentation will be the first review of the preliminary results of the PACS. Emission sources of total suspended particulate (TSP) contributing to violations of ambient air standards will be identified and discussed (informational item).

-- Dr. John Cooper
Oregon Graduate Center

B R E A K - 5 MINUTES

6. STATUS REPORT ON CRAG AND DEQ'S CARBON MONOXIDE AND PHOTOCHEMICAL OXIDANT SIP REVISION WORK PROGRAM (7:10 - 7:50)

This report will give a description of CRAG's transportation/emissions modeling procedures. DEQ staff will describe the methods by which future ambient air concentrations of carbon monoxide and photochemical oxidants will be predicted using the emissions data developed by CRAG (informational item).

-- CRAG Staff
-- Ann Batson, DEQ

7. PUBLIC FORUM II (7:50 - 8:00)

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97201

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For Release: IMMEDIATELY

For more information phone:

Judith Bieberle
Barbara Higbee

503/221-1646

October 24, 1978

FINDINGS IN SUPPORT OF REGIONAL GROWTH BOUNDARY SET FOR CONSIDERATION

Adoption of new findings that are consistent with statewide planning goals and validate the placement of the region's Urban Growth Boundary by the Columbia Region Association of Governments (CRAG) will be considered by the Board of Directors when it meets at 5:30 on October 26, at the CRAG Offices.

Approval of the findings together with board action on 9 petitions to amend the Framework Element of the Regional Plan, resolution of 7 Study Areas and clarification of several individual boundary placements completes nearly a year's work on the resolution of the Urban Growth Boundary.

The boundary which was incorporated in the Land Use Framework Element adopted in December, 1976, by the CRAG Board was contested in 1977 by the 1000 Friends of Oregon which claimed the boundary included too much land for urban development. The Land Conservation and Development Commission (LCDC), in hearing the case requested CRAG to supply complete findings to substantiate placement of the boundary.

The objective of the new findings has been to project the need for land in Washington, Clackamas and Multnomah counties to accommodate growth through the year 2000. To do so, CRAG economists and planners used projection of population growth, housing needed for expanding population, employment demands and related factors such as land needed for streets, highways, parks, open spaces, governmental and school facilities, among others.

It is estimated that 1.3 million people will be living in the urban portion of the three counties by the year 2000.

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A significant factor in the findings is the amount of vacant land considered as needed within the boundary to discourage undesirable land-market conditions which might occur if the boundary were drawn too tightly.

To offset an unduly constrained supply of land which might contribute to escalated land prices, the findings incorporate a 25 percent vacant-land factor.

Extending current household-size trends, it is assumed that average households in the year 2000 here will comprise 2.5 persons. This means 506,164 households will exist in the urban area. Calculating and extending trends for single-family and multi-family housing splits, it is estimated that 337,232 single-family units and 189,558 multi-family units will exist to house the year-2000 population, taking into account a 2.5 percent vacancy rate for single-family and seven percent vacancy rate for multi-family units.

To convert housing units to land needs, CRAG staff estimate that average per-acre densities would be 4.4 units per acre for single-family dwellings and 17 units per acre for multi-family dwellings. This computes to 76,644 acres needed within the Urban Growth Boundary for single-family, and 11,157 acres for multi-family uses.

Nearly all of the petitions received this year during CRAG's annual process for amending the Regional Plan concern boundary changes to the Land Use Framework Element. Petitions were received from two private citizens, one group of property owners, two from CRAG staff and the remainder from local jurisdictional staff in the tri-county area.

The seven study areas and CRAG staff's recommended designations are: Hillsboro, "urban," "rural" and "natural resource" designations; Happy Valley, "urban"; Canby, "natural resource" and "urban"; Columbia South Shore, "urban"; Troutdale, part "urban" and part "natural resource"; Wilsonville, "rural," except five acres "urban"; Rock Creek, part "urban," part "rural."

The petitions and Study Area designations were topics of a series of public hearings held in the three counties earlier this month. Summaries of public testimony taken at the hearings as well as additional comments presented in writing have been supplied to CRAG Board members for their consideration along with staff recommendations.

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Judy Bieberle

Greg LeFever

Oct. 2, 1978

503/221-1646

CRAG PROGRAM COULD PRODUCE SAVINGS FOR CITIES

Bargains in equipment are being missed by a number of cities in this region, so the Columbia Region Association of Governments (CRAG) is initiating a program to help the cities with their shopping.

The state Department of General Services operates a Federal Surplus Property Program in Oregon where certain designated organizations and agencies can obtain property no longer needed by the federal government. CRAG staff has noted, however, that only six cities in three counties in this region have used the program.

The federal surplus property being sold by the state includes both new and used items, ranging from office supplies to heavy-construction equipment. Typewriters go from \$5 to \$85, and new raincoats are sale-priced at \$3. Desks run about \$75, and chairs are going for \$6 apiece. A 12-foot silk parachute, minus shrouds, is priced at \$2, while a 2.5-ton crash-and-rescue vehicle carries a service charge of \$1,500.

The reasons many more cities in this region are not availing themselves of these offerings appears to CRAG to be that the cities are not familiar with the program or are not apprised of the program's current offerings.

The new CRAG program will familiarize interested cities with the available surplus property and procedures for purchasing it. A CRAG staff member will visit the state's warehouse in Salem on a bi-weekly basis, then report current offerings to the cities here. The state reports the program's offerings four times a year.

No new funds need to be budgeted, as the new program falls within the scope of CRAG's existing Local Government Services program, headed by Marilyn Holstrom.

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Greg LeFever

Oct. 4, 1978

503/221-1646

CRAG TOUGHENS STANCE ON TRANSPORTATION COST OVERRUNS WHILE GIVING JURISDICTIONS ADDITIONAL DECISION-MAKING AUTHORITY

Rising construction costs and their effect on existing transportation improvement funds have prompted directors of the Columbia Region Association of Governments (CRAG) to toughen their stance on project cost overruns.

Board members voted Sept. 28 to adopt new procedures recommended by CRAG's transportation staff and committees, giving local jurisdictions more flexibility to switch money from one project to another to meet cost overruns, which are instances where the actual construction cost of a project exceeds the amount budgeted for the project. At the same time, however, the new procedures set stricter criteria on delving into regional transportation funds to meet overruns.

The purpose of these new procedures is to allow CRAG to more closely monitor the region's pool of federal transportation improvement money in the face of steadily rising construction costs, while allowing local jurisdictions to set priorities within an overall regional framework.

Particularly affected is the region's Interstate Transfer Fund, which is \$203 million originally earmarked for the now-defunct Mount Hood Freeway project in southeast Portland. When that project was withdrawn in 1976, the governor and federal officials asked CRAG to reallocate the money to other transportation projects throughout the region. At that time, a \$3.2 million contingency account was established from the Transfer funds to cover overruns on approved projects. Already, at least one major project has inflated beyond its original cost estimate, necessitating dipping into the contingency account.

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The CRAG Board requested several weeks ago that procedures be developed to avoid first-come, first-serve spending of the limited contingency account. The procedures recommended by CRAG transportation planners divide the existing contingency fund into several smaller accounts coinciding with categories set up in the original division of the money. With these smaller accounts, the region's cities and counties have the flexibility to use the money as their own project priorities dictate. Regional-level budgetary shifts would come before CRAG only when the overrun exceeds \$250,000 or 10 percent of the budgeted cost of a project, whichever is smaller.

The original Interstate Transfer Fund allocation and new contingency amounts are:

- Southeast Portland, \$16 million with contingency of \$1,017,000.
- Remaining City of Portland, \$9.8 million with \$599,488 contingency.
- Multnomah County, \$2.3 million with \$177,485 contingency.
- Clackamas County, \$8.7 million with \$548,714 contingency.
- Washington County, \$2.7 million with \$177,793 contingency.
- East Multnomah County Reserve, \$5 million with \$319,015 contingency.
- Transportation Systems Management (TSM) Reserve, \$5 million with \$319,015 contingency.

The remaining major category to which Interstate Transfer Funds were allocated, the Regional Transitways Reserve at \$153 million, was not given an additional contingency account.

The new procedures were compiled by CRAG staff with assistance from CRAG's member local jurisdictions and the Oregon Department of Transportation. The procedures also are to be applied to Federal Aid Urban (FAU) money coming into the region, which is funds for improving many heavily traveled highways in Multnomah, Washington, Clackamas and Clark counties.

In another transportation-related matter, the CRAG Board has authorized the transfer of \$172,000 in Interstate Transfer Funds from the Greeley Avenue-Interstate 5 improvement project account to partially pay for preliminary engineering and environmental-impact analysis of the Going Street Noise Mitigation project.

That latter project is being undertaken by the City of Portland as part of a large effort to provide better access to Swan Island while reducing traffic volume and noise on Going Street.

The CRAG Board also has voted to shift \$89,170 from the Safer-Off-System Road Program's contingency account to the program itself. The 14 projects included in the program are expected to total \$580,830. At the time that total was established in January, 1977, the federal government made \$670,000 available for the program, with the surplus being set aside by CRAG as the contingency account. Shifting the contingency account to the program will allow jurisdictions where the projects are to be built to set priorities for spending the contingency money in the event of cost overruns or other unforeseen expenses.

Two transportation planning documents were amended by CRAG Board votes to reflect several proposed improvement projects.

Board members agreed to amend the region's Transportation Improvement Program (TIP) to place nine projects totalling \$1.4 million into the Fiscal 1979 agenda. The monetary total for the projects is federal dollars requested by the region to pay for construction, right-of-way acquisition and engineering of the projects.

The region's Interim Transportation Plan (ITP) also was amended by the CRAG Board to include a proposed four-lane roadway between Marine Drive and Sandy Boulevard in a seven-square-mile area known as Columbia Community. The request to add this proposal to the ITP -- at this time involving no allocation of money -- was made by Multnomah County officials, who drew up the Columbia Community Plan and included the industrial arterial to connect the 181st-Banfield interchange to the proposed Airport Way interchange on I-205 west of 122nd Avenue.

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Oct. 3, 1978

503/221-1646

REGION'S SMALLER CITIES HAVE OWN PROBLEMS; UPCOMING WORKSHOPS TO FOCUS ON GRANTS

Small cities in the Portland metropolitan area have their own particular problems, not the least of which is the misconception that just because a city is small, so must be its problems.

In fact, according to a number of small-city officials here, their jurisdictions are encountering many of the same problems as their larger counterparts -- but small cities don't always have manpower or resources to adequately confront the problems.

This was a recurring theme voiced by several officials during the "Small Cities Workshop" sponsored by the Columbia Region Association of Governments (CRAG) this summer, where a number of small-city officials offered their perspectives to each other and to a delegation of state and federal officials.

The dialogue between these officials was deemed successful, and plans now are being formulated by CRAG to sponsor upcoming workshops focusing on grant-related issues, as grants appear to be a viable method of helping small cities solve some of their difficulties.

The problems of small cities -- defined as having populations of 10,000 or less -- are not limited to obvious fiscal constraints and service demands, but also concern spreading their small staffs to accommodate growing bureaucratic requirements.

Obtaining federal grants is a key example. A prevalent problem noted by this region's small-city officials is that they have difficulty hiring people with wide knowledge of grants and having expertise in applying for them. And if a city is fortunate enough to obtain a grant to fund a program, it often lacks

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the capacity to manage it. This area is particularly crucial because grants are rapidly becoming a mainstay in the fiscal operations of many small cities.

Personnel matters present another wide-ranging problem. Officials said their small cities are investing money to train employees for various specialized governmental functions, only to eventually lose the employees to larger cities that can lure the employees with higher salaries than can be afforded by the small cities. This creates a situation where the small cities are becoming "training grounds" for larger-city staffs, they said.

Plumbing inspectors were cited as a specific example. The state requires that a plumbing inspector have more credentials than either building or electrical inspectors, which means these plumbing inspectors demand higher wages than the small city can budget.

Also, the small-city officials said, the cost of insuring employees is approaching prohibitive levels for many small jurisdictions, and they are having trouble paying employees for vacations and leaves of absence for military duty.

Because of increasing demands for specialization and the difficulty in hiring full-time employees for these duties, many small cities now are relying increasingly on consultants. Small-city officials in this region testified to having both good and bad experiences with consultants, but agreed that they often do not have time or staff to compile a list of available consultants, to check references on them, or to work with the hired consultant to ensure that he or she has a thorough understanding of the particular city and its problems.

The small-city officials attending the workshop also shared with each other some of their experiences with programs that have proven beneficial to the operations of their cities.

The Comprehensive Employment & Training Act (CETA) was cited by several officials as a workable program with which small cities can expand their services in rapidly growing communities, but they urged that CETA not be used to simply provide ongoing services that the cities themselves should be providing.

Citizen involvement was labelled by the officials to be essential to the success of many programs, with the consensus being that when the city's residents were brought into the workings of government, the acceptance and understanding of the city's programs rose dramatically.

From a different angle, several officials urged that their small cities collectively become more involved with policy setting agencies affecting the operation of local governments, so that these larger agencies are fully apprised of situations encountered by small cities. It was pointed out during the workshop that while most cities of under 10,000 population have their particular types of problems, much legislation tends to lump them with cities of 25,000 or greater population, which can be counterproductive.

Transcripts of the Small Cities Workshop sponsored by CRAG can be obtained through the agency's Local Government Assistance program, headed by Marilyn Holstrom.

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Judy Bieberle
Greg LeFever

503/221-1646

Sept. 22, 1978

REGIONAL PLAN, STUDY AREAS AMONG PUBLIC HEARING TOPICS

Three public hearings will be held by the Columbia Region Association of Governments (CRAG) in early October to accept testimony on 15 petitions to amend this area's Regional Plan, CRAG Goals and Objectives and to establish land-use designations for seven "study areas."

The petitions and hearings are parts of the CRAG Annual Review process, which allows citizens, local jurisdiction representatives and other interested parties to request changes in these CRAG documents. The deadline for these petitions was Sept. 8, with the CRAG Board of Directors consideration of the proposed amendments scheduled for Oct. 26.

This year's public hearing schedule is:

--Oct. 4, 7:30 p.m., Multnomah County Courthouse, 1021 SW Fourth Ave., Room 602, Portland.

--Oct. 5, 7:30 p.m., Washington County Administration Building, 150 North First Ave., Room 402, Hillsboro.

--Oct. 9, 7:30 p.m., Clackamas County Courthouse, 807 Main St., Courtroom 4, Oregon City.

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Four of these petitions are recommended by CRAG for quasi-judicial treatment and will be subjects of special judicial hearings, with CRAG Board action on them set for Nov. 30.

Nearly all of the petitions received this year concern boundary changes to the Land Use Framework Element of the Regional Plan. Petitions were received from two private citizens, one group of property owners, two from CRAG staff and the remainder from local jurisdictional staff in the tri-county area.

Testimony also will be taken during the public hearings regarding disposition of seven "study areas" appearing on the Land Use Framework. These areas that, at the time of adoption of the Framework Element by the CRAG Board in 1976, were set aside until more conclusive findings could be developed on future land-use capabilities.

The seven study areas and CRAG staff's proposed designations are: Hillsboro, "urban," "rural" and "natural resource" designations; Happy Valley, "urban"; Canby, "natural resource"; Columbia South Shore, "urban"; Troutdale, half "urban," half "natural resource"; Wilsonville, "rural," except five acres "urban"; Rock Creek, part "urban," part "rural."

While the purpose of the public hearings is to gather oral testimony on the proposed amendments, the submission of written testimony is encouraged. The deadline for submitting written testimony is Wednesday, Oct. 11. It should be sent to the CRAG Board Chairman at the CRAG Offices, 527 SW Hall St., Portland, 97201.

Persons wishing to give oral testimony during the public hearings will be limited to three minutes apiece, with the hearings scheduled to conclude by 11:30 p.m. on their respective nights. CRAG staff members will be available at the hearings, but will be located in adjacent areas where they can answer citizen questions. The purpose of this is to ensure that testimony time will not be consumed by questions, but used solely for statements regarding the proposed amendments.

Persons interested in testifying on specific proposed amendments will be asked to approach the microphone, where they will be heard in the order in which they line up. The proposed amendments will be discussed in the order in which they appear in the information packet prepared by CRAG.

These packages of proposed amendments, CRAG staff findings and hearing procedures are available at the CRAG Public Information Office.

*See me see
Let this*



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For Release: IMMEDIATELY

For more information phone:

Judy Bieberle

Greg LeFever

Sept. 14, 1978

503/221-1646

NEW FINDINGS VALIDATE REGION'S URBAN GROWTH BOUNDARY

New findings compiled by the Columbia Region Association of Governments (CRAG) validate placement of the region's Urban Growth Boundary, concluding that 234,994 acres will be needed by the year 2000 to accommodate urban development in Multnomah, Washington and Clackamas counties.

