Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Office of the Director
355 Capitol St. NE
Rm 135
Salem, Oregon 97301-3871

July 9, 2001

FILE CODE:

David O. Cox
Division Administrator
Federal Highway Administration
The Equitable Building, Suite 100
530 Center St. NE
Salem, OR 97301

Dear Mr. Cox:

Thank you for your letter of March 7, 2001 regarding the highway mobility standards that the Oregon Transportation Commission recently amended in the Oregon Highway Plan. Your letter raises a number of significant issues and legitimate concerns regarding the long-term application of the revised standards. My response has taken some time because ODOT staff have been working both internally and with the Metropolitan Planning Organizations (MPOs) for the Portland and Medford areas (Metro and the Rogue Valley Council of Governments), and with FHWA staff to address and consider your comments. This letter provides our response and hopefully will initiate an ongoing and productive dialogue between ODOT, FHWA, and the MPOs on critical issues related to congestion, safety, system operations, economic viability, and community livability.

You raised a number of questions that focus on the consequences of the changes to the mobility standards and the plans and actions that we will be making to alleviate congestion, maintain through traffic movements and efficiently operate the Interstate and NHS facilities. You also were concerned about funding improvements and the impact of the revised mobility standards on design standards.

Background

The highway mobility standards were changed to establish consistency between transportation planning and land use in Metro and the Rogue Valley MPO and the MPOs and the state Highway Plan under the state transportation planning administrative rule. The alternate standard for the Rogue Valley MPO affects only one interchange area in Medford until a new interchange is constructed within the next ten years. The MPO is taking actions to better manage congestion and provide alternatives to the use of the interchange. In the Portland metro area congestion is systemic, and Metro and the local governments are utilizing a multi-faceted approach which includes highway improvements, system management (including operational coordination, access management and HOV/HOT lanes), Intelligent Transportation Systems (ITS), public transportation and other modes, transportation demand management, and land use strategies to maintain mobility.

Background, cont.
Statewide, the new $400 million bond funding bill (HB 2142) just passed by the state legislature will allow the state to tackle critical congestion-relieving projects as well as to better preserve our investments highways and bridges. Other funding options are being explored.

ODOT's mobility standards for design will be contained in the revised Highway Design Manual and will be volume to capacity ratios that are less than or equal to the numbers in the Highway Plan. A process for deviating from them will include an evaluation of alternatives for serving projected transportation needs, the land uses allowed in local comprehensive plans, and the establishment of project or corridor-specific standards for the highest level of performance that can be achieved practically. This process will be done through corridor plans as possible.

State Policy
Our approach to transportation planning implements the statewide goals that Oregon adopted 25 years ago. These goals have legal standing and form the basis of our state, regional and local comprehensive plans and transportation system plans. The Oregon Transportation Commission adopted the Oregon Transportation Plan and 1999 Oregon Highway Plan, elements of the statewide plan required by ISTEA. These plans were developed with extensive public involvement and support these statewide goals as well as goals supporting safety, mobility and accessibility. Consistent with the statewide goals and these plans, Metro and the other MPOs have tried to find the balance between highway mobility and community accessibility, and highway congestion and the use of other modes in their regional transportation system plans (RTPs). The result of the MPO planning processes, again with extensive public involvement, is an integration of land use and transportation that few other metropolitan areas have achieved.

Alternate Mobility Standards
The highway mobility standards were changed because of the consistency requirements of the state Transportation Planning Rule. When a metropolitan areas finds that it is infeasible to meet the 1999 Oregon Highway Plan highway mobility standards, OHP Action 1F.3 allows the metropolitan area to adopt alternate standards in their RTP with the approval of the Oregon Transportation Commission. The OHP requires the RTP to include "all feasible actions" for providing a network of local streets to relieve traffic demand on state highways, managing access and traffic operations to minimize traffic accidents, managing traffic demand, providing alternative modes of transportation and managing land use to limit vehicular demand on state highways. ODOT worked with Metro and the Rogue Valley MPO to ensure that these provisions were in the RTPs before the Transportation Commission adopted the alternate standards.

Alternate Standards for RVMPO
Without the interim alternate mobility standards, the South Medford Interchange would exceed the State's mobility standards for five hours per day, and growth in the area would be at a standstill. The alternate mobility standards allow for the acceptance of higher levels of congestion in the South Medford Interchange area temporarily. The City of Medford has committed $15 million to the new interchange.

Concurrently, the RVMPO is facilitating implementation of policies and actions targeted at the interchange area that are designed to increase the use of alternative modes of transportation and encourage compact, transit-oriented development. These actions include improving the local street network, increasing transit service and establishing a congestion management system, a transportation management association and transportation demand management program in the South Medford Interchange area. If the 2002-2005 State Transportation Improvement Program does not include funding for the new South Medford Interchange, the RVMPO will begin implementing safety improvements at the existing interchange.

Alternate Standards for Metro
In 1995, the Metro Council adopted 2040 Growth Concept following intense examination of alternative growth scenarios. Those alternatives examined the trade-offs and efficiencies of alternative regional development patterns, as required by the Transportation Planning Rule. The goals of the effort were to efficiently accommodate growth, maintain the region's healthy economy, and minimize impacts on the environment, farm and forest lands, and existing neighborhoods. The adopted concept targets growth in high-density, mixed-use centers and along high quality transportation corridors. The 2040 Growth Concept performed better than alternative land use patterns in terms of reduced congestion, higher non-SOV mode splits, and lower cost.

