

*Mary Loh*

MSD COUNCIL  
AGENDA FOR BRIEFING SESSION  
CONFERENCE ROOM "C"

February 1, 1979

5:30 p.m.

5:30 to 5:35

✓ 1978-1979 LCDC Planning Assistance Grant Offer

5:35 to 6:30

*5/160*  
Proposed Legislative Program

*12  
4/5*  
✓ a. Bill #3

b. Banfield Transitway Project (Introduced by Peterson, Banzer and Schedeen)

c. Banfield Transitway Project (Introduced by Kafoury)

d. Seeking legislation permitting MSD to determine solid waste disposal and landfill site (Introduced by Berkman)

*e. Report L. H. S. ...*  
6:30 to 7:25

Briefing on Housing Opportunity Plan (HOP)

7:25 to 8:00

BREAK *9:00*

8:00 to 9:00

Briefing on State Improvement Program for Air Quality

9:00 to 9:30

Discussion of Department of Land Conservation and Development - Wes Kvarsten, Director

9:30 to 10:00

Council Rules - Public Input Items

10:00 to 10:30

General Discussion if Necessary

ADJOURNMENT

mec  
12

BILL #3  
SOLID WASTE LAWS

Section 10. ORS 215.213 is amended to read:

(1) The following nonfarm uses may be established in any area zoned for exclusive farm use:

- (a) \*\*\*
- (b) \*\*\*
- (c) \*\*\*
- (d) \*\*\*
- (e) \*\*\*
- (f) \*\*\*

"(g) A site or facility for the disposal of solid or liquid wastes approved by the Council of a metropolitan service district, if it is found by the Council that said site is capable of being reclaimed for farm use.

AJ:bc  
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BEFORE THE COUNCIL  
OF THE METROPOLITAN SERVICE DISTRICT

For the purpose of transmitting        )     Resolution No. 79-13  
concerns of the Council regarding     )     Introduced by: Gene Peterson  
the Banfield Transitway Project       )     Cindy Banzer and Betty Schedeen

WHEREAS, The Oregon legislature is considering the appropriation of \$17.8 million (as of February 1, 1979) to support construction of the Banfield Transitway Project, and

WHEREAS, Assurances have been given to the Metropolitan Service District Council by representatives of Tri-Met and Multnomah County that financial feasibility of the proposed transitway project does not rest on increasing housing densities in the I-205 to Gresham portion of the project, and

WHEREAS, Citizens and community planning groups in the I-205 to Gresham portion of the project are concerned about possible forced increases in residential density. They also have expressed a desire to be involved very early in the project design process and to make sure that all improvements needed to mitigate possible adverse impacts of the rail project be constructed concurrently with the rail line, with the net result being an improvement in the neighborhood environment, and

WHEREAS, The final environmental impact statement for the light rail alternative will require several months to complete,

NOW, THEREFORE, BE IT RESOLVED, That the Metropolitan Service District Council supports the Governor's request for an <sup>17.8</sup>~~\$18.6~~ million (as of February 1, 1979) appropriation for the Banfield

Transitway Project, based upon the findings in the Draft Environmental Impact Statement (and assuming the Final Environmental <sup>Impact</sup> ~~Support~~ Statement will be consistent with the draft).

BE IT FURTHER RESOLVED, That the Metropolitan Service District Council urges the responsible implementation agencies to:

1) involve the community planning groups and citizen representatives most directly impacted by the project to ensure that their concerns are considered and implemented where feasible, and

2) require no increase in residential density for the purpose of supporting or otherwise accommodating the Transitway Project.

ADOPTED By the Council of the Metropolitan Service District this 8th day of February, 1979.

\_\_\_\_\_  
Presiding Officer

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

For the purpose of requesting )  
legislative support for State ) Resolution No 79 - 14  
general fund appropriations for )  
the Banfield Transitway Project ) Introduced by Marge Kafoury

WHEREAS, The proposed Banfield Transitway Project has received necessary approval from all local jurisdictions in the Portland metropolitan area and from the Oregon Department of Transportation, and

WHEREAS, The Governor of the State of Oregon has recommended a state general fund appropriation of \$17.8 million (as of February 1, 1979) the required match to the federal grant for the project, and

WHEREAS, It has been determined by Tri-Met that successful operation of light rail transit in the I-205 to Gresham portion of the corridor is not dependent upon increased population density, thus satisfying the major concern of the residents of that area,

NOW, THEREFORE, BE IT RESOLVED That the Council of the MSD hereby requests that the Legislature appropriate \$17.8 million <sup>as of Feb 1, 1979</sup> over the period of the next three bienniums as matching funds to the federal grant for the Banfield Project.