That total acreage figure is 10,978 acres greater than the 224,016 acres encompassed by the existing Urban Growth Boundary, but CRAG staff is not recommending immediate expansion of the boundary as adopted by the CRAG Board of Directors on Dec. 22, 1976.

Future adjustments in the boundary will be matters of public policy, with analysis provided by a land market monitoring system -- which will continuously assess the boundary's effects on land prices and availability -- being developed by CRAG.

Drawing of urban growth boundaries is required by Oregon's Land Conservation & Development Commission (LCDC). Areas inside the boundary currently are developed as, or are considered suitable for, urban uses. Land outside the boundary is designated for less-intense uses, such as small-acreage farms and large-lot homesites, or is preserved as natural resource areas for agricultural, forestry and recreation uses.

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The purpose of the boundary is to confine urban development to areas in which it exists or is needed, with particular emphasis on improving the efficiency and economy of common public services such as police, fire, transportation, sewers, water, and schools. The boundary also serves to help prevent unnecessary or premature destruction of farmlands and other tracts of environmental significance.

Adoption of this region's Urban Growth Boundary in 1976 by the CRAG Board was contested in 1977 by the 1,000 Friends of Oregon, which claimed the boundary encompassed too large of an area for urban development. LCDC, in hearing the case, requested CRAG to supply thorough findings to substantiate the placement of the boundary.

In these findings, the object has been to project the need for land in the three counties to accommodate urban growth through the year 2000. To do this, CRAG economists and planners used projections of population growth, housing needed to shelter the expanding population, employment demands, and related factors such as the land needed for streets, highways, parks, open spaces, governmental and school facilities, among others.

Another important factor is the amount of vacant land considered as needed within the boundary to waylay undesirable land-market conditions. If the boundary were drawn too tightly around land that would be developed by the year 2000, the result would be an unduly constrained supply of available land, contributing to escalated land pricing.

The new findings incorporate a 25 percent vacant-land factor -- amounting to 46,999 acres -- in determining necessary Urban Growth Boundary area. For the sake of comparison, the vacant-land supply now existing in the City of Portland is 12 percent.

In establishing the number of people who will reside within the Urban Growth Boundary in the year 2000, CRAG staff used existing and pertinent agency projections, recomputing them for the Oregon portion of the Portland metropolitan area.

It is estimated that 1.3 million people will be living in the urban portion of the three counties in the year 2000.

Extending current household-size trends, it is assumed that average households in the year 2000 here will comprise 2.5 persons. This means 506,164 households will exist in the urban area. Calculating and extending trends for single-family and multi-family housing splits, it is estimated that 337,232 single-family units and 189,558 multi-family units will exist to house the year-2000 population, taking into account a 2.5 percent vacancy rate for single-family and seven percent vacancy for multi-family units.

To convert housing units to land needs, CRAG staff estimated that average per-acre densities would be 4.4 units per acre for single-family dwellings and 17 units per acre for multi-family dwellings. This computes to 76,644 acres needed within the Urban Growth Boundary for single-family, and 11,157 acres for multi-family uses.

A similar procedure was used to compute the need for land in the year 2000 created by expanding employment. Existing projections again were recomputed, concluding there will be 570,232 jobs in the urban portion of the three counties. That figure was coupled with employment-to-land ratios to predict 29,702 acres will be needed for employment purposes within the boundary in the year 2000.

Still another trend taken into account is the declining proportion of public and semi-public land to that used for private development purposes. This lowered proportion is due to diminished construction of freeways and railroads, as examples, and pressures on government to cut spending. It is predicted, based upon this trend, that the amount of public and semi-public land needed within the Urban Growth Boundary will be 70,498 acres.

These various land demands combine to set the amount of acres needed within the boundary to allow for reasonable containment of urban development.

Again, the total private-land requirement -- including 87,795 residential and 29,498 employment acres -- is 117,497 acres. Adding that figure to 70,498 acres needed for public and semi-public uses, and the 46,999-acre vacant-land factor achieves the 234,994 total acreage needed inside the Urban Growth Boundary.

Future adjustments in the boundary will hinge greatly on public policy to be determined by the CRAG Board or its successor, the Metropolitan Service District Council.

The new findings related to the Urban Growth Boundary have been delivered by staff to the CRAG Board, affected agencies and jurisdictions. Final recommendations will be delivered to the board on Sept. 28. A series of public hearings will be held in the three Oregon counties between Oct. 2 and 11 to consider citizen and jurisdictional petitioned amendments to CRAG plans, goals and objectives -- including amendments to the existing Urban Growth Boundary.

The board will vote Oct. 26 on all proposed changes in plans, goals and objectives; at the same time, consider adoption of the new findings on the boundary. If the board adopts the final Urban Growth Boundary findings, the documents will be forwarded immediately to LCDC, which will determine whether they satisfy LCDC's 1977 request for further substantiation of the Urban Growth Boundary location.

Lee

Agenda



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Columbia Region
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527 S.W. Hall Street
Portland, Oregon 97201
503 / 221-1646

Date: September 28, 1978

Day: Thursday

Time: 5:30 p.m.

Place: Conference Room "C"

B O A R D O F D I R E C T O R S

1. Written Communications to Board of Directors
2. Citizen Communications to Board of Directors
3. Consent Agenda
 - 3.1 Minutes of Meeting of August 24, 1978
 - 3.2 A-95 Reviews
 - 3.3 Amendment to FY 1979 Annual Element of Transportation Improvement Projects to move FY 1978 unobligated FAU projects to FY 1979 Annual Element (Res. BD 780903)
 - 3.4 Request that Interim Transportation Plan (ITP) be revised to include a proposed industrial arterial in the Columbia Community area. (Res. BD 780901)
 - 3.5 Change in Meeting Schedule
(Due to conflict with holidays it is recommended that the November and December Board meetings be scheduled for the third Thursday of November and December, rather than the fourth Thursday.)
4. Reports
 - 4.1 MSD/CRAG Transition Matters
 - 4.2 Status of Board Actions Regarding Authorization of Interstate Transfer Funds (Res. BD 780902)
 - 4.3 Program to Familiarize Cities with Availability of Surplus Property
 - 4.4 Status of Air Quality Planning Program

CRAG Board Agenda
September 28, 1978

Page 2

4.5 Compilation of Existing CRAG Policies
(material forwarded under separate cover)

5. Old Business

5.1 Process for dealing with Cost overruns of FAU and
Interstate Transfer funded transportation projects.
(Res. BD 780905)

5.2 Safer Off-Street Road Program and Use of its
Contingency Fund. (Res. BD 780906)

BREAK (7:00 p.m.)

5.3 Release for Public Hearing of Amendments to Land
Use Framework Element and Approval of Hearings
Procedures (Order No. 78-12)

5.4 Release for Public Hearing of Proposed Resolution of Study
Areas (Order No. 78-13)

6. New Business

6.1 Authorization of Interstate Transfer Funds for
Preliminary Engineering for Going Street Noise
Mitigation Project (Res. BD 780904)

Adjournment

MEC

2/1

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board
 FROM: CRAG Staff
 SUBJECT: TIP Amendment to Move FY 1978 Unobligated Federal Aid Urban (FAU) Projects to the FY 1979 Annual Element

BACKGROUND: The CRAG Board at its August meeting adopted the FY 1979 Annual Element of the Transportation Improvement Program (TIP). At the time it was assumed that Federal Aid Urban (FAU) funds included in the FY 1978 Annual Element would be obligated by September 30, 1978 (the end of the fiscal year). It was recognized that projects included in the FY 1978 Annual Element should be subsequently reviewed to determine which ones would likely not be obligated by October 1. To obtain federal obligation once the new fiscal year begins, these projects would need to be moved to the FY 1979 Annual Element. This is true because funds not included in the FY 1979 Annual Element can not be obligated after October 1.

A review of the projects included in the FY 1978 Annual Element indicates that funds for nine previously authorized projects may not be obligated by October 1, 1979. These projects are:

Study of alternatives to I-505	\$17,000
E. Burnside/Sandy--ROW and Construction	86,000
Holgate Bridge--ROW and Construction	492,000
Sellwood Bridge--Construction	248,000
Burnside St--223rd to Powell--ROW	86,000
Burnside St--223rd to Stark--ROW	56,000
82nd Ave. Drive--Construction	357,000
SW 65th/Nyberg Rd. Unit 1--ROW	65,000
SW Greenburg Rd.--Construction	<u>78,000</u>

TOTAL	\$1,485,000
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With the movement of these projects to the FY 1979 Annual Element, the Annual Element would be overprogrammed by an estimated 24 percent. This estimate assumes that about \$1 million of previously authorized federal funds would not be obligated at the end of FY 1978 (September 30, 1978) and would be available to fund projects included in the FY 1979 Annual Element. This amount of overprogramming compares with the CRAG overprogramming guideline of 50 percent. The Transportation Technical Advisory Committee has reviewed and approved this amendment.

BUDGET: The requested action will mean that the FY 1979 FAU program will be within Board guidelines.

POLICY IMPLICATIONS: By moving the noted FY 1978 projects to FY 1979, federal obligation of funds can take place in either FY 1978 or FY 1979.

ACTION REQUESTED: Authorize reprogramming of the noted projects to FY 1979 through adoption of Resolution BD 780903 if obligations do not take place before October 1, 1978.

CWO:bc
0587A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
 FROM: CRAG Staff
 SUBJECT: Amendment of the Interim Transportation Plan (ITP)
 by Including a Proposed Facility between Marine Drive and
 Sandy Boulevard

BACKGROUND: The Columbia Community Plan was produced by Multnomah County as part of its planning program. The Plan involves an approximate seven square mile portion of the County which has been designated by the citizens of the community as "Columbia Community."

Boundaries of Columbia Community are the Columbia River on the north, 122nd Avenue on the west, Sandy Boulevard on the south and the Sandy River on the east.

The Plan calls for an east-west facility located between Marine Drive and Sandy Boulevard which is not now on the ITP. This proposed 4-lane industrial arterial (Exhibit "A") would connect the 181st & Banfield (I-80N) interchange with the proposed Airport Way interchange on I-205 west of 122nd Avenue. Access to this road would be primarily from intersecting collector and local streets. Driveway access would be limited for safety and to preserve the street for through access to and from the community. A number of alignments are possible, and a process will be established for fixing alignment. Multnomah County has requested that this road be added to the ITP. It would be classified as a Minor Arterial highway, but would not be included in the federal aid highway system. The Transportation Technical Advisory Committee (TTAC) has reviewed and approved this proposed amendment.

BUDGET: Funds to construct this project are proposed to come from land developers and the Economic Development Administration. Therefore, federal transportation funds would not be affected.

POLICY IMPLICATIONS: Approval will enable the transportation element of the Columbia Community Plan to be consistent with the ITP.

ACTION REQUESTED: Amend the ITP to include the proposed facility as a Minor Arterial.

mec
 1/31

AGENDA ITEM 4.1

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
 FROM: CRAG Staff
 SUBJECT: MSD/CRAG Transition Committee Activities

As directed by the Board through adoption of Resolution BD 780605, the following report is presented concerning activities of the Transition Committee. From the period August 15, 1978, through September 15, 1978, CRAG staff spent time on CRAG/MSD Transition related matters as follows:

Administration	104
Management Services	128
Criminal Justice	0
Public Facilities	0
Information Services	47
Transportation	0
Natural Resources	12
TOTAL	291

A. DISCUSSION OF CLARK COUNTY AND VANCOUVER, WASHINGTON PARTICIPATION IN NEW MSD STRUCTURE.

As you may recall, this item was scheduled for discussion at the previous meeting, but due to conflict beyond their control, Clark County and Vancouver representatives could not be present at that meeting. Consequently, this item was held over for discussion at the September Board meeting.

B. GENERAL TRANSITION MATTERS

A formal meeting of the Transition Committee has not been held since the August CRAG Board meeting.

In accordance with Board approval of the staff request to allocate funds for consultant services in the transition, MSD and CRAG staff have jointly developed contracts and work plans to deal with three major areas of transition concern. Total costs of the contracts will not exceed \$10,600 unless both agencies approve any subsequent amendments. This is below the \$7,000 per agency commitment authorized by both the CRAG and MSD Boards.

The consultant contracts in areas of concern are as follows:

Financial Systems and Reporting	Coopers & Lybrand
Merger of Personnel Systems	GCF Personnel Consultant (This is the Gary Foss firm which previously did the CRAG Classification and Compensation Study)
Administrative Systems & Procedures	Robert J. Elfers & Associates

Agenda Management Summary
Page 2

The consultants are actively working in the approved contracted scope of services and anticipate that their reports will be submitted the agreed-upon October 11 deadline.

At this point it is felt that solutions to most of the problems identified can be accommodated. One major problem remaining to be dealt with on an equitable basis is the CRAG pension plan.

Concerning state and federal planning designations, a meeting with representatives of state agencies was held on September 15 which resulted in a very positive response. This positive response should assure that designations currently held by CRAG will be preserved for the new MSD from the period January 1, through September 30, 1979. This will provide the new MSD Board an opportunity to review their interest in continuing these designations and/or processes.

This has been a month of positive programs in the transition and staff is encouraged that most problem areas will be addressed and that reasonable recommendations and solutions to identified problem areas will be available to the new MSD Board and Executive.

DUK:mec 1/34_35

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board
FROM: CRAG Staff
SUBJECT: CRAG Board Actions Regarding Authorization of Interstate Transfer Funds

BACKGROUND: There is a need for an accurate determination of which Transfer Fund projects require further Board action. Jurisdictions sometimes do not have a clear idea of the regional Board's role in the continuing development of a project.

This report describes the official status of the various Interstate Transfer projects and reserves established by the CRAG Board of Directors. Historically, the Board has used a two-step process in establishing priorities for Transfer Funds. The process consists of, first, reserving funds for a project, and, second, authorizing one or more implementation activities (Preliminary Engineering; Right-of-Way; or Construction).

In the past, the Board has treated each project individually. In some cases funds were only reserved for a project. In these cases, no other activity was authorized. In other cases, the Board has reserved funds and authorized preliminary engineering on a project. In yet other cases, the Board has reserved funds, authorized preliminary engineering, and also authorized construction on the project. TTAC has reviewed and accepted the Staff Report.

BUDGET: The CRAG budget would not be affected by action on this report.

POLICY IMPLICATIONS: Situations where projects and reserves need to be returned to the CRAG Board for further action are clarified. Acceptance of the report provides guidance to the Oregon Department of Transportation and appropriate local jurisdictions as to the future role of the Board is the authorization of Interstate Transfer funds.

ACTION REQUESTED: Accept the Staff Report, and adopt Resolution BD 780904.

GS:bc
0542A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Program to Familiarize Cities With Availability of Surplus Property

BACKGROUND: The State of Oregon within its General Services Administration currently operates a Federal Surplus Property Program. This program enables certain designated organizations and agencies to obtain property that the Federal Government no longer needs. Therefore, cities, counties and public agencies in Oregon are eligible to purchase items at a substantial savings. Articles are both used and new and range from office supplies to automotive equipment.

At this time the program is being utilized by only six cities and three counties within the CRAG region. There are several reasons for the small number of enrolled cities:

- . non-familiarity with the program
- . a quarterly purchasing digest which does not reflect current stock since shipments arrive weekly
- . lack of staff to keep informed of current supplies and equipment

It is the intent of this program to familiarize cities with the program and to provide them with current information as to the availability of items. A CRAG staff member will regularly visit the warehouse and keep jurisdictions informed of goods which might meet their needs.

BUDGET: The CRAG budget provides adequate funds for the additional mileage needed for this program.

POLICY IMPLICATIONS: This program will allow greater communication with member jurisdictions and fulfill a need as voiced by various communities.

MH:kk
0642A
0008A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Air Quality Planning Program

BACKGROUND: CRAG's air quality planning program is now in its third month since CRAG was designated "lead agency." Development of the January 1979 revision of the State Clean Air Implementation Plan (SIP) is underway. Some key activities in the program are described below:

1. The Oregon Department of Environmental Quality has formed an advisory committee. The committee, called the Portland AQMA Advisory Committee, is charged with advising the Department on policy matters related to the control of particulates. The Committee has been meeting every two weeks.
2. CRAG and DEQ have been recruiting air quality planners to work on the SIP revision and subsequent planning. This effort has been hampered by the uncertainty of EPA funding for the program.
3. A process for identifying and analyzing control measures is being developed by CRAG staff, with participation by local jurisdiction staff. This is a simplified evaluation procedure for listing control measures to be included in the January 1979 SIP revision, including measures to be implemented after January/1979 (primarily those measures now in effect) and new measures to be analyzed and evaluated in depth after January 1979.
4. Development of the transportation/land use computer models is nearing completion. The air quality emission estimates for mobile sources will be calculated by a model called SAPOLLUT. Inputs to this model are being coordinated by CRAG and DEQ staff. The first job given the model will be to estimate "baseline" emission estimates for 1983, 1987 and the year 2000, i.e. estimates for the transportation system as we know it today.
5. The progress of EPA's funding bill in Congress is being followed as closely as possible by staff. EPA staff predict it will be mid-November before the funds for air quality planning are available. A formula for distribution of the funds, based on population and ozone levels, is now under consideration.
6. CRAG and DEQ staff are reviewing citizen participation in the transportation systems planning process to insure adequate treatment is given to air quality problems and opportunities.