The transportation system assumed in Metro's 2040 Concept was refined over the past few years during the update to the RTP when the new mobility standard was recommended. That standard reflected significant analysis and public review. Essentially, to meet a one-hour LOS of D in 2020, every freeway within the Metro area would require expansion to ten lanes, with many arterial expansions to seven lanes. The cost for those improvements was over $13 billion and resulted in extreme impacts on existing neighborhoods, businesses, and the environment. Instead, the RTP recommends a variable two-hour standard that utilizes peak spreading, available arterial capacity, and available alternative mode capacity, all at a minimal level of impact and a much lower cost.

Alternate Standards for Metro, cont.
The RTP priority highway system is estimated to cost around $4 billion. In addition, given the efficiencies of the land use system and the available and planned alternative modes, metro area vehicle miles per capita and travel times are significantly reduced over the LOS D alternative. In sum, the RTP maximizes the efficiencies found in the underlying land use pattern with relatively modest improvements to the transportation system. Over time, Portland area congestion will be offset with more modal choice and shorter travel times.

The new mobility standards have been incorporated into the Portland area Congestion Management System (CMS). First, the RTP was developed consistent with CMS guidelines to evaluate alternative transportation options prior to recommending significant SOV capacity. Metro examined an "alternative mode" scenario during their update that included significant transit, bike, pedestrian, and TDM assumptions with a modestly improved highway network. The analysis of that scenario showed that not all of the alternative mode and TDM strategies were effective or cost-efficient, and that more expansion to the highway system was necessary. A finding that reflects this analysis is included in the RTP. Second, the Metro CMS has been revised to incorporate the new mobility standards, and the system will be evaluated against those standards through regular CMS reports.

Metro and ODOT have completed, have underway, or are committed to a number of corridor studies of various types on corridors discussed in the Metro RTP. These include I-5 North, Highway 217, US 26, the Sunrise Corridor and the Tualatin-Sherwood Expressway. ODOT Region 1, Metro, and Portland area local governments and agencies will continue to initiate and participate in future corridor studies as resources are available. The Department's commitment to identified improvements in these studies, in turn, is contingent on available transit and state and local highway modernization, operations and safety funds. However, project funding is inevitably committed to corridors with completed environmental documents, such as the Westside (US 26) series of projects.

Freight and through traffic continue to be a major concern in Metro planning. The mobility threshold for Metro's circumferential routes is at a higher LOS than radial routes primarily serving the Central City and the downtown freeway loop. This is to accommodate the through traveler and freight. I-205 is an example of where through traffic should operate at a higher LOS. The Metro RTP calls out a corridor analysis for I-205 over time that will evaluate how to best utilize available right-of-way in that corridor.

Transportation Funding

The gap between the "financially constrained" and "priority" systems in the Metro RTP reflects three factors: (1) lagging state revenues; (2) Oregon's commitment to adequate system maintenance and preservation before modernization; and (3) the federal planning regulations that Metro has interpreted conservatively in order to look at potential worse case scenarios for Clear Air Act pruposes. Thesepreclude assumptions about potential innovative finance options which may supplement traditional sources. In other words, the gap is probably smaller than shown over the twenty years of the RTP because revenue projections cannot capture changes in highway and transit financing that will likely occur.

Statewide, legislators and voters have not supported increases to the fuel tax during last ten years and have turned down the Governor's mileage fee alternative. We are very grateful that our state legislators took the political risk to raise revenues this session in passing legislation to increase title and other fees to fund $400 million in bonds for highway improvements. About $200 million of the revenue package will be for modernization projects to address congestion problems around the state. Other legislation could bring about a task force to study highway funding options.

Other funding initiatives are also underway. In the Portland metro area, members of the Metro Joint Policy Advisory Committee on Transportation (JPACT) and agency staff are working with business leaders to identify potential transportation funding sources to meet the priority system needs as identified in the RTP. The Regional Business Alliance on Transportation (RBAT) is the group leading that effort. In addition, both the 1999 Legislature and the Metro RTP require the examination of toll or pricing options as part of corridor study processes. ODOT and Metro certainly welcome FHWA's assistance in advancing innovative financing tools as rapidly as possible.

Highway Design

It is important to note that the highway mobility standards contained in Policy 1F of the Highway Plan are not ODOT's highway design standards. These two standards serve different purposes. We recognize that the differences in standards may result in conflicts. Staff is addressing this issue in the update of the Highway Design Manual and encourage FHWA's participation in the update process. The process will include the following features to resolve the issue:

- Design volume to capacity ratios that are less than or equal to the numbers in the tables of the Highway Plan;
- A process for deviating from the design standards where it would not be practical to meet them including the evaluation of alternatives for serving projected transportation needs and the land uses allowed in local comprehensive plans; and
- The establishment of project or corridor-specific standards for the highest level of performance that can be achieved practically and the incorporation of those standards into the regional and local transportation system plans.
- Reduced lane width, streetscape, transit and pedestrian facilities in urban areas on our less traveled highways.

Highway Design, cont.
To the extent possible, ODOT will do this evaluation ahead of project development in corridor plans. In the Metro area, the corridor plans will consider Highway Design Manual mobility standards, analyze alternate ways to maintain or improve highway performance, document the results, and propose new standards after consultation with FHWA. These standards may modify the OHP mobility standards for the Portland metro area. The Department's commitment to the corridor planning process for establishing adequate levels of mobility on Interstate Highways, other freeways and designated freight routes in the Portland metropolitan area is stated in Highway Plan Policy 1F.