ADOPTED By the Council of the Metropolitan Service District this 8th day of February, 1979.

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Presiding Officer

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BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

For the purpose of seeking ) Resolution No. 79-15  
legislation permitting the )  
MSD to determine solid waste )  
disposal and landfill sites. ) Introduced by Craig Berkman

WHEREAS, There does exist a potential solid waste disposal site crisis in the district, and

WHEREAS, The inclusive authority to approve sites for such use resides with cities and counties pursuant to local planning and zoning authority, and

WHEREAS, It is deemed necessary that the MSD have sufficient authority to locate and determine such sites,

NOW, THEREFORE, BE IT RESOLVED, That the attached "Proposed Amendment to ORS Chapter 268" be added to the approved MSD legislative package for submission to the 1977 Legislature.

ADOPTED By the Council of the Metropolitan Service District this 18th day of January, 1979.

\_\_\_\_\_  
Presiding Officer

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PROPOSED AMENDMENT TO ORS CHAPTER 268

Solid Waste Disposal Siting.

- (1) Notwithstanding the authority of cities and counties to plan and zone the use of land, a district shall have the authority, subject to statewide land use planning goals of the Land Conservation and Development Commission and regulations of the Environmental Quality Commission, to determine and locate sites for solid waste disposal and landfill if the Council of the District finds:
  - a. That there is a need for such a site within the district;
  - b. That the site selected best fulfills the determined need, and;
  - c. That other possible sites are not as well suited for solid waste disposal as the site selected.
- (2) In exercising the authority granted in subsection (1) of this section, a district council shall make all reasonable efforts to encourage and facilitate the participation of affected local citizens and units of local government in the district's disposal site selection process, and the views of such citizens and jurisdictions shall be considered prior to any site selection.
- (3) Upon selection of a disposal or landfill site by a district council, pursuant to subsections (1) and (2) of this section, such site may be utilized for disposal or landfill purposes without any permit from the affected city or county and without application of, or amendment to, a city or county comprehensive plan, zoning ordinance or other local regulation or ordinance.

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

TO:           MSD Council  
FROM:         Executive Officer  
SUBJECT:      Air Quality Planning Program Overview

**BACKGROUND:** The Portland-Vancouver metropolitan area is currently a "non-attainment" area with respect to federal air quality standards. The urbanized portion of the tri-county area (Clackamas, Multnomah and Washington Counties) has been designated an Air Quality Maintenance Area (AQMA) by DEQ. A portion of Clark County is also included in the AQMA. However, the states of Oregon and Washington have different standards; and the Oregon portion of the Portland-Vancouver Interstate AQMA is a designated non-attainment area for more types of pollutant than the Washington portion, as shown below:

### Pollutants Designated

Oregon portion

Carbon Monoxide, Photo-chemical  
Oxidants and Particulates

Washington portion

Photo-chemical Oxidants and  
Particulates

The Federal Clean Air Act requires the designated non-attainment areas of each state to prepare air quality attainment and maintenance plans and to adopt such plans in the revision of the State Clean Air Implementation Plan (SIP). The law also requires the Governor of each state to designate a "lead agency" to manage the preparation of the air quality plan for the area.

Originally, Governor Straub designated the Oregon Department of Environmental Quality (DEQ) as the lead agency for the Oregon portion of the AQMA. Then, on June 16, 1978, the Governor, at CRAG's request, switched the designation from DEQ to CRAG. As the lead agency, CRAG was responsible for development of measures to control carbon monoxide and photochemical oxidants, i.e., transportation control measures, and for revisions of the SIP mandated by federal law. The Clark County Regional Planning Council was designated as the lead agency for the Washington portion of the Interstate AQMA.

Pursuant to state law (ORS Chapter 665), MSD inherited CRAG's air quality planning program and shares air quality planning responsibilities with the DEQ.