BUDGET: The CRAG FY 1979 budget was amended in June to include this planning program.

POLICY IMPLICATIONS: This program insures local involvement in preparation of the SIP revision, which will be adopted by the State Environmental Quality Commission.

ACTION REQUESTED: None at this time. This item is included for the Board's information, although comments and suggestions on the program are welcomed.

TW:bc
0668A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Report on Compilation of Existing CRAG Policies

BACKGROUND: As approved by the Board in CRAG's compliance schedule, a policy catalogue, consisting of all existing CRAG policies has been prepared. The document is intended to serve several purposes. First, it will furnish baseline policy statements to local jurisdictions to guide the local planning process. Second, it will help clarify the regional position by providing organized and understandable policy statements. Third, the document will aid in identifying weak policy areas where more work is needed. Finally, it will become the benchmark for formulating or modifying agency policies.

To serve as a convenient and workable reference document, a policy index has been included, as well as key appendices. Also, the source of each policy statement is provided. All policies have received official CRAG Board action.

All policies have been categorized and arranged in an understandable format. Those policies which set up aims or desired ends have been labeled goals, objectives and targets. Those which explain how the aims will be accomplished are identified as strategies, tactics and standards.

This inventory and format have already revealed a lack of standards and quantifiable targets in most programs. Through this compilation of policies several weak policy areas have also been identified.

Based on technical information generated and feedback from jurisdictions, these policies will be further refined and submitted as second stage policies at about the same time next year.

BUDGET: The budget provides for this work under Project 10.1-- Policy Research and Analysis.

POLICY IMPLICATIONS: This will establish a benchmark for further staff work and provide local jurisdictions and the public with an easily referenced compilation of agency policies.

ACTION REQUESTED: This report is presented as an informational item. No action is requested.

JS:bc
0662A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board
FROM: CRAG Staff
SUBJECT: Safer-Off-System Road Program and Use of its Contingency Fund

BACKGROUND: The CRAG Board in January, 1977 established priorities for Safer-Off-System Road Program (BD 761203R) consisting of 14 projects estimated to cost \$580,830 (federal monies).

The original federal dollars available at that time was \$670,000. The difference between the available funds and needed funds was \$89,170. The Board set this amount aside as a contingency fund.

The TIP Subcommittee in July requested CRAG staff to prepare a status report on the program showing current cost estimates to complete each project. The report was presented to the Subcommittee at its August 29th meeting. The details are set forth in Staff Report #35 attached hereto. In the meeting, the Subcommittee proposed a formula for distributing the contingency fund.

The Subcommittee and TTAC have reviewed and approved this recommendation.

BUDGET: The requested action will eliminate the contingency fund.

POLICY IMPLICATIONS: This action will mean that federal obligations can proceed based on the added amounts obtained from the contingency fund. Jurisdictions will have the flexibility to shift funds between projects in their jurisdiction.

ACTION REQUESTED: Allocation of Safer-Off-System contingency funds as described in Staff Report #35. This would allocate Safer-Off-System federal funds to jurisdictions for previously authorized projects. Transfer of funds between projects located in a particular jurisdiction would be allowed.

BP:gh
0550A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board
FROM: CRAG Staff
SUBJECT: A Proposal for Responding to Cost Overruns

BACKGROUND: The CRAG Board at their August meeting, stated that procedures for responding to cost overruns on approved transportation projects are needed. A particular desire was to formulate procedures for using the contingency account for cost overruns in the Interstate Transfer Program. The CRAG staff was asked to propose a management system for dealing with cost overruns.

CRAG staff has prepared Staff Report No. 29 which outlines in detail a proposed system for dealing with cost overruns on Interstate Transfer and Urban System Projects. These procedures have been endorsed by the Transportation Improvement Program (TIP) Subcommittee and the Transportation Technical Advisory Committee (TTAC). Highlighted below are procedures and guidelines for handling cost overruns on the respective programs.

Interstate Transfer Projects:

1. The overall contingency fund would be eliminated as a central contingency fund. Instead it would be suballocated into seven categories. Contingency subaccounts and amounts appear on page three of the Staff Report.
2. Out of the contingency funds suballocated to Category II, \$60,000 would be assigned to overruns on the SE 72nd Avenue Project.
3. Cost overruns up to a standardized guideline amount would be administratively recovered from the appropriate contingency subaccount. (See page 8 in Staff Report 29.)
4. CRAG Board action would be necessary to authorize use of the associated contingency subaccount above the guideline amount.
5. Except for Category II (SE Portland) and IV (East Multnomah Reserve), to transfer federal funds from a project in one of the seven subcategories to projects within the same subcategory, a request would be made by the sponsoring jurisdiction and the TIP would be accordingly amended by the Metropolitan Planning Organization (MPO). The City of Portland would have the flexibility to shift funds between projects within Category II. Similarly, the East Multnomah County Transportation Committee would have flexibility to shift funds within Category IV.

6. Transfer of funds from a project in one of the subcategories to projects in other subcategories is not be recommended.
7. Contingency funds would only be available for currently authorized projects. They would not be available to fund new projects which were not previously authorized.
8. The Oregon Department of Transportation (ODOT) would request obligations of federal funds only up to the CRAG authorized amount.

Federal Aid Urban (FAU) Funds (Oregon):

1. Cost estimates to complete a proposed new transportation project would initially be prepared by the sponsoring jurisdiction.
2. Once the new project is officially included in the TIP annual element, the MPO would request the ODOT to conduct a reconnaissance survey. Should the cost estimate provided in this study be within an established allowance above the initial cost estimate, ODOT would request obligation of federal funds and the TIP would be administratively adjusted. Should the cost estimate produced in the reconnaissance survey be less than the jurisdiction's estimate, the TIP would be administratively adjusted to the state's cost estimate.
3. Should the cost estimate produced in the reconnaissance survey exceed the allowance, the jurisdiction has agree an option to request additional funding authorization for the project from the MPO.
4. An attempt would be made to design the project within the dollar amount authorized plus allowances for inflation and an established overrun allowance.
5. On a quarterly basis, the MPO would administratively revise all project costs for FAU projects included in the TIP to account for inflation.
6. As the cost estimate is revised and should funds be needed above the authorized level, the sponsoring jurisdiction could apply several options (p. 8).
7. ODOT would only request obligation of federal funds up to the figure authorized by the MPO (including inflation and overrun allowances).

The Transportation Technical Advisory Committee has reviewed and approved this report.

BUDGET: Budgetary control for Interstate Transfer projects within major categories would be maintained. Jurisdictions would be allowed more flexibility to transfer funds within categories.

POLICY IMPLICATIONS: A closer match between project costs and funding resources would be established. Project cost estimates would be automatically revised to account for inflation. Guidelines would be established for amending the TIP to account for cost overruns.

ACTION REQUESTED: Approve the proposed management system set forth in Staff Report #29 with the understanding that after six months, it would be reviewed and perhaps modified.

BP:kk
0643A
0009A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Annual Amendments to Land Use Framework Element and Goals and Objectives

BACKGROUND: CRAG Rules on Adoption Procedures (Sec. 2.2, 2.3) commit the agency to provide for annual amendment of its Goals and Objectives and the Regional Comprehensive Plan or elements thereof. At the July Board meeting a 1978 schedule for this process was approved. Agenda Item 5.1 of the August, 1978, Agenda summarized the steps of the amendment schedule. As noted in the summary, the Board is scheduled at the September Board meeting to release substantive amendment petitions for public hearing between October 2-11, 1978. Procedural rules for conduct of the hearings are included with this summary.

Contained with this Agenda Item is a summary of all petitions received, with preliminary staff findings. The findings are intended to provide additional information for the public hearings. Following the hearings, testimony will be summarized and final staff findings and recommendations will be prepared for each petition. Among the petitions are all urban growth boundary changes recommended by staff through the Growth Boundary Findings Project.

BUDGET: No new budget implications.

POLICY IMPLICATIONS: Action on this Item will authorize release of the proposed amendments for public hearing and approve procedural rules for conduct of the hearings.

ACTION REQUESTED: Approval of Order No. 78-12, thereby releasing the amendments recommended in Exhibit "A" for public hearing and approving the hearing procedure contained in Exhibit "B."

mec
3/23

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Release for Public Hearing of Proposed Resolution of Study Areas

BACKGROUND: Rule No. 78-1 adopted at the February Board meeting established a schedule for resolving the remaining CRAG study areas. Since that time several study areas have received an "intended designation." These study areas are to be finally designated in conjunction with the Urban Growth Boundary Findings Project. The remaining study areas where an urban designation is a possibility have been analyzed by CRAG staff working in conjunction with local jurisdictional staffs. Findings for all these study areas are attached.

Board approval of the release of the attached study area findings would place them on the Agenda for the public hearings scheduled between October 2 through 11, 1978, in conjunction with the annual amendment process. The procedural rules for these hearings are outlined in Agenda Item 5.2.

BUDGET: There are no budget implications for this proposed action.

POLICY IMPLICATIONS: The resolution of all study areas with potential urban designations is a prerequisite for completion of the regional Urban Growth Boundary Findings Project.

ACTION REQUESTED: Approval of Order No. 78-13, thereby releasing the attached findings for public hearing on resolution of the following study areas:

1. Hillsboro
2. Happy Valley and Unincorporated Enclave
3. Canby
4. Columbia South Shore
5. Troutdale
6. Wilsonville
7. Rock Creek

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board
FROM: CRAG Staff
SUBJECT: Authorization of Interstate Transfer Funds for Preliminary Engineering on the Going Street Noise Mitigation Project

BACKGROUND: A study was recently undertaken concerning transportation issues relating to Swan Island. Initially, the Swan Island Task Force's major effort was directed at finding a second access route to Swan Island in order to: 1) provide greater overall access capacity and 2) reduce traffic volume and truck noise on Going Street. The Task Force, after technical consultant studies, recommended the Basin/Going and Greeley/I-5 projects as meeting the two major objectives of the Task Force. The CRAG Board has set aside approximately \$1.7 million in Interstate withdrawal funds for use on the proposed Greeley/I-5 project. These funds have escalated to about \$2,037,000 as of June 30, 1978.

There have been two important changes in the Swan Island situation and the Greeley/I-5 project since the CRAG Board last approved this project for withdrawal funding.

First, using the data and information provided through the Basin/Going - Greeley/I-5 project (EIS) work, it has become apparent to the Swan Island Task Force that the noise impacts previously addressed along Going Street would not be adequately negated only with the implementation of the second access route to Swan Island. As a result, the City of Portland undertook a study of noise attenuation project opportunities along Going Street and produced a report which included specific project recommendations. This noise attenuation project addresses the same problems as those addressed with the Greeley/I-5 study. However, both are needed to fully address the problems.

Second, the earlier cost estimates for the proposed Greeley/I-5 project have been refined. The recommended project alternative is estimated to cost more than \$6 million. It is apparent that there are not sufficient Interstate withdrawal funds set aside to accomplish a project of this magnitude. It is the intention of the City of Portland and the ODOT to seek Interstate (FAI) financing for the Greeley/I-5 project. An application on this approval will be submitted to the FHWA upon completion of the FEIS work.

The City of Portland is requesting \$172,000 of the Greeley/I-5 Interstate withdrawal funds be reallocated to fund the preliminary engineering and EIS work on the proposed Going Street Noise Attenuation project. It is currently the intention of the City of Portland to seek capital funding from the Economic Development Administration to cover construction of the noise attenuation project. In addition, the City of Portland wishes to retain the remaining Greeley-I-5 Interstate withdrawal allocation. TTAC has reviewed and approved this project.

BUDGET: The requested action will decrease monies assigned to the Greeley/I-5 project to about \$1,865,000 federal (as of June 30, 1978). \$172,000 would be authorized for Preliminary Engineering on the Going Street noise attenuation project.

POLICY IMPLICATIONS: Authorization of Interstate Transfer Funds for this project and amendment of the FY 1979 Annual Element will mean that federal obligation of the noted funds can take place.

ACTION REQUESTED: Recommend 1) authorization of the transfer of \$172,000 in federal Interstate withdrawal funds from the Greeley/I-5 allocation to the PE/EIS activities on Going Street Noise Mitigation, 2) amendment of the FY 1979 Annual Element as noted, and 3) retention of the remaining funds for the Greeley/I-5 project.

CWO:gh
0558A

Agenda



CRAG

Columbia Region
Association of
Governments

527 S.W. Hall Street
Portland, Oregon 97201
503/221-1646

Date: August 24, 1978
Day: Thursday
Time: 5:30 p.m.
Place: Conference Room "C"

B O A R D O F D I R E C T O R S

1. Written Communications to Board of Directors
2. Citizen Communications to Board of Directors
3. Consent Agenda
 - 3.1 Minutes of Meeting of July 27, 1978
 - 3.2 A-95 Reviews
 - 3.3 Request from Clark County for Waiver of Public Hearing for Purpose of Reviewing CRAG Goals and Objectives
 - 3.4 Amendment to FY 1978 Annual Element of Transportation Improvement Projects - NW 185th Ave. PE and SW 65th/Nyberg Road Projects (Res. BD 780801)
 - 3.5 Authorization of Interstate Transfer Funds for Preliminary Engineering
 - 3.5.1 NW 18th/19th -NW 14th/16th Couplets and Beaverton-Hillsdale Hwy TSM Projects (Res. BD 780802)
 - 3.5.2 State Street TSM Projects (Res. BD 780803)
 - 3.5.3 Establishing Additional Project Priorities for Category II Monies (SE Portland Reserve) (Res. BD 780804)
 - 3.6 Authorizing Executive Director to Receive Federal Grants (Order No. 78 - 10)

Agenda
August 24, 1978

Page 2

4. Reports

4.1 Report Regarding Compilation of Existing CRAG Policies

4.2 MSD/CRAG Transition Matters

4.2.1 General Report

4.2.2 Clark County Concerns re New MSD Form

4.2.3 City of Portland Letter re A Financing Option
of New MSD Form

4.3 Energy Work Program

BREAK

5. Old Business

5.1 Urban Growth Boundary Findings (UGB) Project

6. PUBLIC HEARINGS (7:30 p.m.)

6.1 Adoption of 1979-1982 Transportation Improvement
Program (TIP) and the FY 1979 Annual Element (Res. 780805)

6.2 Adoption of Amendments to Personnel Rules
(Rule No. 78 - 5)

6.3 West Hills Study Area (Order No. 78 - 11)

7. New Business

7.1 Revision of FY 1979 Unified Work Program (UWP) - Requested
By Tri-Met (Res. BD 780806)

7.2 Supplemental Funding Authorization for SE 72nd Avenue
Reconstruction Project (Res. BD 780807)

Adjournment

mec
2/25

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Clark County Request to Waive Public Hearings on Goals and Objectives and Land Use Framework Element

BACKGROUND: At the July meeting the Board was presented with a schedule for the annual amendment process to the Goals and Objectives and Land Use Framework Element.

In accordance with the CRAG Charter Rules for public hearings these amendment processes are to be held in each of the counties associated with CRAG. Again this year, as was the case last year, Clark County has requested a waiver of this public hearing requirement.

BUDGET: No impact.

POLICY IMPLICATIONS: Since the Land Use Framework Element concerns primarily those jurisdictions on the Oregon side, and since the waiving of the public hearing process last year created no adverse situations, there is no perceived policy impact through granting this request.

ACTION REQUESTED: Approve the request of Clark County that public hearings on the Goals and Objectives and Land Use Framework Element be waived for that jurisdiction.

DUK:mec
2/28

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Proposed Revisions to the FY 1978 Transportation Improvement Program (TIP) Annual Element--NW 185th Ave. PE and SW 65th/Nyberg Road Projects

BACKGROUND: Attached are project information forms describing these projects.

Washington County has requested that the FY 1978 cost estimate for the NW 185th Ave. PE Project be revised from \$200,000 to \$172,000. This project has been reduced in scope to a 3-R Project instead of major widening.

Washington County and the City of Tualatin have requested that the FY 1978 cost estimate for the SW 65th/Nyberg Road Project be revised from \$26,000 to \$65,000. These funds would be used to acquire right-of-way.

These projects has been reviewed by the TIP Subcommittee and the Transportation Technical Advisory Committee and recommended for approval.

BUDGET: Funds would be provided under the Federal Aid Urban System Program with 14 percent match by the local jurisdictions involved.

POLICY IMPLICATIONS: Amendment of the FY 1978 Annual Element will mean that Federal obligation of the noted funds can take place.

ACTION REQUESTED: Amend the FY 1978 Annual Element as described.