We understand FHWA's support for AASHTO standards, but believe that Metro's emphasis on land use changes in their long-range 2040 Plan, use of alternative transportation, ITS and other transportation management tools warrant consideration of other mobility standards. We welcome further discussion on this issue.

FHWA Strategic Plan
We note that the state of Oregon and FHWA share strategic objectives for preservation of infrastructure. The Oregon Highway Plan investment policy emphasizes preservation and management of existing infrastructure before adding new facilities, and preserves Interstate and NHS facilities before regional and district facilities. We have followed that policy in investing in the highway system.

The Highway Plan and our Department have emphasized improving "the operation of the highway system and intermodal linkages to increase transportation access for all people and commodities," as the FHWA Strategic Objective calls for. We are also actively working on safety measures to reduce the number of highway-related fatalities and injuries—and the rate of fatalities and serious injuries has fallen beyond our expectations.

We also note that the FHWA Strategic Objectives call for reducing delays on federal-aid highways by 20 percent in 10 years and reducing highway-related fatalities and highway-related serous injuries by 20 percent in 10 years. We would be interested in how FHWA is going to fund the system to achieve these goals.

In closing, I'd like to acknowledge that these are difficult issues and deserve further discussion. We invite you to join us in a discussion of these issues at the JPACT meeting at Metro on July 12 at 7:30 a.m. Please also feel free to give me a call to discuss.

Sincerely,

Bruce A. Warner
Director

U.S. DEPARTMENT OF TRANSPORTATION
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The Equitable Center, Suite 100
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March 7, 2001

IN REPLY REFER TO
HPL-OR
720.100

cc: Tom Lulay
Craig Greenleaf

Mr. Bruce Warner, Director
Oregon Department of Transportation
355 Capitol Street N.E., Room 135
Salem, Oregon 97301-3871

Dear Mr. Warner:

RE: Oregon Highway Plan Alternative Mobility Standards

At their December 13, 2000 meeting, the Oregon Transportation Commission amended the 1999 Oregon Highway Plan (OHP) and approved interim alternative mobility standards for portions of the Portland and Medford areas. We understand that alternative standards may also be considered for other areas in the future. As you know, the revision of these standards is not subject to direct Federal approval. We appreciate the fact that, even though Federal approval was not required, the Oregon Department of Transportation (ODOT), Metro and the Rogue Valley Council of Governments included our office in the discussions that preceded these actions.

Although the revised mobility standards do not require Federal approval, the operation of the National Highway System (NHS) and the protection of the Federal investment in the entire Federal-aid Highway System is an item of great Federal interest. The revised standards raise several important questions and issues that must be addressed if ODOT is to preserve and maximize the operational capacity and safety of the National Highway System, especially the Interstate Highway System.

We fully support Oregon's land use laws and recognize the relationships between land use decisions, such as Oregon's urban growth boundaries, and transportation decisions. Certainly

we agree that a balanced multi-modal transportation system is critical to providing the mobility, economic growth, and air quality needed to sustain the economic health and general level of livability that Oregon residents have come to expect. Therefore, to the extent that these revised standards reinforce land use goals and promote a balanced transportation system, we support them. However the revised standards also have the potential to result in increased congestion, higher levels of emissions, an increase in accidents, and negative economic impacts.

This letter is written to offer ODOT the support of this office in finding ways to best work within these new standards to minimize the potential negative consequences of these changes. We are particularly concerned about the potential negative effect the revised standards might have on the operation and safety of the Interstate System and on the new I-5 Trade Corridor.

One reason for our concern is that the mobility standards are used to evaluate the impacts of amendments to transportation plans, comprehensive plans and land use regulations, pursuant to Oregon's Transportation Planning Rule. The intent, as we understand it, is to insure that allowed land uses are consistent with the identified function, capacity and performance standards of the transportation system in place or planned. However, the planned transportation system used for the evaluation is often much larger than resources can reasonably be expected to support. As an example, land use changes in the Portland area are evaluated based on their impacts to the "Priority System" defined in Metro's Regional Transportation Plan however that system is estimated to cost four times as much as the "Fiscally Constrained" system recognized under Federal planning regulations. Without substantial new funding sources, this could cause the capacity of transportation facilities to fall far behind what will be needed to support the local land uses that are being encouraged.

Both the Oregon Highway Plan and Federal Highway Administration (FHWA) Strategic Plan have goals for reduced congestion, improved safety, more efficient movement of freight, and reduced emission of air pollutants. It would seem that with the new mobility standards in place, these goals might be jeopardized. We, in the Oregon Division of FHWA, do not have the authority to change our national strategic goals. Therefore, to help us better understand the impacts of the revised mobility standards and how we might work within them to continue to pursue our goals, we ask that ODOT work with this office and the Metropolitan Planning Organization's (MPO's) to address the following:

1. What is the purpose of the changed standards and what other options were considered to accomplish that purpose?

2. What will be the consequences of these changes in the OHP and FHWA strategic plan emphasis areas of safety, air quality, mobility and the economy?

3. How can NHS operational characteristics be enhanced or at least preserved under these new standards in order to meet the strategic plan goals?

4. What actions will be taken to preserve and enhance safety in areas where these standards are in place? We have particular concerns where high speed traffic encounters queues of very slow moving traffic.

