Joint Policy Advisory Committee on Transportation

5-10-1979

Meeting Notes 1979-05-10

Joint Policy Advisory Committee on Transportation

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1.a. VOTING PROCEDURES FOR THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Major Issues:

1. Do votes of various JPACT members get combined in some way?

2. How do the votes of various JPACT members get presented to the MSD Council?

TPAC Recommendation: None

Staff Recommendation:

The staff concurs with the proposal of Charlie Williamson that attempts not be made to combine votes of various members. Instead, a listing should be presented to the MSD Council showing who voted on each side of an issue.

1.b. FUTURE JPACT MEETING SCHEDULE

Major Issues:

Should committee continue to have breakfast meetings? Should other times be considered?

TPAC Recommendation: None

Staff Recommendation:

1. Establish regular day, time and location.

2. TRI-MET RADIOS -- TIP AMENDMENT
Major Issue:
Approval of revised cost authorization.

TPAC Concerns:

1. Why is the average cost per radio approximately $2,000?  
   Tri-Met response: This level of expense is necessary because of the unique features of this equipment (emergency silent alarm, automatic system to monitor the location of buses, high quality to ensure low maintenance costs, and ability to tie into passenger counting equipment).

2. Will additional costs be involved?  
   Tri-Met response: These funds will enable Tri-Met to have a fully operational system for their present fleet.

3. Why not install portable units on buses?  
   Tri-Met response: Portable units would end up costing more in the end.

4. Any health hazards as far as microwaves?  
   Tri-Met response: No such hazards have been found.

TPAC Recommendation:
Recommend approval of the TIP amendment.

Staff Recommendation:  
Forward to the Council recommending adoption.

3. WORK TRIPS AND AIR QUALITY (STAFF INFORMATIONAL PRESENTATION)

Major Issues:  
Can controls on auto commuters alone bring about achievement of air quality standards?

TPAC Concerns:  
It was pointed out that the estimates of reductions in pollution emissions resulting from removal of auto work trips is overstated. As work trips by autos are reduced,
some of the trips made in the off-peak would move to the peak hour; thus congestion will not be reduced to the degree estimated in the analysis.

TPAC Recommendation: None

Staff Recommendation:

Continue efforts to identify and evaluate measures directed toward reducing the dependency of work trips on single occupant autos. However, significant emphasis is needed to develop control measures which will reduce the emissions from other sources (non-work trips, trucks, stationary sources, and area sources).

4. AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)

Major Issue:

Compliance with federal requirements that a plan be approved describing: (1) the severity of the air quality problem, and (2) planning efforts to identify and evaluate control measures.

TPAC Concerns:

TPAC concerns are described in the attachment to the Management Summary. Staff responses to these concerns are included.

TPAC Recommendation:

Recommend approval of the SIP.

Staff Recommendation:

Forward to the Council recommending adoption of the ordinance approving the SIP.

5. FY 1980 UWP

Major Issue:

Policy direction on which transportation planning studies should be carried out in the coming fiscal year.
TPAC Concerns:

1. WSDOT has not had sufficient time to review the section concerning Washington MPO activities.

2. The RPC funding chart (#4) needs to be adjusted to be consistent with the other charts (show $55,000 pass through to MSD).

TPAC Recommendation:

Recommend approval of the FY 1980 UWP subject to:

1. Approval by Clark County Regional Planning Council and
2. Adjustment of the RPC budget Table 4 to show a $55,000 pass-through to MSD.

Staff Recommendation:

Forward to the Council for approval subject to conditions recommended by TPAC.

6. PRIORITY FOR THE OREGON CITY BYPASS

Major Issue:

Does MSD agree that the policy criteria laid out in the Management Summary are adequate to designate the Bypass project as the first project to receive additional state funding commitments?

TPAC Concerns:

1. What is meant by "if the state receives new funds?" ODOT response: This means that one of a number of measures presently being considered by the Oregon legislature to increase funds to improve the State Highway System would be passed.

2. What is the state position on matching Interstate Transfer funds? ODOT response: The position has not changed.

3. Can the decision be deferred until after the hearing process on the Bypass is complete? Staff response: This decision is closely related to state legislature considerations of state funding
commitments. It therefore needs to be dealt with while the legislature is in session.