### Program Objectives

In addition to the objectives adopted by CRAG, (Objective III, Air, Water and Land Resources Quality) the MSD's air quality program has the following objectives:

1. Integrate air quality planning with transportation and other regional planning considerations to insure coordinated actions at the regional level.
2. Achieve air quality objectives within the existing framework of a legally enforceable urban development containment policy.
3. Determine air quality impacts on economic development, functional systems and the environment through a single unified agency approach.

The highest priority in the air quality program at the present time is the development of the early 1979 revision of the State Clean Air Implementation Plan (SIP). The initial SIP for the Portland AQMA is often characterized as "a plan for a plan." It must set forth a plan for developing and evaluating alternative control measures which will result in attainment of air quality standards within federally mandated deadlines. After local, state and federal approval of the SIP, work will begin on development and evaluation of the alternative control measures. This work must be completed by July, 1980.

### Work Program and Funding

A work program for air quality planning was prepared jointly by CRAG, DEQ and the City of Portland during the first half of calendar year 1978. (Prospectus, Portland-Vancouver AQMA Regional Air Quality Program Work Agreement, June 22, 1978). The work program was subsequently refined in several submittals to DEQ and EPA. It was approved by DEQ and EPA and became the framework for CRAG's application to EPA for a Clean Air Act (Section 175) planning grant. The amount of grant funds applied for is \$384,915; however, the grant will be awarded in two stages, beginning with the first stage grant for \$237,444, which was approved by EPA this month.

A separate work program has been prepared by Clark County Regional Planning Council (RPC) for the Washington portion of the Interstate AQMA. Clark County RPC is also applying for a grant (about \$59,000) and will request the MSD Council's approval of their work program on February 8, 1979.

### Project Management and Coordination

MSD's air quality planning is conducted primarily within two departments: Transportation and Public Facilities. The Transportation Department is responsible for preparing estimates of the amount of air pollution from transportation sources, present and future, and the evaluation of various control measures. The Public Facilities Department is responsible for coordinating the air quality planning activities of other MSD Departments, DEQ, the City of Portland, Clark County Regional Planning Council and other agencies in the SIP revision process. Clark County RPC is coordinating the state of Washington's SIP revision for their portion of the AQMA.

### Citizen Participation

Although the citizen participation process is still in the formulation stage, some involvement of citizens has been encouraged through two mechanisms, as follows:

1. Transportation planning workshops conducted by CRAG and MSD have provided opportunities for citizens to identify air quality problems at the local level.
2. DEQ formed the Portland AQMA Advisory Committee to advise DEQ on its air quality planning program. The Advisory Committee consists of staff from public agencies, representatives of industry and public interest groups, and citizens at large.

In addition, the general public has been informed by several television public service announcements and newspaper articles.

A more extensive citizen participation process is being designed now and will be initiated as soon as possible. It will be coordinated very closely with the transportation planning process to prevent confusion and duplication.

### Program Status

MSD's air quality planning program has been underway for seven months. The primary focus of the program at the present time is the development of the 1979 revision of the State Clean Air Implementation Plan (SIP). Recent activities and program accomplishments are listed below:

1. The grant application for EPA Section 175 funding for air quality planning has been approved by the Region X office. The total amount approved (\$237,444) is somewhat less than originally planned, due to a reduction in the funds available in the

"first-round" appropriation. Because of the shortfall, it was decided to eliminate the work item that called for the development of an areawide ozone model. (It is hoped that other sources or second-round funds can be tapped to cover this.) As a condition of the grant, EPA has imposed the requirement that a funding agreement be reached between MSD and the Regional Planning Council of Clark County by March 1, 1979 before any monies are dispensed from the second-round funding. A draft agreement is under review by MSD and Regional Planning Council staff.

2. Inventories (projections) of mobile source (automobiles, trucks, etc.) emissions for carbon monoxide (CO), hydrocarbons (HC), particulates (TSP) and other pollutants have been produced by MSD for the years 1977, 1982, 1987 and 2000, and are being used by DEQ to determine the total emissions from all sources (mobile, stationary and other sources).
3. MSD staff are using the CO emissions data to determine potential problems in the transportation network (segments of streets and highway which will violate ambient air quality standards for CO levels).
4. DEQ staff are estimating the amount of photochemical oxidants or ozone (smog) that will be generated under unfavorable weather conditions.
5. A study of particulate sources in the Portland AQMA, conducted by the Oregon Graduate Center (OGC) for DEQ, has been completed and the study report will be published shortly. It is anticipated that the OGC study results will have dramatic implications with respect to future regulation of particulate sources in urban areas, especially road dust.
6. Due to slippage in the schedule for preparation of the mobile source emissions inventory, the first draft of the SIP revision document is now scheduled for completion on March 1, 1979. This probably is not a critical problem because EPA has recently revised the regulations on allowable ozone levels and the work program must be re-evaluated in that context.