5. How can the economic and efficient movement of freight traffic be maintained?

6. How can the through traveler be protected from the potential negative impacts of these revised standards?

7. What is the intent of calling these "interim" mobility standards?

8. Radial freeways such as the Banfield and Sunset are part of major transit corridors, which provide a choice of modes for intercity travelers. This does not appear to be true for circumferential routes (I-205). Will the revised standards also be applied to the circumferential routes?

9. What are the future plans and for dealing with any corresponding arterial street congestion caused by this change in policy?

10. The southern part of I-205 was built with sufficient right-of–way to allow for expanded capacity yet none is scheduled in the short term. All of the right-of–way was purchased with Federal Funds. What is planned for this route to allow the public to benefit from this increased expenditure for right-of–way? Will the revised standards delay the addition of travel lanes to this route?

11. Are there plans to give operational techniques and ITS technology more emphasis under these new standards?

12. Transportation Management Areas, those metropolitan areas over 200,000 in population, are required to have a congestion management system in place. In Portland, where a Congestion Management System (CMS) is required, how will that management system function under these alternative standards?

13. In areas such as Medford, where a CMS is not required, what processes will be in place to guide the adequate operation and safety of the transportation system under these standards?

14. What will be the impact of the revised mobility standards on AASHTO design standards when improvements are implemented?

15. We understand that refinement and corridor studies will be used to further define future mobility standards and implementation strategies. What commitments do ODOT and the MPOs have to these studies and to their resulting recommendations?

16. What new options are being considered to reduce the gap between existing funding and that needed to provide the multimodal "priority system" that will fully meet the OHP transportation goals and adequately support desired land use changes?

Oregonians have always been proud of their "quality of life" and the vision statement of the OHP recognizes the key role that highways play in supporting livablility and environmental goals. Transportation safety and operational efficiency are also "quality of life" issues of particular concern to both ODOT and FHWA. Therefore, we appreciate your cooperation in addressing these questions and assisting this office as we attempt to formulate our response to these new mobility standards.

As a first step we suggest a meeting between representatives of our respective offices and the impacted MPOs to further define these issues and perhaps to prioritize them for more "in depth" review. Mr. Fred Patron (503-399-5749) will be coordinating this effort at FHWA. Please contact him at your earliest convenience.

Sincerely,

David O. Cox
Division Administrator

Cc:
Metro (Andy Cotugno)
RVCOG (Dan Moore)
LCOG (Tom Schwetz)
SKATS (Richard Schmidt)
DLCD (Bob Cortright)

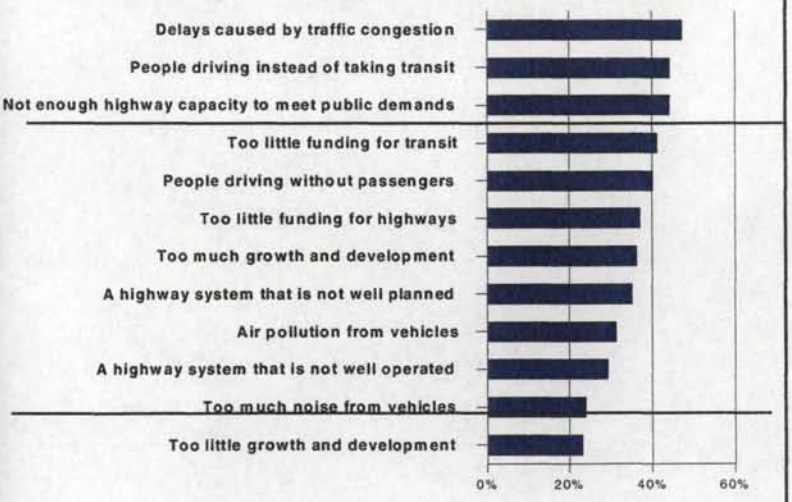
The Public's Satisfaction With Transportation

What We Learned From Our Surveys

Federal Highway Administration
Business Meeting
Indianapolis, Indiana

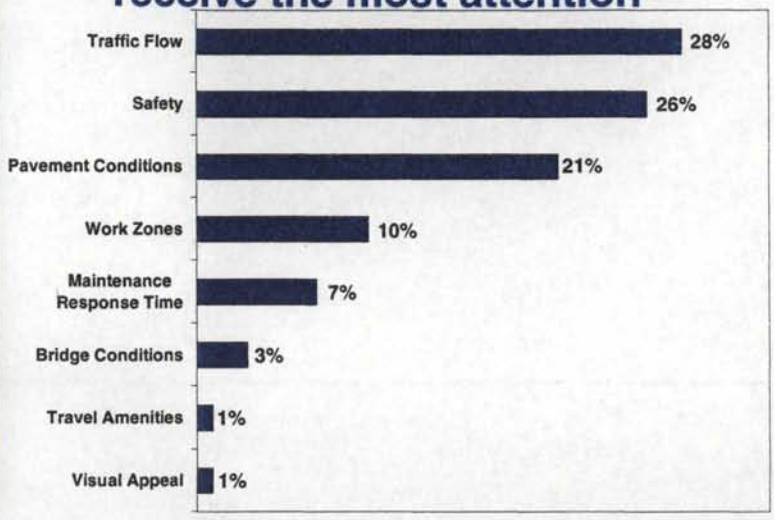
December 7, 2000

Congestion also tops the list of community transportation concerns



Percentage of responses "big problem" and "problem" shown

Traffic flow and safety top the list of highway characteristics which should receive the most attention