4. If new state money becomes available, shouldn't other projects beyond the Bypass be funded?

Staff response: The proposed action would establish the Bypass as having the first priority use of new state funds. It is anticipated that additional projects would be specified for receiving state funding after the Bypass.

TPAC Recommendation:

Recommend approval of the resolution with the following two changes:

1. The last resolve would substitute the word "first" for "highest priority."
2. Another resolve would be added "subject to completion of required environmental approvals of the project including route selection."

Staff Recommendation:

Forward the revised resolution to the MSD Council for approval.

7. CRITERIA FOR IDENTIFYING AND SELECTING PROJECTS TO USE INTERSTATE RESERVE

Major Issue:

Policies to be used in: (1) screening a large number of problem areas to a manageable set, and (2) determining which projects should be funded with the MSD Interstate Transfer Reserve.

TPAC Concerns:

1. What is a major regional travel flow?
2. Why is energy not a consideration?
3. Why shouldn't cost overruns on already funded projects be eligible?

TPAC Recommendation:

None. To be considered at next month's meeting.
Staff Recommendation:

Staff will review the draft document to respond to TPAC and JPACT concerns. A revised draft will be considered at next month's JPACT meeting.


Major Issue:
Who should take the lead role in coordinating emergency energy planning?

TPAC Concerns:
1. Why shouldn't MSD take a lead role in that they are a regional coordinating agency?
2. How would coordinating functions be funded?

TPAC Recommendation:
TPAC recommended that MSD take the lead in coordinating contingency planning energy conservation efforts in the Portland metro area.

Staff Recommendation:
Funding for these types of efforts are not explicitly available in the MSD budget. The only way that MSD could take this responsibility would be if: (1) coordination was limited to a low-level effort to ensure all possible actors know their responsibilities should a gasoline crisis present itself, and (2) funding for such an effort came from the Technical Assistance program (this could mean that some requests for assistance may not be met).

9. COORDINATION OF COMPUTERS

Major Issue:
Have MSD and Tri-Met coordinated their efforts to purchase computers?
Charlie Williamson called the meeting to order and asked everyone to introduce themselves.

He explained the reason for establishing a joint transportation committee, what it will be involved in, and what it will try to accomplish.

I. Voting Procedures for the Joint Policy Advisory Committee for Transportation (JPACT)

Bill Ockert explained the TPAC concerns about their role, the role of elected officials, the role of citizens on TPAC, voting procedures, etc. Charlie Williamson offered to meet with TPAC at its next meeting in May to discuss these concerns.

The Committee approved the staff recommendation to 1) delay action on voting procedures until the local elected officials are chosen and 2) asking staff to prepare a report on the roles of the various committees, delegation of decisions, and possible voting procedures.

Dick Carroll, WSDOT, suggested that an effort be made to explain to Vancouver and Clark County officials how they would relate to the transportation committee. Charlie Williamson suggested that he and Mike Burton talk to Vancouver and Clark County officials.

II. Future Meeting Schedule--The decision as to a permanent location and schedule for the JPACT meeting will be put off until elected officials are named.

The May meeting will be held Thursday, May 10, at 7:30 a.m. Karen Thackston will notify members of the location.
III. Air Quality State Implementation Plan (SIP)

Bill Ockert explained the delay in releasing the SIP for review and comment. He explained that because of the short review time TPAC had named a subcommittee to review the draft plan and prepare recommendations for TPAC consideration in May.

Paul Bay commented that he felt TPAC should concentrate on uncovering policy issues and bring them to JPACT. He suggested that JPACT be made aware of any trade-offs.

No action was required.

IV. Citizen Appointments to TPAC--

Solicitation of citizen members has begun. Mr. Williamson felt that in light of TPAC concerns about citizen roles on TPAC he would meet with them before going any further with the citizen selection.

V. Process for Allocating the MSD Interstate Transfer Reserve

Bill Ockert explained that the proposed process had been reviewed with the jurisdictions and that jurisdictional concerns were addressed in the final draft. He stated that TPAC was concerned with the criteria and its development.

Bill Young felt that problems should not be fully identified until criteria have been established. The Committee asked that the flow chart be redone to show the criteria being developed at the same time as problems are identified. With that change, the proposed process was agreed to by the Committee. Staff will prepare draft criteria and describe the types of problems being proposed at the May meeting. Criteria are scheduled for approval at the June meeting of the Council.