**BUDGET IMPLICATIONS:** The EPA Section 175 grant has been approved by UMTA and EPA, and MSD has been given authorization to incur costs against the grant. This grant will be sufficient to sustain the air quality planning program through approximately June 1, 1979. Another grant application will be filed with EPA when second-round federal funds are available.

POLICY IMPLICATIONS: There are no direct policy implications of this agenda item. It is presented as an informational item. However, the Council will be faced in the future with many decisions which will require tradeoffs between air quality and other important growth management concerns such as improvements in the transportation system, future economic development, urban growth patterns, siting of major facilities, and others.

ACTION REQUESTED: None.

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# Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

## Memorandum

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Date: February 1, 1979

To: MSD Council

From: Executive Officer

Subject: Analysis of Proposed Amendments to Procedural Rules Submitted by Jim Allison (attached)

1. The first proposal is to require that ordinances be read at two successive regular meetings rather than simply at two regular meetings at least six days apart.

Since it is the normal course of business to read ordinances at successive meetings, the effect of the proposed amendment would be minimal. The language currently in the proposed rules is identical to the enabling legislation. Mr. Allison apparently wants some assurance that the second reading of an ordinance will occur at the next regular meeting rather than some later meeting in the future. But even though the second reading would be at the next regular meeting, the Council could still delay adoption until some later meeting. Therefore, the effect is nearly the same either way.

Recommendation: Retain the current language. Since there is an imperceptible difference between the current language and the proposed amendment, it is advisable to stay as close to the statutory language as possible.

2. Mr. Allison's second proposed amendment is cumbersome and complex. In essence, Mr. Allison proposes that there must be a public hearing on every ordinance and that additional public hearings must be held each time an ordinance is either amended or held over for adoption. Also, Mr. Allison proposes that any ordinance which is tabled indefinitely or postponed indefinitely be considered rejected, not subject to reconsideration.

The apparent purpose of the amendment is to insure that citizens have maximum opportunity to speak on each proposed word in each ordinance and that action must be taken by the Council at a public hearing.

Memorandum  
February 1, 1979  
Page 2

No law requires such cumbersome procedures; indeed the enabling legislation requires no hearings on ordinances at all. If an ordinance involves land use, a hearing may be required anyway as a function of LCDC Goal #1 (Citizen Participation). The enabling legislation does provide, however, that ordinance consideration must be reflected in published agendas. Therefore, the only real effect of the amendment is to require substantial delay and a possible plethora of hearings.

Recommendation: Staff recommends that the intent of the first sentence of the proposed amendment be included in Section 7.02 of the rules in an altered form as follows:

"7.02 Except as provided in Section 7.07 of these rules, before an ordinance is adopted, it shall be read during two regular meetings of the Council on two different days at least six days apart(.) and shall be submitted to at least one public hearing. (ORS 198.550.) The reading . . . . ."

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Proposed amendments to proposed MSD Ordinance #79-65. Submitted by Jim Allison, President Washington County Landowners Association.

Jan 18, 1979.

On page 4, Section 7--Ordinances:

1--Amend the first part of subsection 7.02 to read:

Except as provided in Section 7.07 of these rules, before an ordinance is adopted, it shall be read at two successive regular meetings of the Council.

2--Insert a new subsection immediately preceding subsection 7.03 to read:

"7.025 Immediately after the second reading of the proposed ordinance, the agenda shall provide for a public hearing. After the public hearing is concluded, the Council shall either schedule a third reading and a second public hearing or it shall dispose of the proposed ordinance by adopting or rejecting it. After each public hearing of the ordinance at a regular meeting of the Council, the Council shall either schedule an additional public hearing or it shall dispose of the proposed ordinance by adopting or rejecting it. The adoption of any amendment affecting the substance of the proposed ordinance shall require an additional public reading and hearing of the ordinance as amended prior to enactment. Any ordinance tabled or postponed indefinitely by the Council shall be considered as rejected and shall not be eligible for reconsideration unless reintroduced as provided in subsection 7.04."