Some clarification on where attention is needed

- Travelers' ideas don't feature building new highways
- They focus on:
  - Incremental improvement, I.e. improving and expanding existing infrastructure rather than building major new facilities
  - Less traditional solutions, such as intelligent transportation systems
  - Intelligent management and operation of the infrastructure
  - Public transit
  - Other community-friendly solutions such as pedestrian walkways and bikeways

Population Growth in Region 1

	1999	1990	% INCREAS
Oregon	3,316,154	2,842,337	16.7
Metropolitan	2,412,643	2,055,533	
Metropolitan Inside Central City	943,912	863,717	
Metropolitan Outside Central City	1,468,731	1,191,816	
Nonmetropolitan	903,511	786,804	
Portland-Vancouver, OR-WA PMSA	1,845,840	1,515,452	21.8
Multnomah County, OR	633,224	583,887	8.4
Washington County, OR	409,305	311,554	31.4
Clackamas County, OR	338,251	278,850	21.3
Columbia County, OR	45,368	37,557	20.8
Hood River County, OR	19,917	16,903	17.8
Oregon Totals	1,446,065	1,228,751	17.7

Source: Population Estimates Program, Population Division, U.S. Census Bureau, Washington, DC

FREEWAY LANE MILES (IN OREGON) IN PORTLAND -VANCOUVER PMSA

1990	2000	% INCREASE
469	479	2.13%

Memorandum

From: Nicholas Fortey
To: Dave Cox, Dave Reilly
Re: FHWA Performance Measures and Oregon Comparison
Date: February 26, 2001 (shortened version 10/3/01)

