



RECEIVED

NOV 28 1978

GOVERNMENT
ACCORD TO GOVERNMENT

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

November 22, 1978

Ms. Corky Kirkpatrick
Chairperson
Columbia Region Association
of Governments
527 SW Hall Street
University Center Building
Portland, Oregon 97201

Mr. Robert Schumacher, Chairperson
Metropolitan Service District
1220 S.W. Morrison, Room 300
Portland, OR 97205

Dear Chairpersons:

CRAG/MSD Transition

Mr. Robert A. Burco, Director of the Oregon Department of Transportation, has recommended that I exercise my authority under Part 450, Federal Rules and Regulations implementing the provisions of Title 23 U.S.C. and the Urban Mass Transportation Act of 1964, as amended, to designate on an interim basis, the new Metropolitan Service District as the METROPOLITAN PLANNING ORGANIZATION for the cooperative state/local transportation planning program in the Portland urbanized area. I have accepted Mr. Burco's recommendation and made the interim designation effective January 1, 1979, through September 30, 1979.

I understand this interim designation is needed to assure the continuity of the transportation planning program between the time CRAG goes out of existence and the remainder of the Federal fiscal year. The interim period will also provide the new MSD Board an opportunity to address several important matters involved in the state/local transportation planning program.

Federal regulations require that the Metropolitan Service District (as designated MPO) and the Oregon Department of Transportation execute an interagency agreement which defines how the MPO and the state will cooperatively carry out the urban transportation planning process. Because important state highways and funding programs are directly affected by this process, it is extremely important that such an agreement set forth how ODOT will be involved, both technically and at a policy level.

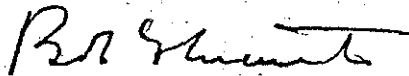
Mr. Burco has further advised me that a number of administrative matters applicable to the planning program should also be considered during this interim period. These matters include funding of the transportation planning process, realignment of the planning area boundaries, development of needed Tri-Met/MSD agreements, and formation of local agency advisory committees.

I am hopeful that similar agreements can be developed with appropriate jurisdictions in the State of Washington so that Governor Ray can also designate the new MSD as the Metropolitan Planning Organization. This would provide a single regional planning effort for transportation in the Portland/Vancouver urbanized area.

I have asked the Director of Transportation to advise me upon completion and adoption of the appropriate ODOT/MSD agreements so that the designation can be made permanent. Hopefully, these agreements can be finalized well in advance of September 30, 1979, in order to move expeditiously toward permanent designation and assure compliance with applicable Federal regulations.

The new Metropolitan Service District is a tremendously exciting concept and opportunity in planning for and providing needed urban services. We very much look forward to working with the new MSD officials in cooperatively addressing State, regional, and local transportation issues in the Portland area.

Sincerely,


Governor

RWS:bh