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# Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

## Memorandum

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Date: February 1, 1979

To: MSD Council

From: Andy Jordan

Subject: Analysis of Proposed Amendments to Procedural Rules from City of Sherwood, Michael Stoops and Anne Nichel.

1. The Sherwood Citizens Planning and Advisory Committee (SCPAC) recommends that the right of referendum be addressed in the rules and that emergency and special meetings be limited to actions concerning public health, safety and welfare.

Both of these suggestions are well taken, but are sufficiently covered in state law.

Recommendation: No amendment is necessary. It would serve no purpose to merely restate the lengthy statutory provisions on referendum. To state that only actions affecting public health, safety and welfare may be acted upon at special or emergency meetings would have no effect. Presumably, all actions of the MSD will affect health, safety or general welfare.

2. Michael Stoops suggests that regular meetings be held in all parts of the district (at least once per year in each subdistrict). There is no reason why this could not be done. However, the MSD headquarters is centrally located providing the best access to the most people. To hold meetings in outlying areas of the district would be very convenient for a minority of people but inconvenient for others. A better practice might be to hold hearings on issues of particular significance to a local area in that area. No rule amendment would be necessary to establish such a practice.

Recommendation: No amendment, but consider holding hearings at locations other than MSD offices.



3. Mr. Stoops also suggests that advisory committees contain 50 percent local officials and 50 percent "common" citizens. Section 20 of HB 2070 requires the MSD to appoint advisory committees ". . . comprised of local government officials. . . ." The purpose of the statute was to provide direct access by local officials to the Council. To dilute that access by 50 percent may run afoul of the statute.

On the other hand, the statute does not require that all MSD committees be exclusively local officials. Citizens could, therefore, be included on other than "Local Government Advisory Committees." Section 16 of the rules provides for such committees.

Recommendation: No amendment.

4. Anne Nichel suggests that Council actions on advisory committee recommendations be reported to each affected committee in writing. The suggestions is well taken.

Recommendation: Add the following to Section 15 of the rules:

"15.06 Actions taken by the Council on committee recommendations shall be reported to each committee, in writing, by the Clerk of the Council within 14 days of such action."

Add the above sentence to the end of Section 16 of the rules.

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*Send  
copy to  
each one*

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

TO:           MSD Council  
 FROM:        Executive Officer  
 SUBJECT:     1978-79 LCDC Planning Assistance Grant Offer

BACKGROUND: In July, 1978, the Land Conservation and Development Commission (LCDC) offered CRAG \$40,698 for the purpose of completing regional Goal #14 (Urbanization) work during the time period of July 1, 1978 to July 1, 1979. LCDC withheld 1978-79 Goal #14 grant monies from those local jurisdictions intending to conduct local Urban Growth Boundary planning. The money withheld was to come to CRAG and later be disbursed to the local jurisdictions commensurate with completed regional Goal #14 work. The portion of the grant offer withheld from local jurisdictions during the 1978-79 grant process breaks down as follows:

<u>Jurisdiction</u>	<u>Local Goal #14 Money Withheld</u>
Washington County	\$20,000
Clackamas County	10,000
Canby	1,000
Wilsonville	750

Since the original grant offer, the Urban Growth Boundary findings have been completed and adopted by the CRAG Board (Order # 78-22). Washington and Clackamas Counties directly participated in the findings project.

With approval of this resolution, MSD will accept the grant offer in the amount of \$38,948, for work completing the CRAG Urban Growth Boundary. The money is earmarked as follows:

	<u>Grant Request</u>
Washington County	\$20,000
Clackamas County	10,000
CRAG/MSD	8,948
	<u>\$38,948</u>

MSD will be expected to disburse the funds to Clackamas and Washington Counties commensurate with work completed.

We are requesting by this action that LCDC return the additional \$1,750 directly to Canby and Wilsonville for the Goal #14 work completed which was specific to that jurisdiction.

BUDGET IMPLICATIONS: The LCDC funds budgeted for MSD would pay for the portion of Planner III and Division Director's time assigned to the growth boundary findings project.

POLICY IMPLICATIONS: Closes the financial records on UGB planning performed through 1978.

ACTION REQUESTED: It is recommended by the Executive Officer that the Council adopt Council Resolution #79-8 that accepts a portion of the LCDC Grant Offer for regional UGB planning and recommends that LCDC forward the remaining monies directly to the named jurisdiction for local Goal #14.