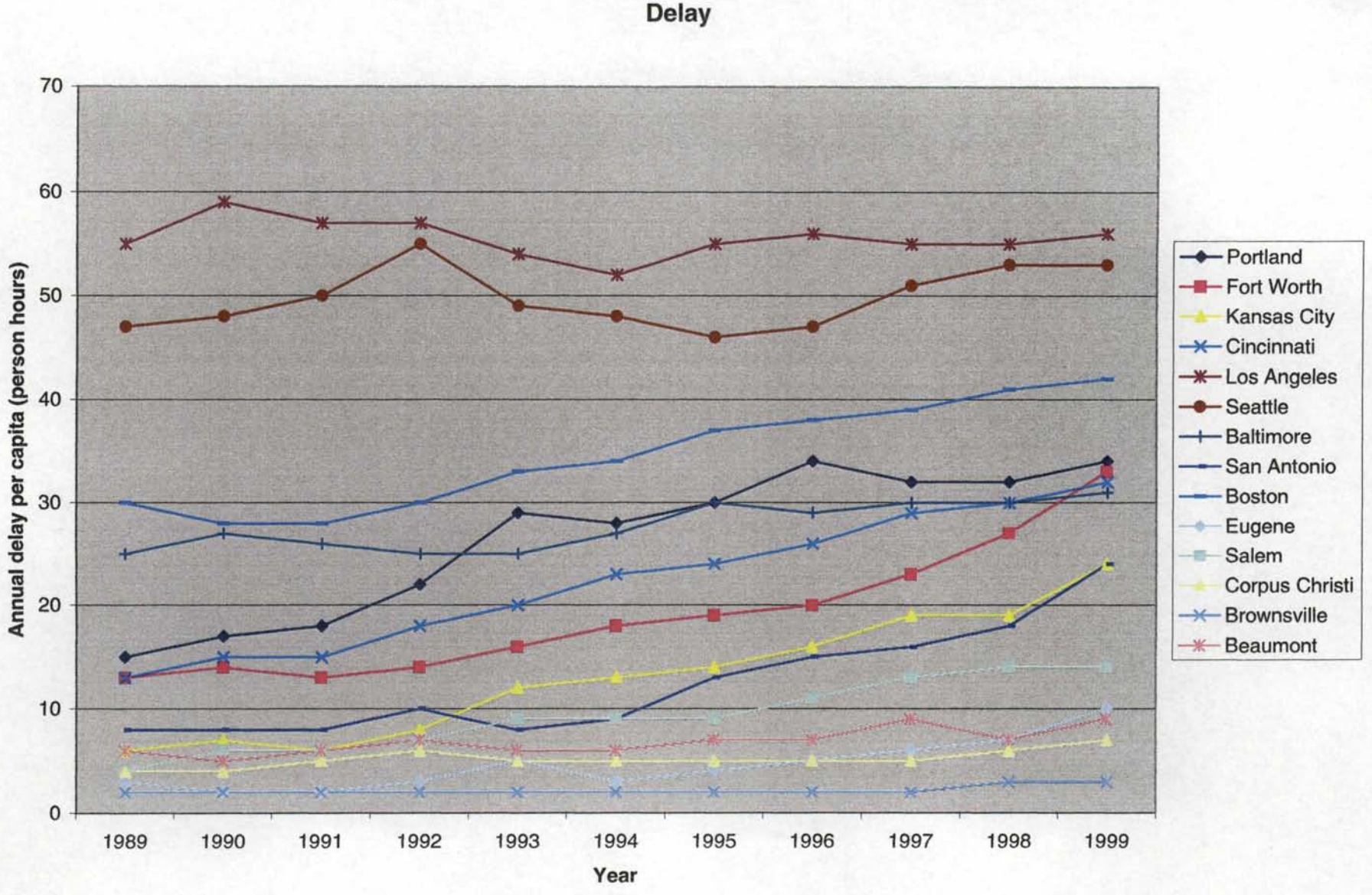
Congestion Comparisons

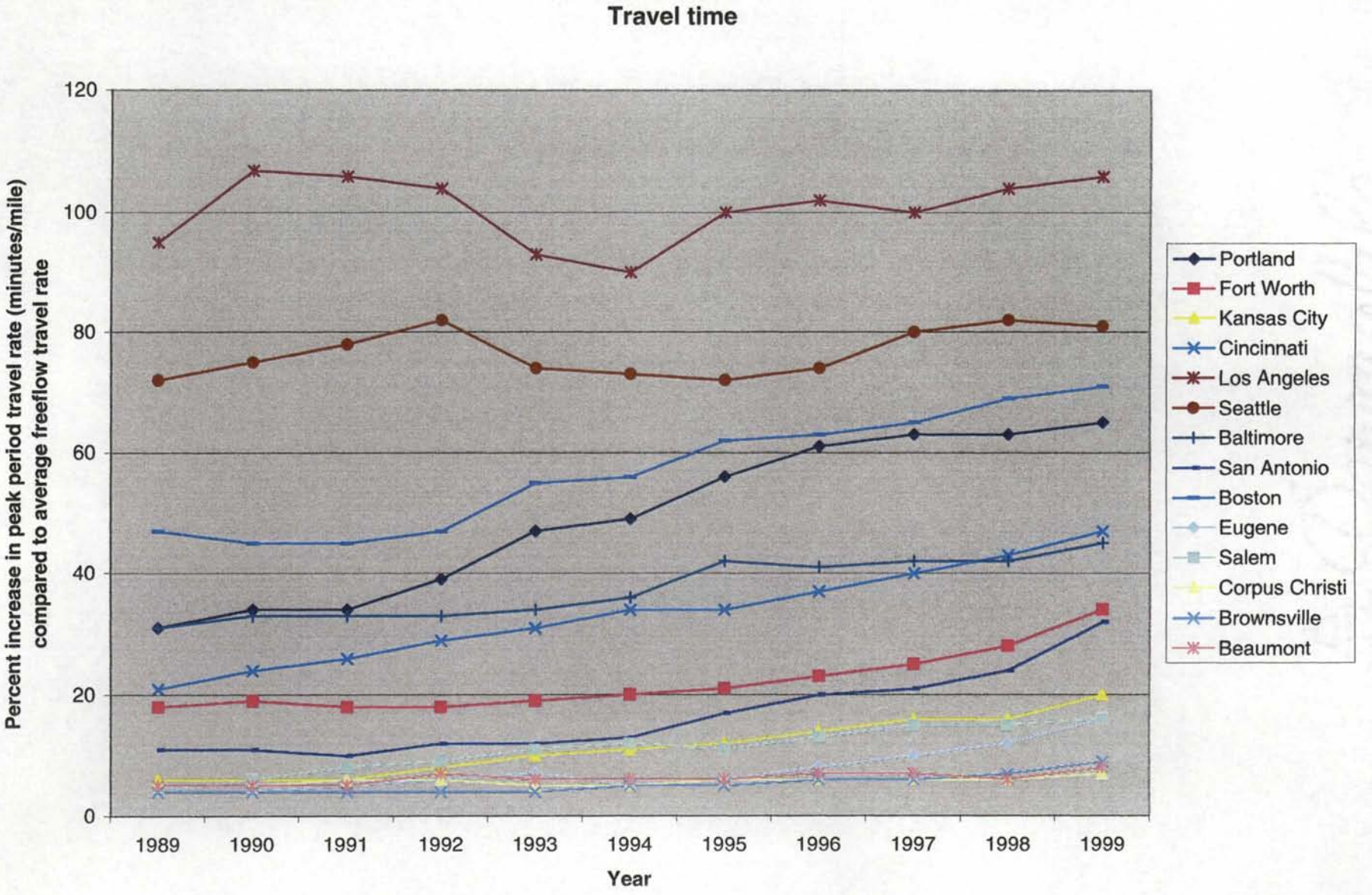
The FHWA Milpost 2000 report contains many performance measures. Three of those measures concern productivity or mobility: travel time, traveler delay, and congested travel. The data from these measures comes from the Texas Transportation Institute's annual Urban Mobility Study. That study monitors travel conditions in 68 major urban areas in the United States. The 1999 edition of the report provides data for most urbanized areas from 1982 to 1997. Three of Oregon's urbanized areas are included in the survey: Portland, Oregon-Vancouver, Washington; Salem-Keizer; and Eugene-Springfield.

Urbanized Area	1997 Population	Size (sq. mi.)	Population Density (pers./sq. mi.)
Portland-Vancouver, OR-WA	1,340,000	500	2,680
Fort Worth, TX	1,300,000	975	1,335
Kansas City, MO-KS	1,355,000	800	1,695
Cincinnati, OH-KY	1,270,000	650	1,955
Eugene-Springfield, OR	215,000	105	2,050
Salem- Keizer, OR	185,000	75	2,465
Corpus Christi, TX	310,000	195	1,590
Brownsville, TX	145,000	45	3,220
Beaumont, TX	140,000	105	1,335