GS:kk
0263A
8/25/78

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board
FROM: CRAG Staff
SUBJECT: Authorization of Interstate Transfer Funds for Preliminary Engineering or NW 18th/19th - NW 14th/16th Couplets and Beaverton-Hillsdale Hwy TSM Projects

BACKGROUND: The CRAG Board at their February meeting reserved funds for TSM projects on the subject facilities. Attached are Project Information Forms describing proposed improvements for these projects.

The City of Portland has requested that Interstate Transfer funds for preliminary engineering be authorized for the couplet project in the amount of \$43,000 federal and for the Beaverton-Hillsdale Hwy project in the amount of \$95,000. It is also requested that the residuals in the 103(e)(4) account for these projects continue to be reserved to cover implementation costs. The Transportation Technical Advisory Committee has reviewed this project and has recommended approval.

BUDGET: These projects were identified in the list of critical problem areas and TSM projects (CRAG Staff Report #20, Revised) and received Category V project approval. Under Resolution BD 780202, federal monies in the amount of \$440,000 and \$685,000, respectively, were set aside for these projects from Interstate Transfer funds.

POLICY IMPLICATIONS: Authorization of Interstate Transfer funds and inclusion in the FY 1979 TIP Annual Element will mean that federal obligation can take place.

ACTION REQUESTED: (1) Authorize Interstate Transfer funds to support the preliminary engineering studies, (2) reserve the remaining Interstate Transfer funds for these projects, and (3) include projects in the FY 1979 TIP Annual Element.

GS:kk:bc
0270A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board
FROM: CRAG Staff
SUBJECT: Authorization of Interstate Transfer Funds for Preliminary Engineering on the State Street TSM Project

BACKGROUND: The CRAG Board at their February meeting reserved \$669,038 of Interstate Transfer funds for TSM projects along State Street in Lake Oswego. Attached is a Project Information Form describing proposed improvements for the Corridor.

Lake Oswego has requested that \$92,880 of Interstate Transfer funds be authorized for the federal portion of the preliminary engineering study and that this project be included in the FY 1978 Annual Element of the TIP. It is also requested that the residuals in the 103(e)(4) account for this project continue to be reserved to cover implementation costs. This project has been reviewed by the Transportation Technical Advisory Committee and recommended for approval.

BUDGET: This project was identified in the list of critical problem areas and TSM projects (CRAG Staff Report #20, Revised) and received Category V project approval. Under Resolution BD 780202, federal monies in the amount of \$669,038 were set aside for this project from 103(e)(4) funds.

POLICY IMPLICATIONS: Authorization of Interstate Transfer funds and an amendment of the FY 1978 TIP Annual Element will mean that federal obligation can take place.

ACTION REQUESTED: (1) Request authorization of Interstate Transfer funds to support the preliminary engineering study, (2) reserve the remaining Interstate Transfer funds for the project, and (3) amend the FY 1978 Annual Element to include preliminary engineering for the State Street Corridor TSM project.

GS:kk
0256A
8/25/78

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board
FROM: CRAG Staff
SUBJECT: Establishing Additional Project Priorities for Category II Interstate Transfer Monies (SE Portland Reserve)

BACKGROUND: The CRAG Board in November, 1976, reserved \$4,300,000 in federal funds for a geographic area known as the SE Portland Reserve Area. By Board action in July and August of 1977, ten projects were approved in the amount of \$1,474,000, leaving a balance in the SE Portland Reserve account of \$2,826,000.

The City of Portland has proposed four new projects for use of monies from the SE Portland Reserve and has requested Board action to reserve Interstate Transfer funds for these projects from the SE Portland Reserve Fund. Descriptions and funding needs are detailed on the attached Project Information Forms.

The total estimated federal funding requested to implement these projects is \$1,625,000. The City of Portland is requesting that Preliminary Engineering monies be authorized and that reserve amounts identified to projects be established as follows:

The TIP Subcommittee and the Transportation Technical Advisory Committee have reviewed and recommended approval of these projects.

BUDGET: The requested action will decrease the SE Portland Reserve Account to about \$1,201,000 (\$2,826,000 minus \$1,625,000).

POLICY IMPLICATIONS: Authorization of Interstate Transfer Funds and amendment of the TIP will mean that federal obligation of the noted funds will take place.

ACTION REQUESTED: (1) Authorize use of Interstate Transfer Funds for Preliminary Engineering on the four projects (plus construction for SE Transit Street Improvements), (2) amend the FY 1978 Annual Element and approve monies for FY 1979 as noted, and (3) reserve the remaining Interstate Transfer Funds for those projects as set forth.

GS:kk:bc
0274A
8/24/78

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Authority of Executive Director to Receive Federal Grants

Background: Although the CRAG Charter explicitly permits the Executive Director to apply for and receive federal grants pursuant to the annual work program, the Urban Mass Transit Administration (UMTA) requires a specific annual Board approval of such application and receipt. CRAG's UMTA application has been approved for \$250,000, but it is necessary to file such Board authorization prior to receipt of the grant. The proposed order in the Agenda is identical to such approvals adopted by the Board for the past several years.

Budget: This order is a condition precedent to receipt of our UMTA grant.

Policy Implications: None - purely routine.

Action Requested: Adopt Order.No. 78 - 10.

1/21

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Report on Compilation of Existing CRAG Policies

BACKGROUND: As approved by the Board in CRAG's compliance schedule, a first stage policies document, consisting of all existing CRAG policies is in preparation. The document is intended to serve several purposes. First, it will furnish baseline policy statements to local jurisdictions to guide the local planning process. Second, it will help clarify the regional position by providing organized and understandable policy statements. Third, the document will aid in identifying weak policy areas where more work is needed. Finally, it will become the benchmark for formulating or modifying agency policies.

For purposes of arranging CRAG's policies into an organized and understandable format a hierarchical scheme and set of working definitions have been employed. All policies have been categorized as those which set up aims or desired ends and those which explain how these aims will be accomplished. The first category--describing "What do we want?"--includes goals, objectives and targets. These are considered hierarchical in nature with goals as broad immeasurable aims, objectives as specific parts of a goal which can be measured, and targets as quantifiable short-term ends. The second category--outlining "How will we get what we want?"--includes strategies, tactics and standards. These are also arranged hierarchically with strategies as broad schemes, tactics as the specific methods for implementing a strategy, and standards as the guide to setting targets and measuring progress.

Based on technical information generated and feedback from jurisdictions, these policies will be further refined and submitted as second stage policies at about the same time next year.

BUDGET: The budget provides for this work under Project 10.1 - Policy Research and Analysis.

POLICY IMPLICATIONS: The Board will be requested to take action in acceptance of the document in September. This will establish a benchmark for further staff work and provide local jurisdictions and the public with an easily referenced compilation of agency policies.

ACTION REQUESTED: This report is presented as an informational item. No action is requested at this time.

JS:gh
0299A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: MSD/CRAG Transition Committee Activities

As directed by the Board through adoption of Resolution BD 780605, the following report is presented concerning activities of the Transition Committee.

From the period July 15, 1978, through August 15, 1978, CRAG staff spent time on CRAG/MSD Transition related matters as follows:

Administration	94½
Management Services	18
Criminal Justice	0
Public Facilities	2
Information Services	29
Transportation	6
Natural Resources	8
	<hr/>
TOTAL	157½

Attached for your information and review are the minutes of the Transition Committee meeting of August 2.

The most recent meeting of the Transition Committee was held August 16. Among the items considered at that time were staff reports concerning the effects of the new MSD boundary on taxes, bonding and other revenue issues and a report by Mr. Bob Simpson concerning the progress of a legislative program to be developed through the newly formed Citizens Committee.

The matter of a joint MSD/CRAG Board retreat was discussed and it was determined that such a retreat should take place only after the election of the new MSD Council.

Mr. Charles Hosford, who served as a retreat facilitator for the CRAG Board, will appear at the next meeting of the Transition Committee, currently scheduled for August 30, to discuss options for this retreat.

The process of providing briefings for local jurisdictions was again a topic of discussion. After meeting dates had been set for each jurisdiction, the meeting with Washington County jurisdictions was canceled at the request of one of the Transition Committee members. Two of the committee members expressed the need for their review of the exact text of the presentations which would be made to local jurisdictions prior to the presentations being made. Consequently the meeting which

had been scheduled with Multnomah County jurisdictions for August 21, was canceled, with a request that CRAG staff forward a word by word script to Committee members who would review it, and make any recommendations for changes at the August 30 Transition Committee meeting.

The item of most concern at the August 16 Transition Committee meeting was a review of a procedure which had been initiated by the Committee Chairman on August 2 to send Requests for Proposal (RFP) to consultants to seek assistance in accomplishing the merger. Two separate work outlines were formulated: one for the accounting and financial systems and the other dealing with management concerns, including administrative procedures, merger of the personnel system and organizational structure proposals. It was explained that, in response to the request of the Transition Committee Chairman, an RFP had been developed and sent to firms for response in the general management area. A work scope and request for proposal for the accounting and auditing systems was sent to Coopers and Lybrand, who currently serve as auditors for both MSD and CRAG. MSD has indicated it would provide \$7,000 to pay for consultant costs to accomplish these investigations and that a request for the additional money needed to support the consultant services be sought from the CRAG Board.

Five consultant proposals were received prior to the August 16 deadline and these were presented in overview to the Transition Committee by staff. The indicated costs for the management work program proposals ranged from a high of \$24,500 to a low of \$4,300, with three proposals clustered in the \$14,000 to \$16,000 range. The proposal was received for the accounting and financial systems, which indicated a cost of approximately \$5,200.

A consultant selection committee consisting of Sid Bartels, Jim Larkins, Chuck Kemper and Denton Kent was appointed to screen the responses and to make a recommendation relative to the hiring of the consulting firms. It was agreed that the request for funding would be presented and discussed at the CRAG Board's regular August 24 meeting. Copies of the work scope and consultant proposals are available at the CRAG offices for Board review.

It should be pointed out that it has been three months since the election which approved implementation of the new MSD structure and that to date it is hard to identify positive actions which have taken place to further the merger.

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Response to Questions on New MSD raised by Clark County

On July 18, 1978, Commissioner Kearney sent a letter to Chairman Kirkpatrick posing six questions on the impacts on Clark County through creation of the new MSD (see attachment A). The questions center on how Clark County can continue to be a responsible participant in metropolitan issues and programs which will be the concern of the new Metropolitan Service District.

The following represents staff response to the questions posed. In response to Commissioner Kearney's request, this matter has been placed on the Board agenda for any amplification or additional comments any member of the Board may wish to make. A copy of this information is being forwarded to members of the MSD/CRAG Transition Committee.

Question: Is there a legal basis for Vancouver and Clark County elected officials to serve as voting members of the MSD Council?

Answer: No.

Discussion: Ballot Measure #6 (Ch 665, Or. L. 1977) provides for a governing body of directly elected councilors and for advisory committees comprised of local government officials. There are no provisions in the act for local agency membership or participation of any kind on the MSD Council. This applies to both Oregon and Washington jurisdictions. Such participation is provided for on the advisory committees. Said advisory committees may include local government officials from areas outside Oregon if those areas are receiving some service from the MSD. Presumably, an agreement between MSD, Vancouver and Clark County, under which the MSD would provide services, would qualify the two Washington agencies for positions on the committees.

Question: If the answer to the foregoing question is "no," is there a legal basis for ex officio member status by Vancouver and Clark County elected officials on the MSD Council?

Answer: No legal basis, but it could be done.

Discussion: The term "ex officio member," as used by Commissioner Kearney, is interpreted as a role in which Clark County would have an opportunity to sit with the Council and be directly consulted about matters affecting Clark County. There is no provision in Ch. 665 for such status, but probably no reason why such status could not be granted by the Council. Such an "ex officio" member could not vote, could not be counted in a quorum, and would have only those participatory rights granted by the Council. The City and the County could

Agenda Management Summary
Page 2

be invited to sit with the Council and participate in deliberation, but could not be considered "members" of the Council.

Question: Is there a legal basis for ex officio status on the MSD Council with voting status on interstate issues?

Answer: No.

Discussion: Same as discussion in previous two questions.

Note: Responses to the above three questions pertain only to voting and participation on the Council. While it would go against the purpose of consolidation of regional entities embodied in the approved ballot measure, the City, County and MSD could create a council of governments pursuant to ORS Chapter 190. In that instance, depending upon what planning designations or functions were assumed by the COG, the City and the County could vote on such a COG Board pursuant to the implementing agreement.

Question: Do CRAG's current areawide designations (A-95, APO, MPO etc.) become restricted after January 1 to jurisdictions within the State of Oregon?

Answer: Nothing in the MSD enabling legislation requires such a result.

Discussion: The difference between CRAG and MSD regarding extraterritorial authority is that CRAG could acquire "associate members" while MSD may not. However, the MSD has the same power of extraterritorial contracting for services as CRAG, and since CRAG's "associate membership" provisions are based upon contractual agreements with extraterritorial agencies, the "difference" mentioned above is more semantic than real. There is nothing which prevents the MSD, Vancouver and Clark County from entering into agreements pursuant to which the MSD could accomplish planning necessitated by federal and state grant requirements.

Question: How do the respective federal agencies view the separation of the SMSA imposed by the enabling legislation?

Answer: To date there have been no federal agency objections raised about the provisions of the new MSD action.

Discussion: After meetings with the various federal agencies involved with CRAG and the reorganized MSD, it appears that they are willing to cooperate to work out processes to maintain a unified planning approach in the SMSA. One federal agency, Urban Mass Transportation Administration (UMTA) has raised the question as to the consistency between the new MSD structure and a provision in the Metropolitan Planning Organization (MPO) designation for transportation planning which stipulates that the MPO shall be a forum for elected officials of local general purpose governments. As previously mentioned, this

concern can be accommodated either through the advisory committee structure or through a contract arrangement which specifies decision options in transportation planning for local jurisdictions affiliated with the new MSD. It should be noted that the Federal Highway Administration, which is a division of the Department of Transportation the same as UMTA, has expressed that there is no insurmountable inconsistency between the new MSD configuration and the MPO designation requirements.

The decision on several of the designations which would unify the metropolitan area for planning purposes are functions of recommendations from the Governors of the respective States to the appropriate federal agencies. In that light, if the local jurisdictions, that is Clark County and CRAG, can make a unified request to the governors, the potential of having a single designation made would be greatly enhanced.

Question: Will a manager of the MSD be chosen prior to January 1, 1979? If so, will the manager be the present CRAG Executive Director or someone else?

Answer: Unknown

Discussion: The statute creating the new MSD reads: "The Executive Officer may hire any personnel and contract with any person to assist in carrying out the duties and powers of this 1977 Act, subject to personnel rules adopted by the Council." Under this provision then, the decisions of whether there will be a general manager and who that general manager will be rest with the elected Executive Officer. As the name of that person will not be known until November 8, we cannot specifically answer the question as posed.

Question: What are the cost implications to Vancouver and Clark County in either an association or contract role for technical services.

Answer: A costing system to provide services via contract which is mutually acceptable to Clark County, Vancouver and the new MSD would need to be developed to implement the above arrangement.

Discussion: The rudiments of such a costing system were explored this year and partially implemented with the reduced dues structure assessed to Clark County and Vancouver. Staff position is that such a costing arrangement would include not only a direct cost for the specific service provided, but also reflect a proportionate share of overhead costs. Further, staff would recommend that, were Clark County to formulate a separate MPO, for example, that the cost of receiving necessary technical system or transportation planning which would continue to be needed from CRAG would be at a higher level than those

same services would cost if Clark County was affiliated directly in a single MPO designation. Therefore, while we cannot specifically enumerate costs for technical services, we can represent that such services provided through MSD would undoubtedly be at less total cost than similar services could be replicated through separate actions by Clark County and/or Vancouver.

Staff wishes to stress that Clark County is a vital partner in dealing appropriately with area-wide problems in this metropolitan region and that innovative approaches by both the new MSD and Washington jurisdictions may be necessary to achieve the mutually desired intergovernmental cooperation under the new form.

DUK:mec
4/5-7

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Energy Planning Work Program

BACKGROUND: In May the Board adopted the FY 1979 Work Program and Budget subject to further clarification of Project 3.3, Energy Considerations. The description provided in the Work Program was very general and indicated there would be a more detailed delineation of opportunities and priorities before substantive work would begin.

Early in July CRAG conducted a survey of local staff to assess the current energy planning situation in the CRAG region. Questionnaires and follow-up telephone contacts were used to construct a picture of local, regional and state energy planning opportunities, needs and priorities.

In late July a preliminary Energy Work Program was prepared and discussed at CRAG's monthly planners' luncheon. A draft of the preliminary work program and budget, which is included in the agenda packet, was mailed to local jurisdictions on August 3. At the time this Agenda Management Summary was prepared, local jurisdictions were being contacted again to solicit their comments on the draft.

BUDGET: The CRAG FY 1979 budget includes \$31,510 (of which \$20,000 was earmarked for consulting services) for the energy planning project. The Energy Planning Work Program provides a breakdown of this budget figure.