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1/18/79

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

TO:           MSD Council  
FROM:         Executive Officer  
SUBJECT:      Continuation of CRAG Goals and Objectives and Plans

BACKGROUND: Prior to its demise, CRAG adopted, pursuant to its planning authority, Regional Goals and Objectives, Land Use Framework Plan and a Public Facilities and Services Plan. Each of the above were adopted as Rules of CRAG and, pursuant to Section 25 of HB 2070, these Rules continue in effect until such time as the Council of the MSD repeals or supercedes them.

The above Goals, Objectives and Plans have been utilized by CRAG in its review processes since their adoption and are currently being utilized and followed by local jurisdictions in their planning processes.

It appears advisable that the Goals, Objectives and Plans of CRAG be expressly continued by the Council to provide; (1) certainty by local jurisdictions that said Goals, Objectives and Plans are still in effect and (2) time for the MSD staff to assess the continuing utility of these regulations.

BUDGET IMPLICATIONS: None

POLICY IMPLICATIONS: Continuation of CRAG's Goals and Objectives and Plans for at least an interim period will result in the least amount of confusion on the part of local jurisdictions in their planning processes and will provide a starting point from which the MSD may begin its planning process.

ACTION REQUESTED: Adoption of Resolution 79-10, expressly continuing the CRAG Goals and Objectives, Land Use Framework Plan and Public Facilities and Services Plan

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1/18/79

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

In the matter of accepting	)	
a Portion of the Grant Offer	)	
For Urban Growth Boundary	)	Resolution No. 79-8
Planning Activities from the	)	At the request of
Land Conservation and	)	Rick Gustafson
Development Commission for	)	
FY 1978-79.	)	

WHEREAS, The Land Conservation and Development Commission approved a grant offer to CRAG for Goal #14 land use planning activities in July, 1978, and

WHEREAS, The multiplicity of jurisdictions in the region have made it necessary to prepare a regional urban growth boundary, and

WHEREAS, LCDC withheld Goal #14 monies from 1977 land use planning grants to Clackamas and Washington Counties, and

WHEREAS, Clackamas and Washington Counties directly participated in the completion of the adopted CRAG Urban Growth Boundary.

NOW, THEREFORE, BE IT RESOLVED, That the Metropolitan Service District accepts \$38,948 from the Land Conservation and Development Commission,

BE IT FURTHER RESOLVED, That the money will be used to reimburse MSD, Clackamas and Washington Counties for costs incurred in completing the Urban Growth Boundary Project, and

BE IT FURTHER RESOLVED, That the MSD Council requests that remaining grant monies in the sum of \$1,750 be returned directly from LCDC to those jurisdictions within the region that did not directly participate in regional Goal #14 work but completed Goal #14 work specific to that jurisdiction, and

BE IT FURTHER RESOLVED, That the staff is instructed to take the necessary action to carry out the purpose of this resolution.

ADOPTED By the Council of the Metropolitan Service District this 18th day of January, 1979.

Presiding Officer

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## WHAT IS A-95?

A-95 is an administrative process developed by the U. S. Office of Management and Budget (OMB) which implements several pieces of federal legislation. This process requires that federally assisted programs and projects affecting state and local governments be coordinated with each other and with state, regional and local plans and programs. After years of use among governmental agencies, the process has come to be called A-95.

OMB Circular A-95 establishes a nationwide procedure whereby state governments and certain regional planning agencies are designated as state or areawide "clearinghouses." Designated clearinghouses are authorized to receive applications for federal grants-in-aid funds for review and comment prior to consideration of the applications by the funding agency. Clearinghouse comments serve only as advisory recommendations to the federal funding agency. Endorsement of a project does not assure positive action, while a negative recommendation will not guarantee denial of a funding proposal.