Additional cities for comparison to Portland-Vancouver

Urbanized Area	1997 Population	Size (sq. mi.)	Population Density (pers./sq. mi.)
Portland-Vancouver, OR-WA	1,340,000	500	2,680
Los Angeles, CA	12,300,000	2,250	5,465
New York, Northern NJ	17,160,000	3,550	4,835
Seattle-Everett, WA	1,960,000	815	2,405
Baltimore, MD	2,150,000	740	2,905
San Antonio, TX	1,230,000	515	2,390
Boston, MA	3,015,000	1,155	2,610


Delay
Annual delay per capita (person hours)
70
60
50
40
30
20
10
0
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
Year
Portland
Fort Worth
Kansas City
Cincinnati
Los Angeles
Seattle
Baltimore
San Antonio
Boston
Eugene
Salem
Corpus Christi
Brownsville
Beaumont


Travel time
Percent increase in peak period travel rate (minutes/mile) compared to average freeflow travel rate
120
100
80
60
40
20
0
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
Year
Portland
Fort Worth
Kansas City
Cincinnati
Los Angeles
Seattle
Baltimore
San Antonio
Boston
Eugene
Salem
Corpus Christi
Brownsville
Beaumont

Inventory Measures	1991	1992	1993	1994	1995	1996	1997	1998	1999
Urban Area Information									
Population (000)	1,220	1,245	1,275	1,305	1,330	1,355	1,440	1,470	1,490
Rank	26	25	26	26	25	24	24	23	23
Urban Area (Square Miles)	425	425	440	445	445	470	480	490	490
Population Density	2,870	2,930	2,900	2,935	2,990	2,885	3,000	3,000	3,040
Freeway									
Daily VMT (000)	9,000	9,760	10,315	10,630	11,105	11,610	11,900	12,020	12,350
Lane-Miles	630	660	685	685	685	690	690	695	705
VMT/Lane-mile	14,285	14,790	15,060	15,520	16,210	16,825	17,245	17,295	17,520
Incident to Recurring Delay Ratio	1.4	1.4	1.3	1.3	1.2	1.2	1.1	1.1	1.1
Percent of Peak Period Travel in Congestion	54	57	63	63	69	70	75	75	76
Percent Moderate Congestion	48	27	29	26	19	9	19	20	18
Percent Heavy Congestion	13	29	26	27	28	27	18	22	16
Percent Severe Congestion	35	38	34	36	37	43	46	35	45
Percent Extreme Congestion	4	6	11	11	16	21	17	23	21
Percent of Lane-Miles that are Congested	50	50	55	55	60	60	65	65	65
Percent Moderate Congestion	54	32	34	31	24	11	24	24	22
Percent Heavy Congestion	13	30	28	28	30	30	20	22	18
Percent Severe Congestion	30	34	31	32	34	42	43	34	45
Percent Extreme Congestion	3	4	7	9	12	17	13	20	15
Principal Arterial Streets									
Daily VMT (000)	4,500	5,000	5,850	5,455	5,085	5,580	5,800	5,990	6,240
Lane-Miles	750	800	860	860	830	860	905	930	940
VMT/Lane-mile	6,000	6,250	6,800	6,345	6,125	6,490	6,410	6,440	6,640
Incident to Recurring Delay Ratio	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Percent of Peak Period Travel in Congestion	42	48	59	63	64	65	66	71	71
Percent Moderate Congestion	42	52	27	31	28	24	25	33	28
Percent Heavy Congestion	24	17	22	27	22	20	25	20	20
Percent Severe Congestion	9	3	13	17	22	23	24	22	23
Percent Extreme Congestion	25	28	38	25	28	33	26	25	29
Percent of Lane-Miles that are Congested	25	35	45	50	50	55	55	60	60
Percent Moderate Congestion	50	61	39	41	39	34	34	43	41
Percent Heavy Congestion	25	16	25	29	24	23	27	22	22
Percent Severe Congestion	6	3	13	15	20	22	22	20	19
Percent Extreme Congestion	19	20	23	15	17	21	17	15	18
Roadway System									
Daily Vehicle-Miles Traveled (000)	19,990	20,925	22,565	23,105	23,300	26,305	30,000	31,090	31,090
Total Road Miles (centerline)	4,420	4,445	4,585	4,660	4,675	4,790	5,000	5,535	5,540
Percent of Daily Travel During Congested Time	42	44	45	45	46	47	47	47	47
Cost Components									
Value of Time ($/hour)	10.25	10.50	10.75	11.05	11.40	11.70	12.00	12.15	12.40
Truck Operating Cost ($/mile)	2.05	2.15	2.25	2.35	2.45	2.55	2.65	2.75	2.85
Fuel Cost ($/Gallon)	1.48	1.26	1.20	1.20	1.24	1.37	1.40	1.19	1.47

*Note: Incident Delay Ratio and Congested Travel values may have changed due to new estimation procedures and new definitions.
The Incident Delay Ratio values may have changed due to new estimation procedures.
The Congested Travel values have changed due to a new definition.