POLICY IMPLICATIONS: This project will be instrumental in clarifying the State of Oregon's policies in local compliance with LCDC Goal #13, Energy Conservation and in setting targets under CRAG Objective IV, Energy Conservation.

ACTION REQUESTED: None at this time. This item is included in the agenda for the Board's information although comments and suggestions on the proposed program would be welcomed.

TW:LS:gh
0285A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
 FROM: CRAG Staff
 SUBJECT: Urban Growth Boundary Findings Project

BACKGROUND: (For additional background, see materials for Agenda item 4.4 in the July 27, 1978 Board Agenda)

With this Agenda CRAG is entering the final stages of locating and establishing regional Urban Growth Boundaries (UGB) complying with LCDC Goal #14, "Urbanization." Included with this action will be satisfaction of LCDC's ruling in the Sherwood case, which delegated the responsibility for determining urban growth boundaries in this region to CRAG.

Following is a summary of coming events involving the Board in finalization of this project. The issues to be resolved are identified with the schedule.

Date Activity

Aug. 24 Draft report of findings presented to the Board: Will address future need for urban land and other factors included in LCDC Goal #14 considerations.

Will also present preliminary recommendation on:

- A. Study Areas - Columbia South Shore, Troutdale, Rock Creek, Happy Valley, Canby, Hillsboro-Aloha and Wilsonville.
- B. Type II Boundary Conversions - Forest Grove, Hillsboro, West Union, South Gresham, South Lake Oswego, Southwest Tualatin, King City, Cooper Mountain, Wilsonville, Canby and Estacada.

The UGB findings will assume continued implementation of a regional growth management strategy and ongoing economic impact monitoring. The role of each in relation to the Urban Growth Boundary will be generally described in the report. Details of growth management strategy amendments will be contained in an amendment petition submitted to the Board in September. This strategy will deal with identification of immediate growth and future urbanizable lands and coordination of urban land uses and service provision.

This report will be delivered to the Board under separate cover the week of the Board meeting.

- By Sept. 8 Final recommendation on the matters listed above will be prepared in the form of Land Use Framework Element amendments.
- Sept. 21 All recommended amendments, including those received from other petitioners, will be forwarded to the Board.
- Sept. 28 Board will be asked to release recommendations for public review and hearings (Oct. 2-11).
- Oct. 19 Final recommendations, considering public testimony, will be forwarded to the Board.
- Oct. 26 Board will be asked to adopt recommendations amending the Land Use Framework Element, with full documentation of findings for the Urban Growth Boundary approved for submittal to LCDC.

BUDGET: No new budget implications.

POLICY IMPLICATIONS: Completion of the schedule outlined above will conclude CRAG's work of establishing urban growth boundaries for both regional and local compliance with State Goal #14, "Urbanization." Also, the Board will have advanced formulation of a regional growth management policy, part of which will form the basis for local urban management agreements required by LCDC for local plan acknowledgement.

ACTION REQUESTED: No formal action requested. Opportunity to discuss the materials and schedule will be provided.

JS:gh
0298A
8/25/78

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board
FROM: CRAG Staff
SUBJECT: Adoption of the 1979-1982 Transportation Improvement Program (TIP) and the FY 1979 Annual Element

BACKGROUND: The CRAG TIP is a programming document required by federal regulations describing how federal transportation funds for highway and transit projects in the CRAG region are to be obligated during the period October 1, 1978, through September 30, 1979 (the Annual Element year). Additionally, in order to maintain continuity, funds are estimated for years before and after the annual element year.

Projects are developed through cooperative participation of the cities and counties in the region, the states, and special districts such as Tri-Met and Vancouver Transit. The TIP is being updated for the fourth consecutive year. The TIP Subcommittee has prepared the recommended TIP for FY 1979. The Transportation Technical Advisory Committee has recommended that the TIP be adopted.

BUDGET: CRAG manpower requirements for the development of the TIP are budgeted in the Unified Work Program.

POLICY IMPLICATIONS: The purpose of the TIP is to describe how the Regional Transportation Plan is to be implemented. It is the vehicle for balancing local and regional priorities. Supporting these priorities are the broad spectrum of projects ranging from correcting deficiencies unique to a local street to advancing major long-range projects.

ACTION REQUESTED: Adopt the 1979-1982 Transportation Improvement Program (Exhibit A). The adoption of the TIP also amends the Transportation Systems Management Element as indicated in Exhibit B.

Note: As per the request of Coun. Bentley, a specific presentation on the Tri-Met Carpool/Vanpool Project is scheduled.

GS:kk
0174A
8/24/78

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
FROM: CRAG Staff
SUBJECT: Public Hearing and Adoption of Amendments to the Personnel Rules

BACKGROUND: At the July Board meeting a new classification and compensation plan was adopted by the Board of Directors. In order to bring the current Personnel Rules into compliance with the new classification and compensation plan, revisions to the Rules are required. Changes to the Rules have been proposed by the CRAG staff and by the consultant. The only major revisions are those procedural changes required to reflect the classification and pay plan changes. Additional changes are of a housekeeping nature. They clarify some vague language and insure that there are no conflicts with state and federal law.

A copy of the proposed changes have been provided to the CRAG Employees Association Steering Committee for review with comments to be received by management prior to the Board meeting.

BUDGET: These rule changes would have a budgetary impact only insofar as they assist in the implementation of the classification and compensation plan already adopted by the Board.

POLICY IMPLICATIONS: Adoption of the proposed amendments will insure consistency of policy between the personnel rules and the classification and compensation plan.

ACTION REQUESTED: Adoption of Rule #78-5.

PB:gh
0296A
8/24/78

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Board of Directors
 FROM: CRAG Staff
 SUBJECT: Supplemental Findings for the West Hills Study Area

BACKGROUND: On December 22, 1976, the CRAG Board adopted Order No. 17, thereby designating an area known as the West Hill Study Area as Urban and Natural Resource as shown on the attached Exhibit A. In June, 1978, the LCDC found that the findings adopted as a part of Order No. 17 were insufficient to support portions of that designation (Multnomah County v. CRAG, LCDC Case No. 78-002). The following findings have been prepared by the CRAG staff for adoption by the Board in response to this Final Order.

The seven factors to be considered in the establishment of an Urban Growth Boundary are as follows:

- (1) Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals;
- (2) Need for housing, employment opportunities, and livability;
- (3) Orderly and economic provision for public facilities and services;
- (4) Maximum efficiency of land uses within and on the fringe of the existing urban area;
- (5) Environmental, energy, economic and social consequences;
- (6) Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and,
- (7) Compatibility of the proposed urban uses with nearby agricultural activities.

The attached findings for factors one and two are based upon CRAG "208" Planning Data and on assumptions which are being used in the Urban Growth Boundary Findings Project. Findings three, four and five are essentially a restatement of findings adopted by the Board on December 22, 1977. Findings six and seven are based on material which was presented to the Board as part of a CRAG staff report in August of 1977, prepared for the original designation. The staff memorandum of findings dated December 15, 1977 did not specifically incorporate this information.

BUDGET: Work on developing Findings is described under Project One of the adopted Budget and Work Program for Fiscal Year 1979,

although work on this particular matter was not anticipated. Extensive additional work would constitute a negative budget impact. There are no other budgetary implications to the adoption of these supplemental findings.

POLICY IMPLICATIONS: The adoption of these findings is intended to correct the deficiencies in the CRAG Findings for the West Hills Study Area noted in LCDC Order #78-002.

ACTION REQUESTED: Approval of Order No. 78-11 thereby adopting the attached Supplemental Findings for the West Hills Study Area.

JG:gh
0309A

A G E N D A M A N A G E M E N T S U M M A R Y

TO: CRAG Board of Directors
 FROM: CRAG Staff
 SUBJECT: Revision to the FY 1979 Unified Work Program Requested by Tri-Met

BACKGROUND: When the Unified Work Program (UWP) (which serves as the budgetary document for all US Department of Transportation planning funds), was drafted and approved last May, Tri-Met was in the process of selecting a new planning director. Of necessity, the Tri-Met work program was somewhat vague and did not totally reflect the needs as perceived by Tri-Met's new management team.

Tri-Met has now requested that the 1979 UWP be amended to more clearly define needed work elements and to reflect a reevaluation of their planning priorities.

A. Reallocation of the Existing Suburban Transit Station Study Grant Funds (STS) #0030

This grant was initially included in the FY 1975 UWP for the purpose of detailed planning of transit stations included in the Interim Transportation Plan. The grant funds have not been completely utilized. In terms of system redefinition (e.g., Banfield project) it is thought that the station decisions process was somewhat premature. There is \$272,000 left in this grant, \$35,700 of which have been previously reprogrammed in the FY 1979 UWP and \$236,300 of which had remained "committed" to a dormant study and thus "unprogrammed" in the 1979 UWP (effectively banked for some future use). Tri-Met proposes to apply for a grant revision with which to use this money as follows:

1. New Planning Program Elements.

	<u>Staff</u>	<u>Consultant</u>	<u>Total</u>
Transit Operations Planning Study	162,000	---	162,000
Minor TSM Projects Study	10,000	---	10,000
Land Use/Develop. Impact (Banfield Transitway)	<u>20,000</u>	<u>30,000</u>	<u>50,000</u>
TOTAL	192,000	30,000	222,000

2. Expansion of Old Planning Program Elements

The Suburban Community Station Study concerns stations in the Beaverton and Tigard area which is in the 1979 UWP. Tri-Met wishes to increase the funding for this item.

Currently Reprogrammed from STS (in 1979 UWP)	35,700
Increase from unreprogrammed STS funds	<u>14,300</u>
TOTAL	50,000

Approval of these new elements and expansion of the old elements would therefore allocate the \$236,300 which is currently unprogrammed in the UWP.

B. Corrections to Budgetary Assumptions made Prior to the Close of FY 1978

When the UWP was prepared last spring, certain assumptions about the rate of expenditure were made in developing the funds that would be remaining in existing Grants. With the close of the fiscal year more accurate financial data are available. Tri-Met requests that the dollar amount of funds available for certain existing grants be increased to reflect the actual amount of funds available for expenditure as follows:

<u>Grant Number/Project Name</u>	<u>Assumed Carry-Over</u>	<u>Actual Carry-Over</u>
0043		
Transit Service	\$ 4,900	\$19,000
Special Transportation	13,500	16,500
0092		
Transit Service	18,000	37,500
Transit Corridor Development Corporation (TCDC)	39,600	62,500
TQX (FY 1978)		
Transit Service	12,000	36,000

These funds will remain in the same Grants and projects categories as originally approved.

C. Inclusion of Projects Omitted by Error in the Existing FY 1979 UWP

Three Tri-Met projects were inadvertently omitted from the UWP when it was developed. These projects were funded in the 1978

UWP and these represent a carry-over from that program, do not displace projects in the current UWP and do not require new funds.

<u>Project</u>	<u>Source</u>	<u>Amount</u>
Management Information System (MIS)	Previously Reprogrammed Grant 0030	38,700
Westside Garage Study	Grant 0043	15,000
Street Engineering Project (Downtown Survey)	Interstate Technical Study Grant IT-9001	<u>52,200</u>
TOTAL		\$105,900

BUDGET: Additional funds are not needed. Existing grants will be used. Discussions between CRAG and Tri-Met staff are currently underway concerning the use of planning funds available from existing grants to provide adequate Tri-Met staff support of the Systems Planning Program as anticipated in the adopted CRAG budget.

POLICY IMPLICATIONS: The only effect on policy is a pragmatic one which reflects the de facto cessation of work on the "station development program" as a part of an undetermined future transit system, and a concentration on developing the basic transit system, in both a short and long term framework first.

ACTION REQUESTED: The TTAC has reviewed this request and recommends adoption of the revised FY 1979 UWP.

KL:kk
0354A

AGENDA MANAGEMENT SUMMARY

TO: CRAG Board
FROM: CRAG Staff
SUBJECT: Supplemental Funding Authorization for the SE 72nd Ave. Reconstruction Project

BACKGROUND: The CRAG Board in November, 1976, approved and set aside \$395,600 of Interstate Transfer Funds for use on this project. Preliminary engineering (PE) is now complete and final estimates exceed the authorized funds (See attached Project Information Form). It should also be noted that the \$395,600 Reserve account for this project (i.e., Board authorized amounts less federal obligations) has escalated over the past several quarters. Such escalation is administratively accounted for, but because a project reserve may likewise de-escalate in accordance with the federal construction cost index, it is more appropriate to use the original project reserve to calculate the need for additional federal funding.

Whereas the initial cost estimate made two years ago was \$460,000 (\$395,600 Federal), it now appears that additional monies will be needed to implement this project. Bid letting is scheduled for September, 1978. Multnomah County can provide \$30,000 in supplemental local funds to offset the cost overrun.

Multnomah County has requested that \$142,000 from the Interstate Transfer Contingency Reserve be set aside and earmarked for this project. Unused amounts within the \$142,000 will revert to the contingency fund.

The TIP Subcommittee and the Transportation Technical Advisory Committee have reviewed and recommended approval of this request.

BUDGET: Approval of this request will mean that the contingency fund (as of December 31, 1977--\$3,352,850) will be reduced by \$142,000 to \$3,210,850.

POLICY IMPLICATION: This is the first project funded through Interstate Transfer Funds whose costs exceed the escalated amount reserved by the CRAG Board. Approximately two years ago the Board reserved funds for this project based on the then current construction estimates. The estimate is now two years old and the total cost to build the project today has increased roughly 43 percent.

The Board should also note that as of December 31, 1977, a Contingency Account of only \$3,352,854 was available to account for all cost overruns associated with the \$203 million in Interstate Transfer Funds.

It is anticipated that other Interstate Transfer Projects will experience cost overruns and staff is exploring new procedures for monitoring project costs. These procedures are necessary to ensure that cost overruns do not jeopardize the implementation of the currently approved projects or reserves set up under the Mt. Hood transfer funds.

ACTION REQUESTED: Approve this request as set forth herein.

BP:bc
0265A

Press Release



CRAG

Columbia Region
Association of
Governments

527 S.W. Hall Street
Portland, Oregon
97201

For Release: IMMEDIATELY

For more information phone:
Judy Bieberle
Greg LeFever

Aug. 4, 1978

503/221-1646

CRAG LAUNCHES 1978 ANNUAL REVIEW OF GOALS, OBJECTIVES AND PLAN

The Columbia Region Association of Governments (CRAG) is again beginning its annual review and amendment procedure related to CRAG Goals and Objectives and various elements of the Regional Plan.

The annual review allows local jurisdictions, interested parties and citizens to petition for changes in these documents. The annual review was held during September and October last year, but this year is beginning earlier to accommodate the pending merger of CRAG with a reorganized Metropolitan Service District (MSD), which will occur Jan. 1.

Letters describing the amendment process have been sent to CRAG's member jurisdictions and other interested parties, and CRAG staff will assist these groups with any amendment petitions to be submitted.

The deadline this year for submission of petitions is Sept. 8.

A series of public hearings in the four affected county seats concerning proposed amendments will be held from Oct. 2 to Oct. 11. Transcripts of testimony given during these hearings will be reviewed by the CRAG Board of Directors along with the petitions for amendments.

-more-

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ANNUAL REVIEW

Page 2

Board action on the proposed amendments is scheduled for Oct. 26. A time allowance is being made for any requested amendments of a quasi-judicial nature so that a hearing officer can conduct special hearings on these matters. The CRAG Board is scheduled to act upon these and any remaining requested amendments on Nov. 30.

The annual review process was first used by CRAG last year, when about 35 petitions were received from member jurisdictions, CRAG staff and private citizens, with many of the requested changes being granted by the CRAG Board. The petitions from citizens last year generally concerned planning boundary changes, while those from CRAG and jurisdiction staffs regarded technical language and procedural changes in the regional goals, objectives and plan.

Press Release



CRAG

Columbia Region
Association of
Governments

527 S.W. Hall Street
Portland, Oregon
97201

For Release: IMMEDIATELY

For more information phone:

Judy Bieberle

Aug. 22, 1978

Greg LeFever

503/221-1646

BOARD TO WEIGH FURTHER FINDINGS ON STUDY AREA

Reaffirming the designation of 4.2 square miles in western Multnomah County as "urban" and "natural resource" lands will be considered by directors of the Columbia Region Association of Governments (CRAG) during their Aug. 24 meeting.

The tract, known as the West Hills Study Area, was given the two designations by the CRAG Board last December, but the decision was contested by Multnomah County. In June, Oregon's Land Conservation & Development Commission (LCDC) asked CRAG to compile further findings to substantiate the designations.

The land is located about three miles north of Sunset Highway and six miles west of downtown Portland, generally falling between the Portland city limits and Skyline Boulevard.

Portions of the land are suitable for "urban" designation, according to the CRAG staff's current findings, because of several existing and future factors.