VI. City of Portland Request to Fund PE on the South Portland Project

As per requirements, staff has developed a systems planning report on this project which identifies objectives to be met by the project, the potential effectiveness of the project, and the effect of the project on the regional transportation system. City staff agrees with the report. Laurel Wentworth stated that the project ties in with many of the regional projects being developed on the Westside. Concerns were raised as to consistency with transit corridors and its impact on the Interstate system.

Donna Stuhr asked if there were any policy implications. Bill Ockert said that the major policy consideration is the commitment of Interstate Transfer funds to the project. The City of Portland intends to request I-505 withdrawal funds to build the project. The Committee approved forwarding the project to the full Council.
VII. Cost Overruns

1. Hwy 212
   Using $58,000 of the contingency fund set aside for Clackamas County/Clackamas County cities.

2. Progress Ramps
   Using $75,250 of the contingency fund set aside for FAU projects.

Discussion centered on notification of the jurisdictions that might later wish to use a contingency account that consideration is being given to drawing down an account. Bebe Rucker stated that the representatives of those jurisdictions were at the TIP Subcommittee meeting and TPAC and that they voted for use of the contingency on these projects.

The Committee approved the use of the contingency funds and directed staff in the future to directly notify jurisdictions that might later desire to use a contingency fund.

Bob Bothman requested that the Progress ramps be sent to the Council that evening so as not to delay construction. The Committee agreed.

VIII. FY 1980 Unified Work Program (UWP)

Bill Ockert explained the purpose of the UWP. He pointed out this would be an action item in May so that it can be adopted with the MSD budget.

IX. TIP Amendment to Fund Repowering of Zoo Buses.

Paul Bay explained that it is more cost effective to repower buses than to buy all new ones. Tri-Met is proposing to use UMTA Section 5 funds.

The Committee approved the TIP Amendment for forwarding to the Council.

X. May Agenda Suggestions:

John Frewing suggested the following items be considered at the May meeting:

  - Fuel Shortage Plan
  - Computer Purchases

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MEETING REPORT

DATE: May 10, 1979

SUBJECT: Meeting of Joint Policy Advisory Commission on Transportation (JPACT)

GROUP: Council Transportation Committee:
   Charlie Williamson, Chairman, Donna Stuhr, Caroline Miller

   Implementation Agency Representatives:
   Bob Bothman, (ODOT), Bill Young (DEQ), Lloyd Anderson (Tri-Met), Florence Walker (Tri-Met), Gerald Edwards (WSDOT)

   Elected Officials:
   Larry Cole, (Beaverton), Don Clark (Multnomah County), Stan Skoko (Clackamas County), Allen Manuel (Milwaukie)

   Others:
   Doug Wentworth, Bill Ockert, Frank Angelo, Gary Spanovich, Terry Waldele, Ted Spence, Dick Arenz, Bill Parrish, Bebe Rucker, Winston Kurth, Joan M. Cartales, Alayne Woolsey, Karen Thackston

Charlie Williamson called the meeting to order and asked everyone to introduce themselves.

IA. Voting Procedures for JPACT

   The committee agreed with Mr. Williamson's recommendation that votes of the various members not be mixed. Instead, on votes which do not have unanimous support, the names of members voting on each side of an issue be listed.

IB. JPACT Meeting Schedule

   Members were surveyed to determine preferences for meeting time. After reviewing the survey findings (absentee's will also be polled), Mr. Williamson indicated he will set a permanent day and time. The June meeting will be held on June 14. Karen Thackston will notify members of the time and place.

2. Tri-Met Radios-TIP Amendment

   Bill Ockert summarized the questions raised by TPAC in April and answers provided by Tri-Met. He reported that TPAC was satisfied with the answers and had unanimously endorsed the amendment.

   Don Clark moved and was seconded to forward the TIP amendment for approval by the full Council. Motion passed unanimously.
3. Work Trips and Air Quality (Information)

Bill Ockert reviewed the staff analysis concerning the role of work trips in the ozone problem. The analysis shows that 1) major reductions in work trips by the automobile can significantly improve air quality and 2) work trip reductions alone would not bring about compliance with ozone standards. Federal standards would be violated even if all auto commuters were eliminated in 1982. Based on the analysis, staff recommended that efforts continue to identify and evaluate measures which would attract the auto commuter from the single occupant auto. Other measures directed toward reducing emissions from non-work trips, truck trips, and stationary/area sources should also be emphasized.