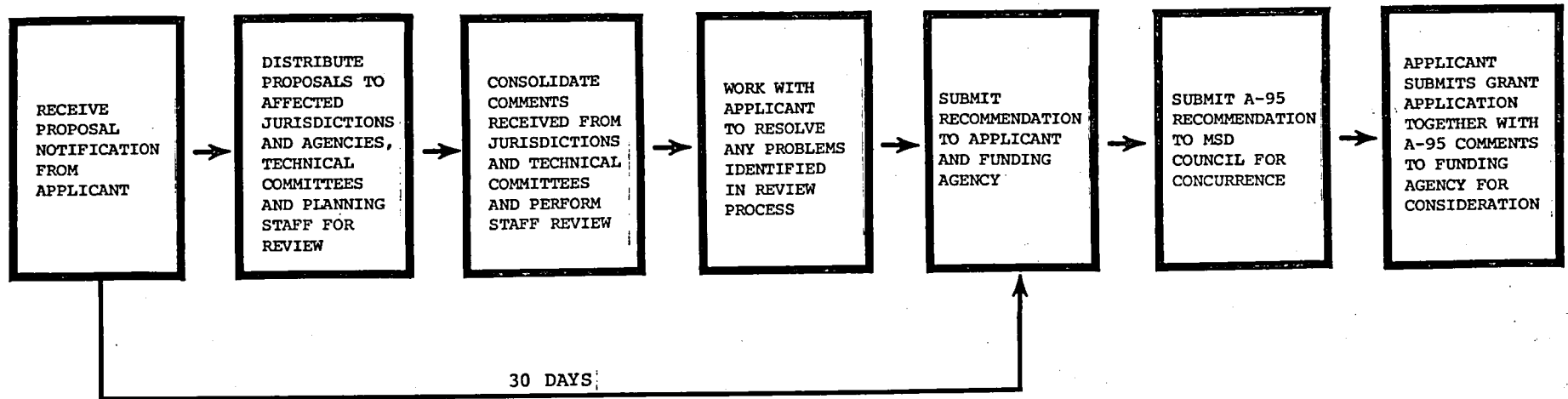
Issues which are addressed in A-95 review of projects include:

- . consistency of the project with state, regional and local comprehensive plans
- . whether the project duplicates or conflicts with existing projects or needs further coordination
- . impact of the project upon the environment

The diagram below depicts MSD's process for A-95 review of grant applications.

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# MSD's A-95 REVIEW PROCESS





## AGENDA MANAGEMENT SUMMARY

TO: MSD Council  
FROM: Rick Gustafson, Executive Officer  
SUBJECT: Administrative District 2, Criminal Justice System  
Improvement Plan

BACKGROUND: The District 2 Criminal Justice Plan is the result of the work of local agencies, the Criminal Justice Advisory Committee and MSD Criminal Justice Planning staff over the last five months. The plan identifies the priority problems and proposes goals that, if achieved, should either correct or relieve the problems identified. A draft copy of the plan has been distributed to the Council.

It is important to note that the plan is not just for the purpose of obtaining federal funds, but as a method of identifying and attempting to correct regionally important criminal justice system problems. Therefore, not all of the problems require the expenditure of additional funds for resolution. However, it is anticipated that there will be about \$1,300,000 in federal funds for implementing the plan.

BUDGET IMPLICATIONS: None for MSD's budget. However, approval of the plan impacts local agency budgets by allowing them to receive federal and state funds to operate approved projects.

POLICY IMPLICATIONS: The approved plan establishes MSD policy for allocating Law Enforcement Assistance Administration (LEAA), State, and Juvenile Justice and Delinquency Prevention Act (JJDPA) money to local public and private agencies. In addition, other requests from local agencies for federal money for projects that affect the criminal justice system will be reviewed for consistency with the plan for A-95 purposes.

ACTION REQUESTED: It is recommended by the Criminal Justice Advisory Committee and the MSD staff that the plan be approved through adoption of Ordinance No. 79-67.

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RECEIVED  
JAN 23 1979

METRO SERVICE DISTRICT

P.O. Box 167  
Sherwood, Oregon 97140  
625-5522 625-5523

Jan. 19, 1979

Metropolitan Service District  
527 SW Hall  
Portland, Ore. 97201

Re: MSD Council Procedural Rules

Dear Sirs:

The Sherwood Citizens Planning and Advisory Committee (SCPAC) recently reviewed the proposed Procedural Rules. Two concerns were raised.

First, the right of referendum to the people was not addressed.

Second, the special and emergency meeting stipulations do not address what action may be taken. No action should be taken, except that action which is directed at the public health, safety and welfare.

Your immediate consideration of these matters is expected and appreciated. Thank you.

Sincerely,

Eugene Stewart, Chairman  
Sherwood Citizens Planning  
and Advisory Committee