The northern portion of the West Hills Study Area, however, is more suitable for "natural resource" designation to prevent adverse drainage onto Forest Park, which lies adjacent to part of the study-area boundary. Forest Park is the largest natural-state park located within the boundaries of a U.S. city and is of substantial regional significance.

-more-

DESIGNATIONS

Page 2

Much of the study-area terrain is sloping, with poor soils and a tree cover of low commercial value. The area also forms a peninsula jutting into land already designated as "urban" in the Regional Land Use Framework, and low-density housing exists on portions of the area, particularly along Skyline Boulevard.

The CRAG staff notes that the area north of Sunset Highway and west of downtown Portland is expected to experience significant population growth in coming years. Projections for Census Tract 70 -- encompassing nearly all of the West Hills Study Area -- are that the population will grow by 7,600 people between 1975 and the year 2000, and that the number of new housing units to accommodate this growth would approach 3,200. Existing study-area property owners have testified that they intend to build about 2,000 housing units on their lands within the next 10 years.

A particular concern on the part of Multnomah County has been the effect the "urban" designation will have on roads in the study area. CRAG staff findings are that extensive growth will occur in areas surrounding the study area, necessitating eventual upgrading of the roads regardless of growth occurring within the study area.

Also, employment projections for areas surrounding the West Hills Study Area show significant growth for the next several years, not only for the area extending toward downtown Portland, but also in the Washington County area to the south and southwest of the study area.

The new substantiation for the designations, as with the initial findings, is designed to ensure orderly growth in the West Hills Study Area, while helping to preserve the natural area to the north of it.

Press Release



CRAG

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TRANSPORTATION IMPROVEMENTS WILL BE CRAG BOARD TOPIC

Transportation improvement projects, including those under way and slated for the future, will be discussed Aug. 24 by directors of the Columbia Region Association of Governments (CRAG).

A public hearing will begin at 7:30 p.m. on the Fiscal 1979-82 regional Transportation Improvement Program (TIP), after which the board will consider adopting the document.

In addition, the CRAG Board will discuss amendments to the Fiscal 1978 TIP, particularly the authorizing of funds for preliminary engineering of several projects.

The region's TIP is the schedule for requesting federal transportation improvement money for projects in Multnomah, Washington, Clackamas, and Clark counties. The Fiscal 1979 ledger in the proposed TIP lists more than 130 projects obligated for over \$123 million in federal money.

Most of the Fiscal 1979 money in the proposed TIP is for projects already begun in the region, with few new-project requests slated to receive money until Fiscal 1980 and thereafter.

-more-

TRANSPORTATION

Page 2

The CRAG Board also will consider amending the Fiscal 1978 TIP to:

-- Reduce the allocation for preliminary engineering of a N.W. 185th Avenue widening project in Washington County from \$200,000 to \$172,000.

-- Increase the allocation for right-of-way acquisition from \$26,000 to \$65,000 for improvements to the S.W. 65th Avenue intersection with Nyberg Road in Tualatin.

-- Allocate \$92,880 in Interstate Transfer Funds for preliminary engineering of projects along State Street in Lake Oswego.

-- Allocate \$1.1 million for preliminary engineering of the 39th Avenue corridor improvements in Portland.

-- Allocate \$48,000 for preliminary engineering of projects in northeast Portland's Hollywood District.

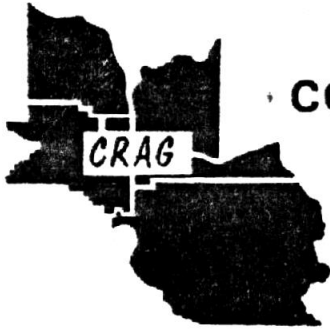
-- Allocate \$372,000 for preliminary engineering of improvements to the S.E. Division Street corridor.

-- Allocate \$46,000 for preliminary engineering of S.E. Transit Street improvements in Portland.

Also at the Aug. 24 meeting, the CRAG Board will weigh a supplemental funding request from Multnomah County for reconstruction of S.E. 72nd Avenue between Duke and Clatsop streets in Portland. The board reserved \$395,600 in federal money for the project in November, 1976, but costs of the project since then have inflated nearly 43 percent, to \$567,600.

The county is requesting CRAG to transfer an additional \$142,000 in contingency reserve money to cover the cost overrun. Those federal dollars would be supplemented by \$30,000 from Multnomah County.

Newletter ?



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FOR IMMEDIATE RELEASE

For More Information Contact
Bill Ockert at 221-1646

TRAFFIC TROUBLES TARGET OF CRAG BOARD VOTE

Nearly \$4.5 million in federal money has been allocated for nine transportation improvement projects by the directors of the Columbia Region Association of Governments to relieve serious congestion and improve traffic flow and transit service.

The unanimous vote to channel \$4,479,493 in Mt. Hood Withdrawal Funds -- money originally cited for the now-defunct Mt. Hood Freeway project -- came during the CRAG board's Feb. 23 meeting. The vote was to reserve monies from the Mt. Hood account to projects which increase the efficiency of the existing transportation system.

Transportation Systems Management (TSM) involves efforts to promote transportation improvement using existing facilities, stressing low-cost and quickly constructed projects. CRAG -- the regional planning organization for the Oregon counties of Multnomah, Washington and Clackamas and Clark County in Washington -- has one of the country's six TSM prototype studies funded by the Urban Mass Transportation Administration. The CRAG study pinpointing the nine problem areas and improvement projects was developed during the past 10 months.

The nine problem areas are located throughout the three Oregon counties at points having serious transportation problems. Excessive congestion and traffic hazards are difficulties being experienced in all of the locations

LARRY RICE, EXECUTIVE DIRECTOR

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targeted by CRAG planners, and several are troubled by left-turn problems and poor transit waiting areas.

The CRAG Transportation staff worked closely with planners and engineers in local jurisdictions throughout the region, Oregon Department of Transportation and Tri-Met -- all of whom will be involved in further planning of the projects -- in developing the TSM study.

All of the TSM projects involve funds to be matched against the federal funds.

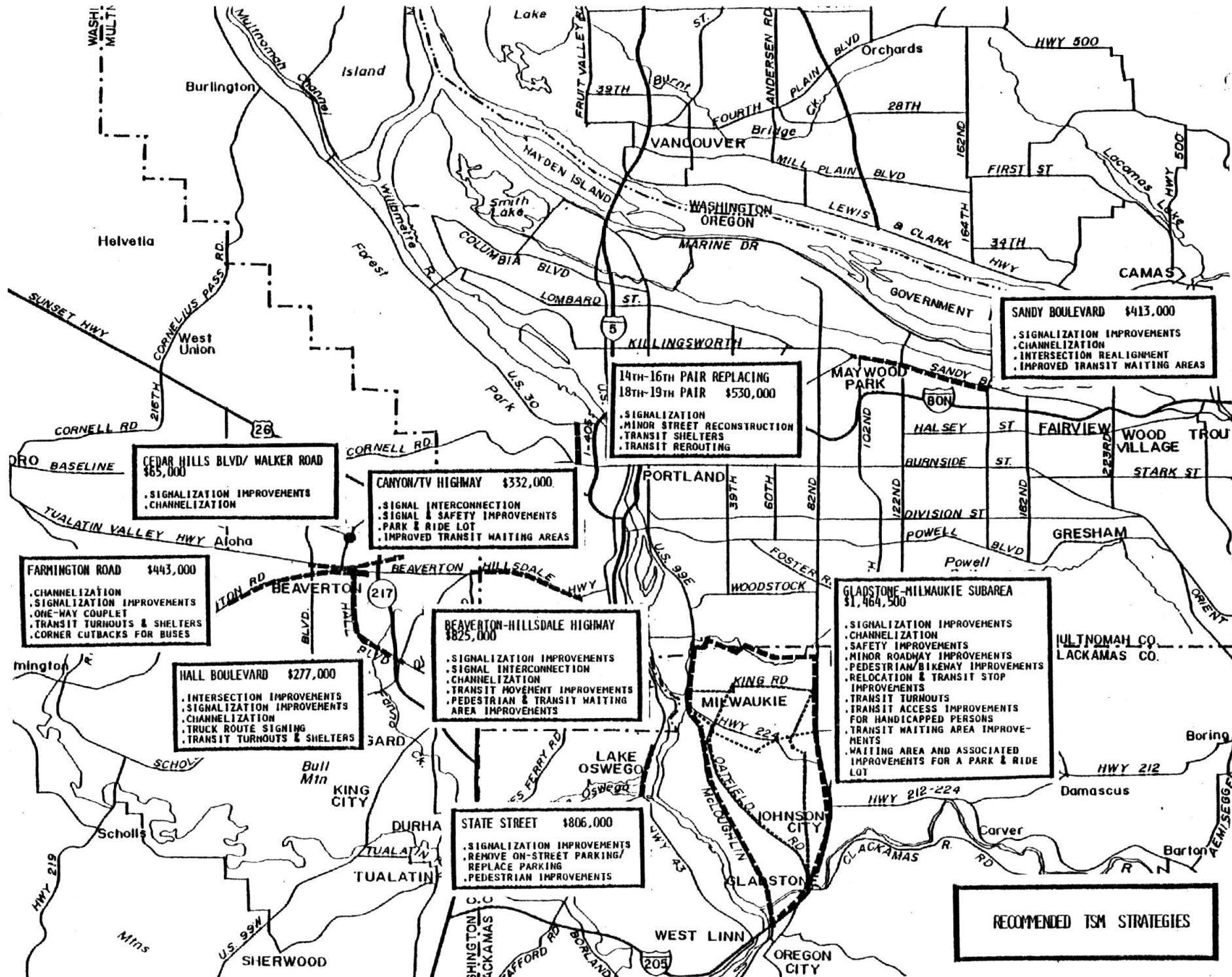
"We've been assured by the affected local jurisdictions that they will seek the shares of the money needed to respond to the problems in these areas," according to the CRAG Transportation Director C. William Ockert. "The CRAG Board's vote was an early and necessary step in the effort."

The projects are:

- . Canyon-TV Highway from Walker Road to Murray Blvd; \$275,641 in estimated federal money and \$46,480 estimated local share for traffic signal interconnection and improvement, ramp widening, construction of a transit park-and-ride lot and improved transit waiting areas. The purpose is to ease flow to and from downtown Beaverton and encourage transit ridership in this congested corridor.
- . Farmington Road from 185th to Lombard Avenue; \$367,722 estimated federal share and \$62,020 estimated local share for creating a Farmington-Second Street one-way couplet, improving traffic signals and building transit shelters and turn-outs. The purpose is to move traffic more efficiently through and into downtown Beaverton.
- . Hall Blvd from Canyon-TV Highway to Scholls Ferry Road; \$229,930 estimated federal, \$38,780 estimated local share for rebuilding Scholls Ferry intersection, improving Broadway intersection with Canyon-TV highway, creating left-turn refuges and improving signals, building transit shelters and turn-outs. The purpose is to relieve congestion, reduce travel-time delays and expedite the flow of buses through problem intersections.

- . Cedar Hills Blvd at Walker Road; \$53,955 estimated federal, \$9,100 estimated local share to improve signalization and east-west traffic channeling through this intersection. The purpose is to reduce accidents at the intersection and improve flow so vehicles don't have to divert through residential areas.
- . NW 18th and 19th Avenues, NW 14th and 16th Avenues; \$439,938 estimated federal and \$74,200 estimated local share to convert 18th-19th one-way couplet back to two-way traffic, improve 14th-16th couplet. The purpose is to promote better flow so that traffic can be diverted from residential streets.
- . Beaverton-Hillsdale Highway from Capital Highway to Scholls-Ferry Road; \$684,809 estimated federal, \$115,500 estimated local share for traffic signal interconnection and improvements, left-turn refuges, better street lighting, transit waiting area and transit movement improvements. The purpose is to improve traffic from neighborhoods to commercial areas, reduce accidents and protect pedestirans.
- . SandyBlvd from 99th Avenue to 162nd Avenue; \$342,820 estimated federal, \$57,820 estimated local share to improve signals and traffic channels, realign intersection and improve transit waiting areas. The purpose is to ease congestion in commercial areas and improve transit service.
- . State Street from Terwilliger to McVey; \$699,038 estimated federal, \$112,840 estimated local share to improve signals, remove some on-street parking, install lighting, sidewalks, signing and striping. The purpose is to reduce travel delays during peak hours, reduce accidents and improve access to Lake Oswego.
- . Gladstone-Milwaukie Area; \$1.2 million estimated federal, \$205,030 estimated local share to improve signals, minor widening of specific stretches of highway, construct pedestrian-bikeway improvements, relocate and improve transit waiting areas and bus stops, and conduct minor roadway repairs. Roads affected are Oatfield, Webster, Lake, Harmony, Harrison, King, Price Fuller, and Portland Avenue with transit improvements also in downtown Milwaukie and park-and-ride facilities in downtown Gladstone. The purpose is to redesign traffic patterns through the area, reduce the traffic burden on residential streets and encourage greater transit use.

Local governments in the affected areas will now submit applications to CRAG for preliminary engineering money. After State and federal approvals, the TSM projects will undergo extensive review and public hearings as engineering and design work proceeds by local staffs, Oregon Department of Transportation or Tri-Met.



RECOMMENDED TSM STRATEGIES

(INITIAL TOTAL COST ESTIMATES SHOWN)



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at 221-1646

CRAG APPROVES NEW PROCEDURE FOR ALLOCATING
FEDERAL URBAN TRANSPORTATION FUNDS

Directors of the Columbia Region Association of Governments (CRAG) have altered the procedure for allocating federal funds to urban transportation projects. The purpose of the changes is to improve fiscal management of the region's Transportation Improvement Program (TIP).

The TIP is essentially a document describing where federal transportation dollars are to be spent. The federal government requires that a proposed project be listed in the TIP before money can be appropriated to it -- and the federal government carries a large portion of the financial load for nearly all major highway and transit improvements.

Charges in the TIP procedure for this region were approved Thursday by the CRAG Board because the document shows considerably more money requested for projects in the next three fiscal years than what the region can expect to receive from the federal government.

For proposed projects in Washington, Clackamas and Multnomah (excluding Portland) counties, a total of \$21.7 million has been sought, compared to estimated federal revenues of \$6.3 million.

Excess requests appear in the TIP because governmental jurisdictions and transportation agencies responsible for engineering a proposed project could well find that the scope of the project might change or the project

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could be postponed or abandoned, thereby freeing some of the allocated money. It is therefore necessary to have more projects scheduled than might be funded.

The funding shortfall also demonstrates the inadequacy of federal funds to meet the region's transportation needs, yet CRAG has the responsibility to allocate money to projects most effectively meeting the region's most pressing transportation needs.

Changes in the TIP procedure will result in a reasonable amount of excess projects, to ensure both sound management and flexibility to have projects ready to go when other projects either are delayed or abandoned.

Changes approved by the CRAG Board include:

--Expanding the region's TIP to cover a five-year, instead of the current four-year, period.

--Limiting the approved projects next year to not exceed anticipated revenues by more than 50 percent.

--Limiting the remaining four years to no more than twice the amount of anticipated federal revenues.

This means that when the region's TIP is drawn up for the fiscal year beginning this October, the amount of federal project money sought for the year will not exceed \$3.15 million, based on anticipated federal revenue of \$2.1 million for the region, excluding Portland.

The changes also mean that for the following four years, the monetary worth of projects appearing in the TIP will not exceed \$4.2 million per year, based upon the same revenue figure.

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FOR IMMEDIATE RELEASE

FOR MORE INFORMATION:

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or Jean McMahon
at 229-1646

CRAG BOARD ADOPTS INITIAL HOUSING POLICIES AFTER PUBLIC HEARING

The CRAG Board adopted initial regional housing policies on Thursday, March 23, following a public hearing. CRAG's 22-member Housing Technical Advisory Committee developed the policies from information gathered from citizens in 14 regional workshops and from an extensive staff effort. During the coming year, CRAG will continue to involve the public in the policies' development. CRAG's final housing policies are scheduled for adoption under state law in 1980.

Having a set of working housing policies is advantageous to the region in that their existence reflects a coordinated planning process. The Department of Housing and Urban Development (HUD) rewards a coordinated process with bonus grants, that is, funds beyond those it would normally provide to cities or counties submitting individual requests for assistance.

For example, under one rent subsidy program known as "Section 8" HUD has set aside money to help low- to moderate-income renters. The funds are used to make up the difference between what people can afford to pay in rent and what the "fair market" demands. The program is based on the idea that people with incomes low enough to qualify should not have to use more than 25% of their incomes for housing. Section 8 also helps builders who construct such dwellings because it offers some assurance that the units will be occupied and the rents paid.

-more-



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The initial CRAG policies, with their accompanying statements of needs, assumptions and strategies for carrying out the policies, provide the basis on which a regional housing opportunity or fair share plan can be developed. HUD would prefer to use such plans, when they exist, in awarding funds rather than impose its own ideas on a region.