4. Air Quality State Implementation Plan (SIP)

Terry Waldele explained that the SIP is basically a work program describing transportation control measures which will be evaluated to bring about conformance with federal air quality standards. He summarized a number of comments received from members of TPAC and the AQMA Advisory Committee as well as staff responses. He pointed out that TPAC had recommended approval of the SIP.

Councilman Cole moved and was seconded to forward the SIP to the full Council for adoption; motion passed unanimously.

5. FY 1980 UWP

Bill Ockert pointed out changes made to the draft document distributed at the last meeting.

Gerry Edwards, (WSDOT) questioned the handling of the Clark County RPC portion since it has not been approved in Washington. Staff response was that the Council should adopt the UWP subject to the Washington portion being approved by RPC.

Bill Young asked how energy planning was being included in this year's work program. Staff responded that a number of planning projects included efforts to assess the energy impacts of transportation alternatives but that funds were not available for broader energy conservation activities. The Committee discussion centered on the need to pursue energy conservation planning. Staff was asked to survey various parties to find out who is doing what, what has been done and what else needs to be done and to report back the findings next month to the committee.

Don Clark moved and was seconded to forward the UWP to the Council for approval subject to approval by RPC and adjustment of Table Four of the Washington component to reconcile differences in the pass-through funds to MSD with the other budget tables. Motion was unanimously approved.
6. Priority for the Oregon City Bypass

Bill Ockert summarized their analysis of the projects having committed federal funds. He pointed out that it was the only project involving significant increases in the capacity to move people along a major regional corridor which could use additional state matching funds in the future.

Commissioner Skoko commented that Clackamas County and Oregon City very strongly support the project.

Mr. Cole suggested that the Sunset/217 interchange should be designated "yes" on attachment A of the resolution. The Staff agreed to this change. Lloyd Anderson moved to amend attachment A to change 217/Sunset to "yes". Motion passed. The full resolution was moved by Lloyd Anderson and seconded to forward to the Council for approval. Motion passed unanimously.

Bill Young asked about access controls on the bypass. Access controls on new facilities were discussed. JPACT asked staff to consider having access control as one of the criteria to be used in allocating funds to projects.

7. Criteria for Identifying and Selecting Projects to Use Interstate Reserve

The draft criteria were outlined by Gary Spanovich. Bob Bothman of the state gave high priority to projects involving the maintenance of current facilities. A copy of the introduction to the state's six year program will be distributed to the committee in that the introduction contains the state policy.

Lloyd Anderson requested a list of the problems already identified by the local jurisdictions. The committee was requested to contact Gary Spanovich. A final draft of the criteria will be distributed prior to the next meeting. Committee action is scheduled for the June meeting.


Bill Ockert said that TPAC had recommended MSD coordinate emergency energy planning. He said that limited effort could be made in coordination by using technical assistance funds. The committee withheld further discussion until staff returned with a survey of energy planning activities.

9. Coordination of Computers

Bill Ockert explained the MSD will be receiving a small computer at the end of June which will be available to Tri-Met and ODOT.

If Tri-Met gets a larger computer, it will probably be two years away and the MSD computer can be used to feed the larger computer.
10. Status of Contingency Accounts

The staff memo explaining the MSD contingency accounts was distributed. Bill Ockert suggested the Committee review the process to allocate contingency funds and cover cost overruns in July.

No further business, the Committee meeting was adjourned.