The initial housing policies are divided into seven categories-- plan coordination and citizen involvement, land supply, new housing, affordable housing, fair housing, assisted housing and existing housing. A regional housing opportunity plan would deal especially with policies related to fair housing (policies intended to provide for open and equal housing opportunities for all segments of society) and assisted housing (policies intended to help households unable to meet their housing needs without public assistance).

Estimates indicate that nearly 69,000 households (owned and rented) out of about 420,000 in the standard metropolitan statistical area (SMSA) are in need of some form of housing assistance due to disproportionate costs, overcrowding or substandard conditions. The elderly and/or handicapped head about one-third of the households needing assistance. Women head about 41%. The Portland HUD office estimates that funds are currently available for only 12,000 households in the SMSA.

While CRAG's proposed policies on assisted and fair housing especially reflect the needs of low- and moderate-income dwellers, the policies on new housing reflect general market needs. The new housing market has been tight, especially in the last three or four years, and there are many indications that the trend will continue.

For example, while the SMSA population increased by 12% between 1970 and 1977, the number of households increased by 27%. Fewer people are living in the average household--2.6 in 1977 as compared with 2.9 in 1970. Vacancies have dropped from 4.16% of the total number of dwellings in 1970 to 3.1% in 1977. During the same period an average of 800 households have been destroyed per year. CRAG would like to work with the private sector to establish and maintain an adequate supply of housing units in the region.

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FOR IMMEDIATE RELEASE

For more information:
Judy Bieberle or
Greg LaFever 221-1646

CRAG BOARD BEGINS ALLOCATING EAST-COUNTY TRANSPORTATION FUND: McLOUGHLIN STUDY IS REQUESTED

Directors of the Columbia Region Association of Governments (CRAG) have begun allocating a \$5 million fund to remedy transportation problems in eastern Multnomah County.

The CRAG Board's first allocations came March 23 when it directed \$873,000 to five East County highway improvement projects. The money is to carry two projects through construction and to provide preliminary engineering funds for three others.

The \$5 million fund was set up last June by the CRAG Board, which also established the East Multnomah County Technical Advisory Task Force to determine wisest spending of the federal money. The \$5 million is part of \$203 million in federal money originally designated for the now-defunct Mt. Hood Freeway project.

The two projects given federal funding for engineering right-of-way acquisition and construction are improvements to the Halsey Street intersection with 238th Avenue in Wood Village and to Fairview Avenue intersections with Halsey and Sandy Boulevard in Fairview.

The Halsey-238th improvement project received \$215,000 in federal money from the CRAG Board. The intersection is an important access point for Interstate 80-North and is subject to serious traffic bottlenecks. The improvement project entails constructing left-turn lanes, curbs and sidewalks.

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The Fairview Avenue intersection work was given \$78,000 for engineering and installation of traffic signals at Halsey and Sandy. The two intersections now have traffic signs, with resulting confusion and congestion most evident at rush hours and during the dog-race season.

Federal money for preliminary engineering was allocated by the CRAG Board for proposed improvements on 182nd Avenue between Powell Boulevard and Division Street, 221st Avenue between Powell and Towle Road with reconstruction of Towle between Johnson Creek and Butler Road, and for Cherry Park Road-257th Avenue between 242nd Avenue and Troutdale Road.

The federal share for engineering improvements on 182nd is \$115,000. The engineering will determine the feasibility of expanding 182nd to four lanes between Powell and Division, and constructing curbs and sidewalks. The existing two-lane section of 182nd crossing the Gresham city limit is producing traffic congestion.

Engineering of improvements on 221st and Towle Road was given \$284,000 in federal money to investigate extending 221st between Towle and Powell, and reconstructing part of Towle Road, which now is a narrow rural roadway. That area in Gresham is a rapidly developing residential area troubled by poor traffic circulation because of low road capacities. The CRAG Board previously approved funding for improvements on 221st north of Powell.

Engineering of Cherry Park Road-257th Avenue improvements in Troutdale was given \$181,000 for proposed reconstruction and alignment work on the existing rural road. Use of the road has grown considerably since the opening last fall of Columbia High School, and expanded residential development.

Estimates of total project costs for the three proposals now to be engineered are: 182nd Avenue, \$1.4 million; 221st and Towle, \$2.2 million; and Cherry Park Road, \$890,000. These estimates are subject to change once preliminary engineering begins.

The five improvement projects were selected from a list of seven proposals recommended by the East Multnomah County Technical Advisory Task Force. The five were chosen according to priority by the East County Transportation Committee, which made the funding request to the CRAG Board. The committee includes elected officials from the county and the cities of Gresham, Troutdale, Fairview and Wood Village.

In other action Thursday, the CRAG Board voted to request the Oregon Department of Transportation (ODOT) and Tri-Met to undertake a preliminary engineering study of proposed improvements to heavily travelled McLoughlin Boulevard.

ODOT and Tri-Met were each requested to provide \$10,500, and the state to transfer \$129,000 in federal highway money, bringing the total cost of the engineering study to \$150,000.

The engineering study will involve investigating short-term remedies for traffic congestion and low transit use along the major north-south corridor. Eight alternative solutions have been suggested, and CRAG transportation planners will narrow that list to three or four before the study begins.

Proposed solutions include such considerations as more efficient traffic signals, implementing high-occupancy or bus-only lanes, or construction of park-and-ride lots and other transit improvements to encourage transit ridership.



CRAG

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527 S.W. Hall Street Portland, Oregon 97201 503/221-1646

FOR RELEASE ON OR AFTER
APRIL 20, 1978

For Further Information Contact
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221-1646

CRAG to Hold Hearings on Waste Treatment Management Plan Prior to Board Adoption

For the public wishing to comment on the Columbia Region Association of Governments' proposed Waste Treatment Management Plan, public hearings are scheduled for May 1, 3 and 4. The Plan, called Part I Waste Treatment Management Component of the Public Facilities and Services Element is scheduled for CRAG Board adoption on June 22. The complete Public Facilities and Services Element is scheduled for adoption in 1980.

Citizens may submit written testimony to the CRAG Board Chairman, Corky Kirkpatrick, as well as comment orally. All testimony must be submitted by May 5. The CRAG Board will review a summary of the oral testimony as well as the written comments prior to the June 22 meeting.

When adopted, the Waste Treatment Plan will provide a structure within which regional sewage collection and treatment services can be planned. It will also delineate clear service district boundaries. The Plan will become the standard against which local plans are measured when jurisdictions apply for a share of federal waste treatment funds.

The hearings are scheduled as follows:

May 1, Monday

Washington County Courthouse
150 N. First
Board Hearing Room 402
Hillsboro, Oregon
7:30 p.m.

Denton U. Kent
Executive Director

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Page 2

May 3, Wednesday

Clackamas County Courthouse
807 Main Street
Courtroom No. 2, second floor
Oregon City, Oregon
7:30 p.m.

May 4, Thursday

Multnomah County Hearing
CRAG offices
Conference Room "C"
527 S.W. Hall Street
Portland, Oregon
7:30 p.m.

Press Release



CRAG

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97201

For Release: IMMEDIATELY

For more information phone:

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Greg LeFever

May 19, 1978

503/221-1646

CRAG BOARD TO VOTE ON NEW AGENCY BUDGET

Directors of the Columbia Region Association of Governments (CRAG) will take action May 25 on the proposed \$2,024,850 agency budget for Fiscal 1979.

The proposed budget is \$347,110 less than for Fiscal 1978, when it amounted to slightly more than \$2.3 million. The new budget proposal also reflects a two-cent per capita dues increase for Multnomah, Washington, and Clackamas counties, raising the member-jurisdiction assessment from 48 to 50 cents per capita.

The 1979 budget proposal is structured differently from previous CRAG budgets, by allocating funds according to goals and objectives of the regional planning program; spending is listed by "project" rather than on a division basis.

This was done in accordance with adoption earlier this year of three major CRAG policy emphases. Income, shelter, and environment now stand as the focus by which all segments of the comprehensive regional planning process are evaluated, and by which the overall CRAG work program is structured.

The purpose of this restructuring is to provide greater accountability within the work program as it concerns basic regional needs, and to provide a framework for unifying CRAG's various responsibilities.

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The work program upon which the budget is based was approved by the CRAG Board of Directors in February, and shortly thereafter by the state Land Conservation & Development Commission (LCDC). It calls for completion of the Regional Comprehensive Plan -- which is a large share of the CRAG workload -- by mid-1980.

Revenue is expected to decline somewhat during Fiscal 1979, due to a drop in incoming federal grants, from \$1.6 million in Fiscal 1978 to an anticipated \$1.3 million in the upcoming fiscal year, beginning July 1.

The reason for the decline in grant revenue is expiration of certain grants, particularly those not requiring local match money, received from the federal Environmental Protection Agency.

However, CRAG was able to minimize the drop in federal grant revenue by retaining some grants that are being pulled back from other regions. CRAG is the only metropolitan planning organization in this federal four-state region to be spared a 20 percent cutback in federal Housing & Urban Development "701" community planning grants. Federal Law Enforcement Administration Assistance planning grants are being reduced for all Oregon recipients except CRAG for the upcoming fiscal year.

Membership dues for the three Oregon counties in the CRAG region are being increased by two cents in the proposed budget to offset some of the loss in federal revenues. The two-cent increase is a 4.2 percent rise, which is equivalent to less than half the Portland metropolitan area inflation rate for the past year, according to the U.S. Bureau of Labor Statistics.

The increase will raise revenue generated by local dues from \$627,560 in Fiscal 1978 to \$632,692 in the new budget proposal.

The new budget also contains a revamped allocation of local dues money, providing that more of it be used as matching funds for federal grants so that member jurisdictions will get a greater return for their dues assessment. In Fiscal 1978 the per capita assessment was 48 cents, with 13 cents of that total allocated as matching funds for grants. The new budget, with a 50-cent per capita assessment, has 18 cents allocated for matching funds. The shift was made by reducing the slice of local dues money allocated to CRAG overhead cost, cutting it from 14 cents last fiscal year to 11 cents per capita in the new budget.

The dues situation is different for Clark County, which, because of its location in Washington State, is a voluntary CRAG member. The dues assessment there is dropping from 48 cents in Fiscal 1978 to 32 cents per capita in the new budget. The reason for the reduction is that Clark County is not subject to the Oregon Land Conservation & Development Act, and consequently is removed from that emphasis of the CRAG work program. The reduction in the Clark County assessment was made to more equitably reflect the attention it receives from CRAG in LCDC-related matters.

The new budget proposal also contains a reduction in the size of the CRAG staff, cutting it by 2.75 full-time positions.

Some of the major projects appearing in the proposed budget which show funding changes from the current budget are:

-- Urban Growth Boundaries; increasing from \$70,000 to \$91,000 to expand the effort and further substantiate previous agency effort as ordered by LCDC in a ruling resulting from a suit brought by the 1,000 Friends of Oregon.

-- Natural Resources & Environmental Constraints; decreasing from \$278,000 to \$167,000 as a result of reduction in the workload related to the federal "208" Wastewater Treatment

Program, which is now near completion by CRAG. The new project emphasis is on integrating land use, economic development, housing, and transportation activities with the efforts of the local jurisdictions.

-- Housing Opportunity Plan; increasing from \$106,000 to \$146,000 to complete work on the regional housing plan for proposed adoption by the CRAG board, and to draft the housing element of the Comprehensive Regional Plan.

-- Economic Development; from \$50,000 to \$182,000 to switch the project from a lower-level support activity to a foundation for developing the economic development element of the Comprehensive Regional Plan. The emphasis will be on establishing a highly coordinated program and developing a substantial data base for CRAG's member jurisdictions.

-- Transportation; remaining at \$660,580 but with the emphasis switching from accumulating data and managing the transportation planning program to preparing the Regional Transportation Plan. A new allocation in the transportation budget is \$60,000 for direct technical assistance to the local jurisdictions.

The proposed budget also stresses a firmer working relationship between CRAG and local planning staffs so that efforts at both the local and regional levels will become better coordinated in compiling the Comprehensive Regional Plan.

In keeping with that emphasis, the new budget increases from \$33,000 to \$53,000 the amount allocated for local government services. The increase is to provide direct technical help to cities and counties in obtaining federal and other grants.

Attached is a breakdown of expenditures, by project, as contained in the proposed Fiscal 1979 CRAG budget:

-more-

CRAG FY 1979 PRELIMINARY BUDGET

Expenditure Summary by Project

<u>Project</u>	<u>Description</u>	<u>Amount</u>
1	Urban Growth Boundaries	\$ 91,557
2	Population/Employment Forecasts	103,818
3	Natural Resources and Environmental Constraints	167,597
4	Recreation Land and Facilities Standards	16,953
5	Housing Opportunity Plan and Housing Element	146,116
6	Determination of Need for Commercial/Industrial Diversity and Growth	216,941
7	Regional Transportation Systems Improvement	660,580
8	Choice of Regional Sewerage System, Water Supply System, Solid Waste and Drainage Facilities Improvements	57,563
9	Criminal Justice Coordination, Planning and Research	137,104
10	Policy Integration and Plan Coordination	159,443
11	Citizen Involvement	69,437
12	Administrative and Membership Services	57,741 (1)
13	Executive Management	30,000 (1)
		<hr/>
		<u>\$1,914,850</u> (2)

(1) \$301,086 of staff costs administratively responsible to projects 12 and 13 are spread back to above projects as overhead along with \$397,000 of indirect costs.

(2) Total does not include \$110,000 of reserves, contingency and pay implementation.



February 21, 1978

MEMORANDUM

TO: Jean McMahon, CRAG Public Involvement Coordinator
FROM: Doug Wright, Chief Transportation Planner
SUBJECT: Conclusions Regarding Public Involvement in the CRAG Systems Program.

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR 97204

PLANNING
503 248-4253

ZONING
503 248-4250

The purpose of this memo is to summarize and clarify the proceedings of a meeting held on Friday, February 17th. At that time, Tracy Watson, Julie Nelson, Mary Pedersen, Betty Merton, Jean McMahon, Ben Brown, Lee Hames, and myself discussed the City's involvement in the citizen participation program currently being designed at CRAG.

The conclusions reached at that meeting are as follows:

- 1) In approximately 4 to 6 months a program will begin within the City to inform citizens and public officials of the CRAG systems planning effort.
- 2) Presentations will be made to an informal session of the City Council, a meeting of selected City staff, the Portland Chamber of Commerce, the Committee for Citizen Involvement and major coalitions of neighborhood groups (e.g., Southeast Uplift).
- 3) These presentations will be primarily informative in nature. Emphasis will be placed upon the regional concerns and objectives of the program, the time table involved, and the input of the Arterial Streets Policy to the process.
- 4) The Arterial Streets Classification Policy will receive special treatment in presentations made to neighborhood groups in that this policy constitutes the City's major citizen input to the CRAG program. Moreover, citizen participation at the district level, within the ASP program, will form the conceptual foundation for an explanation of transportation impacts at a City and regionwide scope.
- 5) Those individuals actually responsible for making these presentations will vary with the group being addressed. At a minimum, however, these sessions will be attended

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FEB 21 1978

Jean McMahon
February 21, 1978
Page Two

by a representative from CRAG, a member of the Bureau's
Transportation Section, and Lee Hames.

- 6) It is understood that CRAG's involvement and communication with neighborhood organizations and other groups in the City will be limited to the aforementioned methods and activities.
- 7) It is understood that Lee Hames' involvement in the program will be limited to those activities related to the above functions, and that her primary responsibilities will continue to be with the technical aspects of the CRAG work.
- 8) It is my conclusion, given the above, that the extent of CRAG's citizen involvement program within the City does not require the (specific) assignment of CRAG staff to the City in order to accomplish the necessary work.

If you have questions regarding these comments, please feel free to contact me. Thank you.

DW:hm

cc: Ernie Bonner
Lee Hames
Marc Kelley
Denton Kent
Betty Merton
Julie Nelson
Bill Ockert
✓ Mary Pedersen
Tracy Watson



FR1.
2-17.

February 14, 1978

MEMORANDUM

TO: Tracy Watson, Comprehensive Plan
Julie Nelson, Comprehensive Plan
✓ Mary Pedersen, Neighborhood Associations

FROM: Lee Hames, CRAG

SUBJECT: Public Involvement in the CRAG Systems'
Planning Effort

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

ERNEST R. BONNER
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424 S.W. MAIN STREET
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The Transportation Division of CRAG is currently involved in a work program oriented towards satisfying the future transportation needs of the region. The major objective of this effort is a final recommendation, to the appropriate federal agencies, on the topic of a second regional priority corridor (the Banfield corridor, of course, being the first).

To this end, a number of analyses and need forecasts are currently underway at CRAG. Major components of the work program include:

- 1) An analysis of current conditions. The focus of this procedure is on a) regional transit and highway needs and b) travel characteristics of the population.
- 2) An analysis of future conditions. The future transportation needs of the region will be determined as a result of population and employment forecasts and allocations to the year 2000.
- 3) An analysis of various transportation alternatives. In light of the proceeding growth allocation component, different transportation alternatives will be analyzed. The impacts of different alternatives will be reviewed in light of accompanying land use patterns and growth allocation patterns.

The current thinking at CRAG is that the public should be involved, to some degree, in these three aspects of the work program. For example,

- 1) What is the public's perception of current transportation needs?

- 2) How do they anticipate change in these needs? - and
- 3) How can these needs best be addressed?

The public involvement procedure to be utilized by each jurisdiction will, no doubt, vary in all probability. Various projects underway within each jurisdiction will have an effect upon the intensity of public involvement within this CRAG program. The purpose of the meeting scheduled for Friday, (9:00 a.m., Room 200) is a decision regarding the appropriate level and method of involvement for the City.

Major elements of this decision include the following:

- 1) Which citizen groups (or combinations of groups), if any, should be contacted?
- 2) How will these presentations be conducted? Will the presentations be merely informative or will opinions and needs be solicited?
- 3) Who will make the presentations?
- 4) How does this program fit into public involvement programs already underway within the City?

It is anticipated that many of these concerns will be resolved on Friday.

LH:hm

cc: Ernie Bonner, Bureau of Planning
Marc Kelley, Intergovernmental Affairs
Jean McMahon, CRAG
Doug Wright, Transportation

ASP

work w staff first.
fit into messy committees

Popm Projectus.

— keep corridors.

redundant;
challenge →
confusion;
too many mtgs.

Continuity
democracy

Education v-a-v alternatives.
input v output

Start w ASP keep corridors.

assumptions & criteria → alternatives.

timing air quality
 mass transit

reg. district meetings.

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646



LARRY RICE, EXECUTIVE DIRECTOR

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The State of Oregon

FOR IMMEDIATE RELEASE

For More Information Contact:

Gary Spanovich at 221-1646

CRAG STUDY IDENTIFIES PROJECTS TO IMPROVE THE EXISTING TRANSPORTATION SYSTEM

The CRAG Board of Directors, on January 26, at 5:30 pm, will hear findings of a staff evaluation of candidate projects which would increase the efficiency of the existing transportation system. The presentation is in preparation for a reservation of Mt. Hood freeway funds at the February Board meeting.

The projects which have been defined are referred to as TSM (Transportation Systems Management projects). TSM is a relatively recent approach to solving urban transportation problems. TSM is concerned with the more efficient use of already existing transportation facilities and services. During the last 10 years, the TSM solution to transportation problems has undergone refinement and is now seen as a planning procedure that can respond more quickly and at lower cost to transportation needs than more traditional construction projects. TSM type projects can include improvements which can help the flow of traffic such as signalization, left turn bays, ramp widenings, truck signing, street lights, intersection realignment, signal interties and services provided by public transportation such as transit shelters, park and ride lots and bus turnouts.

The difference between the TSM planning process and other low cost road improvements is that TSM maximizes mobility

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by combining various improvements in a coordinated approach tailored to correct the specific problems identified in a particular transportation corridor.

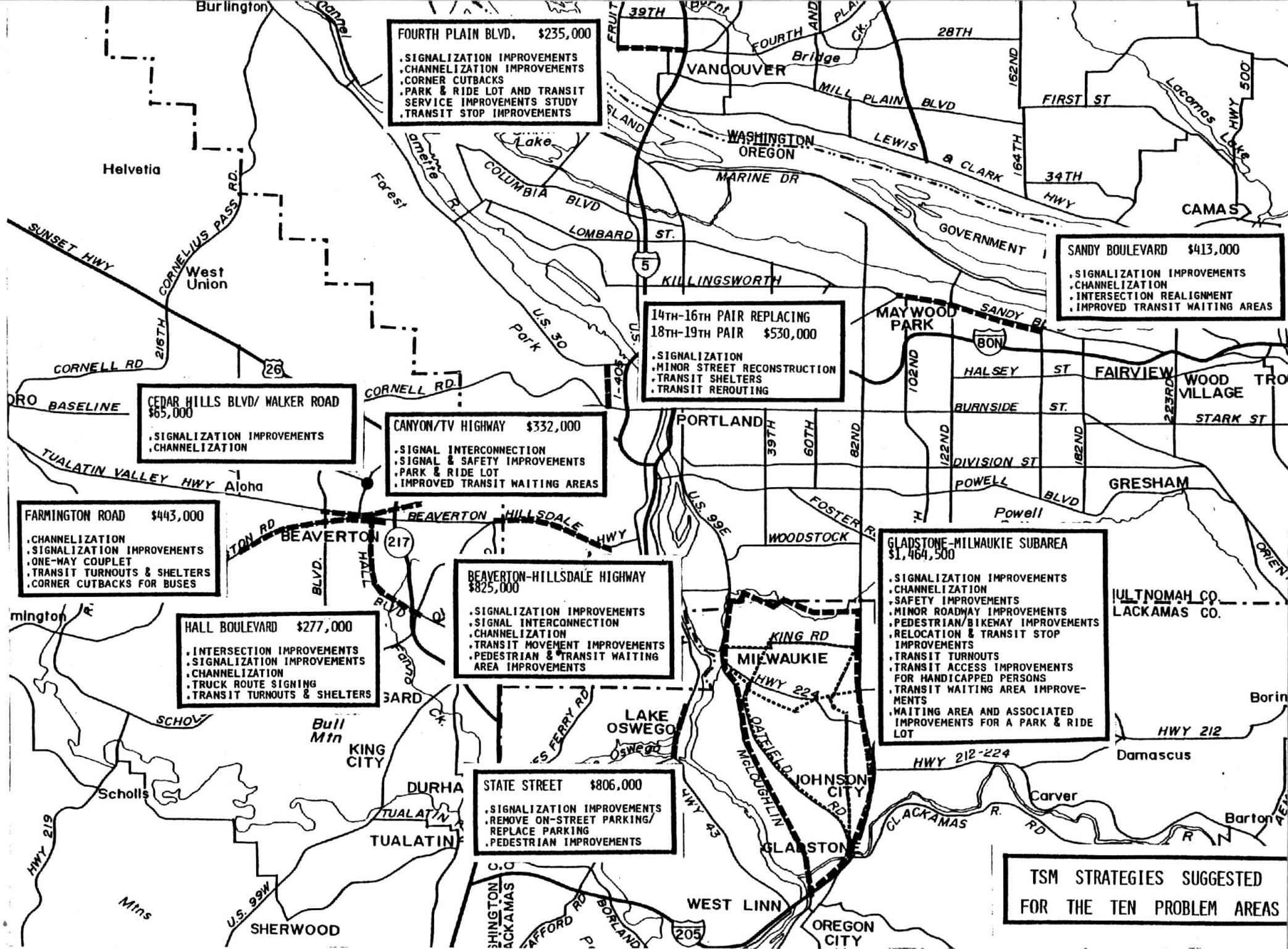
In keeping with this regional approach to solving transportation problems the CRAG staff worked cooperatively with the local jurisdictions in the CRAG region as well as Tri-Met and the Oregon Department of Transportation (ODOT).

The Board of Directors of CRAG, in June of 1977, established a \$5 million TSM Reserve account of Interstate Transfer funds to be used for preliminary engineering and construction of the projects found to be most effective in solving pressing travel problems.

From July to September, 1977, CRAG staff held nine workshops throughout the CRAG Region. The ten cities and four counties attending these workshops identified over 50 problem areas throughout the CRAG Region. These transportation problem areas underwent further analysis and ten priority areas were selected and reviewed by the TSM Task Force. To determine the severity of the various problems identified, each was measured against a list of criteria to determine which were the worst in terms of mobility, safety and environmental concerns.

Fourteen regional workshops were next held with local jurisdictions, Tri-Met, and ODOT where numerous project alternatives were identified which would correct the identified problems. The identified projects underwent a vigorous technical evaluation. Based on the evaluation, the most effective combination of TSM projects were recommended by CRAG staff. These projects are integrated, mutually supportive and reflective of TSMs coordinated regional approach to planning.

Attached is a map showing project strategies recommended in the staff report.



FOURTH PLAIN BLVD. \$235,000

- . SIGNALIZATION IMPROVEMENTS
- . CHANNELIZATION IMPROVEMENTS
- . CORNER CUTBACKS
- . PARK & RIDE LOT AND TRANSIT SERVICE IMPROVEMENTS STUDY
- . TRANSIT STOP IMPROVEMENTS

SANDY BOULEVARD \$413,000

- . SIGNALIZATION IMPROVEMENTS
- . CHANNELIZATION
- . INTERSECTION REALIGNMENT
- . IMPROVED TRANSIT WAITING AREAS

14th-16th PAIR REPLACING 18th-19th PAIR \$530,000

- . SIGNALIZATION
- . MINOR STREET RECONSTRUCTION
- . TRANSIT SHELTERS
- . TRANSIT REROUTING

CEDAR HILLS BLVD/ WALKER ROAD \$65,000

- . SIGNALIZATION IMPROVEMENTS
- . CHANNELIZATION

CANYON/TV HIGHWAY \$332,000

- . SIGNAL INTERCONNECTION
- . SIGNAL & SAFETY IMPROVEMENTS
- . PARK & RIDE LOT
- . IMPROVED TRANSIT WAITING AREAS

FARMINGTON ROAD \$443,000

- . CHANNELIZATION
- . SIGNALIZATION IMPROVEMENTS
- . ONE-WAY COUPLET
- . TRANSIT TURNOUTS & SHELTERS
- . CORNER CUTBACKS FOR BUSES

GLADSTONE-MILWAUKIE SUBAREA \$1,464,500

- . SIGNALIZATION IMPROVEMENTS
- . CHANNELIZATION
- . SAFETY IMPROVEMENTS
- . MINOR ROADWAY IMPROVEMENTS
- . PEDESTRIAN/BIKEWAY IMPROVEMENTS
- . RELOCATION & TRANSIT STOP IMPROVEMENTS
- . TRANSIT TURNOUTS
- . TRANSIT ACCESS IMPROVEMENTS FOR HANDICAPPED PERSONS
- . TRANSIT WAITING AREA IMPROVEMENTS
- . WAITING AREA AND ASSOCIATED IMPROVEMENTS FOR A PARK & RIDE LOT

BEAVERTON-HILLSDALE HIGHWAY \$825,000

- . SIGNALIZATION IMPROVEMENTS
- . SIGNAL INTERCONNECTION
- . CHANNELIZATION
- . TRANSIT MOVEMENT IMPROVEMENTS
- . PEDESTRIAN & TRANSIT WAITING AREA IMPROVEMENTS

HALL BOULEVARD \$277,000

- . INTERSECTION IMPROVEMENTS
- . SIGNALIZATION IMPROVEMENTS
- . CHANNELIZATION
- . TRUCK ROUTE SIGNING
- . TRANSIT TURNOUTS & SHELTERS

STATE STREET \$806,000

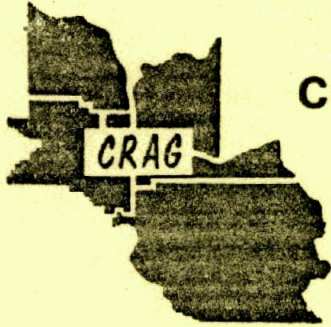
- . SIGNALIZATION IMPROVEMENTS
- . REMOVE ON-STREET PARKING/ REPLACE PARKING
- . PEDESTRIAN IMPROVEMENTS

TSM STRATEGIES SUGGESTED FOR THE TEN PROBLEM AREAS

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

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PORTLAND, OREGON 97201

(503) 221-1646



FOR IMMEDIATE RELEASE: January 4, 1978

For Additional Information:
Judy Bieberle: 221-1646

CRAG DESIGNATES WEST HILLS URBAN AND NATURAL RESOURCE

In designating portions of Portland and Multnomah County "Urban" and "Natural Resource", the Columbia Region Association of Governments, at its December meeting, ended nearly four years of debate over the 4.2 square mile property known as the West Hills Study Area.

The CRAG Board of Directors voted to designate the land south of Skyline Boulevard from the Washington County line to the Portland city limits as Urban and the area north of Skyline, which also falls within the City and is adjacent to Forest Park, as "Natural Resource".

This is the first instance in which CRAG has designated a portion of land within city limits other than Urban.

According to Board Chairman Corky Kirkpatrick, "The Board action exemplifies the kind of positive role that the regional agency can play in settling land use disputes between jurisdictions".

-more-

LARRY RICE, EXECUTIVE DIRECTOR

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Initially, the City of Portland wanted an urban designation for the entire Study Area while Multnomah County favored a "rural" or "natural resource" use for the hillside acreage. The Portland City Council approved the CRAG staff recommendation prior to the Board deliberations.

The CRAG action requires Multnomah County to adjust the County's Urban Growth Boundary on their recently adopted Land Use Framework Plan. The area designated "urban" by CRAG is shown as rural residential and multiple use forest on the County Plan, although most of the surrounding area has been identified for urbanization. The County's current uses comply with CRAG's urban designation.

Although the Board-adopted staff recommendation was based largely on topographical features of the land, the final designation took into account regional planning considerations as well. For example, the staff analysis of the area identified two separate drainage basins with different characteristics and the Board chose to base their decision on these features of the land rather than simply considering existing jurisdictional boundaries. At the same time, recognition was given to protecting the Forest Park as a regional resource.

Other factors considered included the proximity of the Study Area property to downtown Portland and accessibility to major roads and highways. Recognition was given that the northern basin of the long, thin peninsula parallels and is adjacent to a largely undeveloped wilderness area while the southern basin is

contiguous to an urbanizing area where some services already support development.

The northern basin has little or no development at this time and in order to support even minimal development, sewer and water would have to be provided by the City through the Park and beyond to the St. Helens Road area. As such, these improvements would likely drive up the cost of development beyond economic feasibility.

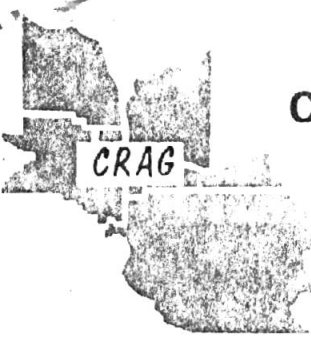
West Hills became a Study Area when the Land Use Framework Element of the Regional Plan was adopted by the CRAG Board of Directors in December, 1976. At that time, because member cities and counties could not agree on appropriate uses for the land, it was determined that more study would be required before a decision could be made.

The CRAG staff study found soils in the area to be of a class too low to support economically feasible agricultural and forestry uses. The soil was found to present severe limitations for continued development on septic tanks. Questions about its suitability for urbanization were raised by citizens, environmentalists and others who were concerned about protecting the Forest Park as a regional natural resource. The cost of providing services and the dependency upon various governments for providing them added to the complexity of the decision-making process.

Earlier, in 1973, a request for a zone change for the portion of the property within Portland had been submitted to the City

Council. The request was for a 1,750 unit residential planned unit development, Forest Park Estates, which would be built in phases on 522 acres in the area. The Council granted the rezone in September, 1975. The act of placing the land in the Study Area placed a moratorium on development of the property until last Thursday. With the urban designation, the City is now in a position to consider development options for the area.

for
newsletter



COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S. W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

FOR IMMEDIATE RELEASE:

February 17, 1978

For Additional Information:
Judy Bieberle, 221-1646

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- Rivergrove
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- Wood Village

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PUBLIC TO COMMENT ON STUDY AREA RULE AMENDMENT

A proposed amendment to the implementing rules of CRAG's Land Use Framework Element which establishes a schedule for resolving the Plan's nine remaining Study Areas is the subject of a Public Hearing set for 7:30 p.m. during the February 23 meeting of the Board of Directors of the Columbia Region Association of Governments (CRAG).

The amendment provides that each remaining Study Area shall be resolved by a specified date which has been ratified by the county in which the land is located. It further provides that the CRAG staff, as well as the jurisdictions, submit recommendations for land use designations on each Study Area for the Board to consider prior to making the final designation. These recommendations will be made during the regular Board meeting at which the Study Area is scheduled for designation.

The schedule of dates for settling the land use questions will become part of the rules amendment when it is adopted by the Board. The schedule tentatively indicates the following dates: May 25 for Smith and Bybee Lakes and the area south of Troutdale (Multnomah County); June 22 for the

Carl Terry

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STUDY AREAS
PAGE 2

area east of Hillsboro and the area north of Wilsonville (Washington County); August 24 for the area south of Oregon City and the area east of Canby (Clackamas County); September 28 for Rock Creek (Clackamas County); November 27 for the area southeast of Damascus (Clackamas County); and December 21 for the area along the South shore of the Columbia known as Columbia Community (Multnomah County).

These dates will be confirmed at the Board meeting when member jurisdictions present their Commission certified schedules.

The proposed amendment gives the CRAG board the responsibility of designating the Study Areas if members do not submit their land use recommendations by the date agreed upon.