KT: jh:gh
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Agenda

Date: MAY 10, 1979
Day: THURSDAY
Time: 7:30 AM
Place: RIVERWAY INN **
       6439 SW Macadam

PROPOSED AGENDA:

1. Voting Procedures for JPACT.
* 2. Tri-Met Radios - TIP Amendment - Action
* 3. Work Trips & Air Quality Levels Analysis - Information
* 4. Air Quality State Implementation Plan - Action
* 5. FY 1980 Unified Work Program - Action
* 6. Priority for the Oregon City Bypass - Action
* 7. Criteria for Identifying and Selecting Projects to Use the Interstate Transfer Reserve Account - Draft
* 8. Emergency Energy Planning - Information
  9. Coordination of Computers - Information
* 10. Description of Interstate Transfer Contingency Accounts - Information

** Please RSVP by May 8, 1979 to Karen Thackston - 221-1646
* Denotes material enclosed
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<thead>
<tr>
<th>NAME</th>
<th>AFFILIATION</th>
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<tr>
<td>Donna Hunter</td>
<td>MSD Council</td>
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<td>Terry Weikle</td>
<td>MEO</td>
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<td>Doug Wernworth</td>
<td>Tri-Met (staff)</td>
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<td>Wm. Odart</td>
<td>MSD</td>
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<td>Charlie Williamson</td>
<td>MSD Council</td>
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<td>Frank Angelo</td>
<td>WASH.CO.</td>
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<td>Caroline Miller</td>
<td>MSD #8</td>
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<td>Lloyd Anderson</td>
<td>Peer of Portland</td>
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<td>Larry Cole</td>
<td>City of Beaverton Council</td>
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<td>Gerald Edwards</td>
<td>WSDOT</td>
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<td>Donald S. Clark</td>
<td>Multnomah County</td>
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<td>Bill Burg</td>
<td>OEP</td>
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<td>Walter Walter</td>
<td>Tri-Met</td>
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<td>Ted Spencer</td>
<td>ODOT</td>
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<td>Dick Shung</td>
<td>FHWA</td>
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<td>Bebe Rucker</td>
<td>Mult County Planning</td>
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<td>Bill Parrish</td>
<td>CITIES OF CLACKAMAS Co.</td>
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<tr>
<td>Winston Kurth</td>
<td>Clackamas County</td>
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<td>Joan M Cartales</td>
<td>Oregon City</td>
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<td>Alanea Chvalley</td>
<td>OR City</td>
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<tr>
<td>Bob Boylan</td>
<td>ODOT</td>
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<tr>
<td>Alan Aster</td>
<td>Clackamas Co. Comm.</td>
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<tr>
<td>Allen Maxwell</td>
<td>Milwaukee</td>
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<tr>
<td>Gary Spanovich</td>
<td>MSD</td>
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<tr>
<td>Karen Thackston</td>
<td>MSD</td>
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**Metropolitan Service District**  
527 SW Hall  Portland, Oregon 97201  503/221-1646

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**Memorandum**

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<th>Date:</th>
<th>May 9, 1979</th>
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<tr>
<td>To:</td>
<td>JPACT Members</td>
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<tr>
<td>From:</td>
<td>Charles Williamson</td>
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<td>Subject:</td>
<td>Voting Procedures for JPACT</td>
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JPACT is basically a joint committee of representatives of three component groups: the MSD Transportation Committee, local elected officials, and representatives of agencies responsible for implementation. Because it is a joint committee, it is suggested that attempts not be made to mix the votes of officials of each group. Instead, it is proposed that the vote of each of the members be separately tabulated. The policy recommendations of JPACT to the MSD Council would take the form of a listing of the officials who voted on each side of an issue.
May 3, 1979

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, OR 97204

Dear Neil:

This is your personal appointment to the Joint Policy Advisory Committee on Transportation (JPACT). A prime objective of the JPACT is to bring about a close working relationship between the MSD Council Transportation Committee, local elected officials and policy-level officials of agencies responsible for implementing transportation plans. Your active involvement on this committee is needed to ensure participation by elected officials of local general purpose governments involving regional transportation/air quality policy matters.

Because a number of the issues to be discussed by the JPACT will directly affect projects serving Portland, the Transportation Committee greatly appreciates your willingness, as Mayor of Portland, to serve as a member of the JPACT.

The Committee's next meeting is at 7:30 am at the Riverway Inn, 6439 SW Macadam. Breakfast will be provided for JPACT members.

The Committee looks forward to working with you. Thank you.

Sincerely,

Charles Williamson
Chairman,
MSD Transportation Committee

Mike Burton
President,
MSD Council

kt
May 3, 1979

Commissioner Connie Kearney
Clark County Board of Commissioners
County Courthouse
Vancouver, WA 98663

Dear Connie:

This is your personal appointment to the Joint Policy Advisory Committee on Transportation (JPACT). A prime objective of the JPACT is to bring about a close working relationship between the MSD Council Transportation Committee, local elected officials and policy-level officials of agencies responsible for implementing transportation plans. Your active involvement on this committee is needed to ensure participation by elected officials of local general purpose governments involving regional transportation/air quality policy matters.

In view of the importance of pending transportation decisions affecting Clark County and its cities, we are very anxious that one slot on JPACT be filled by a Clark County Commissioner.

The Committee's next meeting is at 7:30 am at the Riverway Inn, 6439 SW Macadam in Portland. Breakfast will be provided for JPACT members.

The Committee looks forward to working with you. Thank you.

Sincerely,

Charles Williamson
Chairman,
MSD Transportation Committee

Mike Burton
President,
MSD Council
May 3, 1979

Commissioner Stan Skoko
Clackamas County Courthouse
Oregon City, OR 97045

Dear Stan:

This is your personal appointment to the Joint Policy Advisory Committee on Transportation (JPACT). A prime objective of the JPACT is to bring about a close working relationship between the MSD Council Transportation Committee, local elected officials and policy-level officials of agencies responsible for implementing transportation plans. Your active involvement on this committee is needed to ensure participation by elected officials of local general purpose governments involving regional transportation/air quality policy matters.

In view of the importance of pending transportation decisions affecting Clackamas County, we are very anxious that one slot on JPACT be filled by a Clackamas County Commissioner.

The Committee's next meeting is at 7:30 am at the Riverway Inn, 6439 SW Macadam in Portland. Breakfast will be provided for JPACT members.

The Committee looks forward to working with you. Thank you.

Sincerely,

Charles Williamson
Chairman,
MSD Transportation Committee

Mike Burton
President,
MSD Council
May 3, 1979

Commissioner Don Clark
Chairman, Multnomah County
Board of Commissioners
County Courthouse
Portland, OR 97204

Dear Don:

This is your personal appointment to the Joint Policy Advisory Committee on Transportation (JPACT). A prime objective of the JPACT is to bring about a close working relationship between the MSD Council Transportation Committee, local elected officials and policy-level officials of agencies responsible for implementing transportation plans. Your active involvement on this committee is needed to ensure participation by elected officials of local general purpose governments involving regional transportation/air quality policy matters.

In view of the importance of pending transportation decisions affecting Multnomah County, we are very anxious that one slot on JPACT be filled by a Multnomah County Commissioner.

The Committee's next meeting is at 7:30 am at the Riverway Inn, 6439 SW Macadam in Portland. Breakfast will be provided for JPACT members.

The committee looks forward to working with you. Thank you.

Sincerely,

Charles Williamson
Chairman,
MSD Transportation Committee

Mike Burton
President,
MSD Council
May 3, 1979

Commissioner Jim Fisher
Washington County Courthouse
Hillsboro, Oregon 97123

Dear Jim:

This is your personal appointment to the Joint Policy Advisory Committee on Transportation (JPACT). A prime objective of the JPACT is to bring about a close working relationship between the MSD Council Transportation Committee, local elected officials and policy-level officials of agencies responsible for implementing transportation plans. Your active involvement on this committee is needed to ensure participation by elected officials of local general purpose governments involving regional transportation/air quality policy matters.

Because one of the more important issues to be discussed by the JPACT will be the Westside Corridor improvements, the Transportation Committee greatly appreciates your willingness, as a Commissioner of Washington County to serve as a member of the JPACT. In view of the importance of pending transportation decisions affecting Washington County, we are very anxious that one slot on JPACT be filled by a Washington County Commissioner.

The Committee's next meeting is at 7:30 am at the Riverway Inn, 6439 SW Macadam in Portland. Breakfast will be provided for JPACT members.

The Committee looks forward to working with you. Thank you.

Sincerely,

Charles Williamson
Chairman,
MSD Transportation Committee

Mike Burton
President,
MSD Council
May 3, 1979

Councilman Larry Cole
City of Beaverton
11650 SW Clifford
Beaverton, Oregon 97005

Dear Councilman Cole:

This is your personal appointment to the Joint Policy Advisory Committee on Transportation (JPACT). A prime objective of the JPACT is to bring about a close working relationship between the MSD Council Transportation Committee, local elected officials and policy-level officials of agencies responsible for implementing transportation plans. Your active involvement on this committee is needed to ensure participation by elected officials of local general purpose governments involving regional transportation/air quality matters.

Because one of the more important issues to be discussed by the JPACT will be Westside Corridor improvements, and the importance of pending transportation decisions affecting your city and others in Washington County we greatly appreciate your willingness to serve as a member of JPACT.

The Committee's next meeting is at 7:30 am at the Riverway Inn, 6439 SW Macadam in Portland. Breakfast will be provided for JPACT members.

The Committee looks forward to working with you. Thank you.

Sincerely,

Charles Williamson
Chairman,
MSD Transportation Committee

Mike Burton
President,
MSD Council
Memorandum

Date: May 3, 1979

To: Mike Burton

From: Charlie Williamson

Subject: Elected Officials Appointment to JPACT

As we discussed at the last Council meeting, the Transportation Committee has decided that they would like to include representatives of implementing agencies and elected representatives of local jurisdictions in policy discussions of transportation/air quality matters. The Committee intends to meet monthly with these representatives as part of a Joint Policy Advisory Committee on Transportation (JPACT).

Letters were sent to the region's implementing agencies requesting appointment of a person able to speak on policy matters concerning their agency.

As a result of the letters, the following people have been named to represent their agency on the JPACT:

- William Young
  Director, DEQ
- Bob Bothman
  Administrator, ODOT-Metro
- Richard Carroll
  Administrator, WSDOT-Vancouver
- John Frewing
  Tri-Met Board of Directors
- Lloyd Anderson
  Director, Port of Portland
- Ken Lewis, Alternate
  Commissioner, Port of Portland

We are requesting that the Council confirm the appointment of these people to meet as part of the Joint Policy Advisory Committee on Transportation.
May 3, 1979

The Honorable Al Myers
Mayor of Gresham
City Hall
150 W Powell
Gresham, OR 97030

Dear Al:

This is your personal appointment to the Joint Policy Advisory Committee on Transportation (JPACT). A prime objective of the JPACT is to bring about a close working relationship between the MSD Council Transportation Committee, local elected officials and policy-level officials of agencies responsible for implementing transportation plans. Your active involvement on this committee is needed to ensure participation by elected officials of local general purpose governments involving regional transportation/air quality policy matters.

Because a number of the issues to be discussed by the JPACT will affect east Multnomah County and the importance of pending transportation decisions affecting your city and others, the Transportation Committee greatly appreciates your willingness, as Mayor of Gresham, to serve on the JPACT.

The Committee's next meeting is at 7:30 am at the Riverway Inn, 6439 SW Macadam in Portland. Breakfast will be provided for JPACT members.

The Committee looks forward to working with you. Thank you.

Sincerely,

Charles Williamson
Chairman,
MSD Transportation Committee

Mike Burton
President,
MSD Council
Memorandum

Date: April 26, 1979
To: Mike Burton
From: Charlie Williamson
Subject: Elected Officials Appointment to JPACT

As you know, the Council Transportation Committee has decided that they would like to include representatives of implementing agencies and elected representatives of local jurisdictions in policy discussions of transportation/air quality matters. The Committee intends to meet monthly with these representatives as part of a Joint Policy Advisory Committee on Transportation (JPACT).

We have discussed the local elected official appointments with the Local Officials Advisory Committee (LOAC). The LOAC suggested that we ask for volunteers from the local jurisdictions. In response, letters requesting interested elected officials to volunteer were distributed to the mayors and county commission chairmen.

As a result of the letter, names of elected officials were submitted and reviewed by the MSD Transportation Committee. The following list of names provides good geographic representation of the various local governments affected by regional transportation decisions:

Stan Skoko               Chairman, Clackamas County Commission
Jim Fisher              Commissioner, Washington County
Don Clark               Chairman, Multnomah County Commission
Larry Cole              Councilor, Beaverton
Allen Manuel            Mayor, Milwaukie
Neil Goldschmidt        Mayor, Portland
Al Myers                Mayor, Gresham
Alt.-Mary Opray         Councilor, Gresham

We are requesting that the Council confirm the appointment of these people to meet as part of the Joint Policy Advisory Committee on Transportation.