Roadway System Performance	1991	1992	1993	1994	1995	1996	1997	1998	1999
Travel Rate Index	1.18	1.21	1.26	1.27	1.31	1.34	1.35	1.35	1.36
Rank	22	16	12	11	9	6	6	8	8
Travel Time Index	1.34	1.39	1.47	1.49	1.56	1.61	1.63	1.63	1.65
Rank	20	15	11	12	8	7	8	8	8
Percent of Daily Travel in Congestion	25	27	31	32	34	34	36	37	37
Rank	19	16	10	11	10	10	6	7	8
Annual Hours of Delay									
Total (1000 Person-Hours)	22,005	27,685	36,655	36,635	40,155	46,585	46,390	47,570	51,030
Rank	25	24	22	23	23	22	23	22	22
Freeway									
Recurring Person-Hours (000)	6,580	8,365	9,920	10,470	12,510	14,345	15,030	15,190	16,010
Incident Person-Hours (000)	9,210	11,710	12,895	13,610	15,010	17,215	16,535	16,710	17,610
Principal Arterial Street									
Recurring Person-Hours (000)	2,960	3,625	6,590	5,980	6,015	7,155	7,060	7,460	8,290
Incident Person-Hours (000)	3,255	3,990	7,250	6,580	6,615	7,870	7,765	8,205	9,120
Annual Delay per Capita (Person-Hours)	18	22	29	28	30	34	32	32	34
Rank	27	23	16	20	21	19	24	25	23
Annual Excess Fuel Consumed									
Total (million gallons)	35	44	58	58	63	72	72	74	79
Rank	24	23	22	23	23	22	22	22	22
Fuel Consumed per Capita (gallons)	29	35	45	44	47	53	50	50	53
Rank	27	22	18	19	22	18	22	22	22
Annual Congestion Cost									
Total ($million)	335	415	555	570	640	770	800	810	910
Rank	24	24	22	23	23	22	22	22	22
Cost per Capita ($)	275	335	435	435	480	570	555	550	610
Rank	26	22	18	20	22	18	22	25	22
Average Peak Period Travel Speed									
Freeway System (mph)	49	48	46	46	44	43	43	43	42
Principal Arterial Street System (mph)	31	31	29	29	29	28	29	28	28
Roadway Congestion Index	1.03	1.07	1.10	1.12	1.15	1.20	1.22	1.22	1.24
Rank	16	14	14	13	11	8	9	8	9

The Mobility Data for Portland-Vancouver, OR-WA, page 1 of 4

Inventory Measures	1982	1983	1984	1985	1986	1987	1988	1989	1990
Urban Area Information									
Population (000)	1,130	1,130	1,140	1,150	1,155	1,160	1,170	1,180	1,195
Rank	24	24	24	24	25	25	25	25	26
Urban Area (Square Miles)	350	350	350	380	400	410	410	410	420
Population Density	3,230	3,230	3,255	3,025	2,890	2,830	2,855	2,880	2,845
Freeway									
Daily VMT (000)	5,500	5,725	5,955	6,470	7,060	7,430	7,905	8,385	8,535
Lane-Miles	570	570	580	580	590	590	590	600	610
VMT/Lane-mile	9,650	10,045	10,265	11,155	11,965	12,595	13,400	13,975	13,990
Incident to Recurring Delay Ratio	1.7	1.7	1.7	1.6	1.6	1.6	1.5	1.5	1.5
Percent of Peak Period Travel in Congestion	15	16	19	25	30	34	43	49	53
Percent Moderate Congestion	54	63	71	52	41	47	51	48	47
Percent Heavy Congestion	12	16	14	35	48	33	26	16	22
Percent Severe Congestion	26	21	15	13	7	20	21	34	31
Percent Extreme Congestion	8				4		2	2	
Percent of Lane-Miles that are Congested	15	15	20	25	30	35	40	45	50
Percent Moderate Congestion	58	70	75	61	61	59	61	51	53
Percent Heavy Congestion	14	10	15	28	33	27	23	17	21
Percent Severe Congestion	21	20	10	11	4	14	16	32	26
Percent Extreme Congestion	7				2				
Principal Arterial Streets									
Daily VMT (000)	3,300	3,410	3,590	3,630	3,765	3,600	3,380	3,580	4,000
Lane-Miles	450	460	465	485	500	530	550	620	700
VMT/Lane-mile	7,335	7,415	7,720	7,485	7,530	6,790	6,145	5,775	5,715
Incident to Recurring Delay Ratio	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Percent of Peak Period Travel in Congestion	23	25	29	28	33	38	43	41	41
Percent Moderate Congestion	48	67	68	63	54	49	46	43	21
Percent Heavy Congestion	41	13	11	18	29	30	35	33	47
Percent Severe Congestion	5	10	12	10	12	11	7	10	14
Percent Extreme Congestion	6	10	9	9	5	10	12	14	18
Percent of Lane-Miles that are Congested	20	20	20	20	20	20	25	25	25
Percent Moderate Congestion	60	80	80	67	67	67	67	67	27
Percent Heavy Congestion	40	20	20	33	33	33	33	33	47
Percent Severe Congestion									13
Percent Extreme Congestion									13
Roadway System									
Daily Vehicle-Miles Traveled (000)	13,170	14,170	14,880	15,530	16,535	17,220	18,545	19,265	19,400
Total Road Miles (centerline)	3,810	3,960	4,000	4,010	4,035	4,055	4,225	4,350	4,380
Percent of Daily Travel During Congested Time	29	31	32	35	37	38	39	41	41
Cost Components									
Value of Time ($/hour)	7.20	7.45	7.75	8.00	8.20	8.50	8.80	9.25	10.00
Truck Operating Cost ($/mile)	1.50	1.55	1.55	1.60	1.65	1.65	1.75	1.85	1.95
Fuel Cost ($/Gallon)	1.37	1.26	1.30	1.33	0.93	1.04	1.03	1.09	1.20

*Note: Incident Delay Ratio and Congested Travel values may have changed due to new estimation procedures and new definitions.

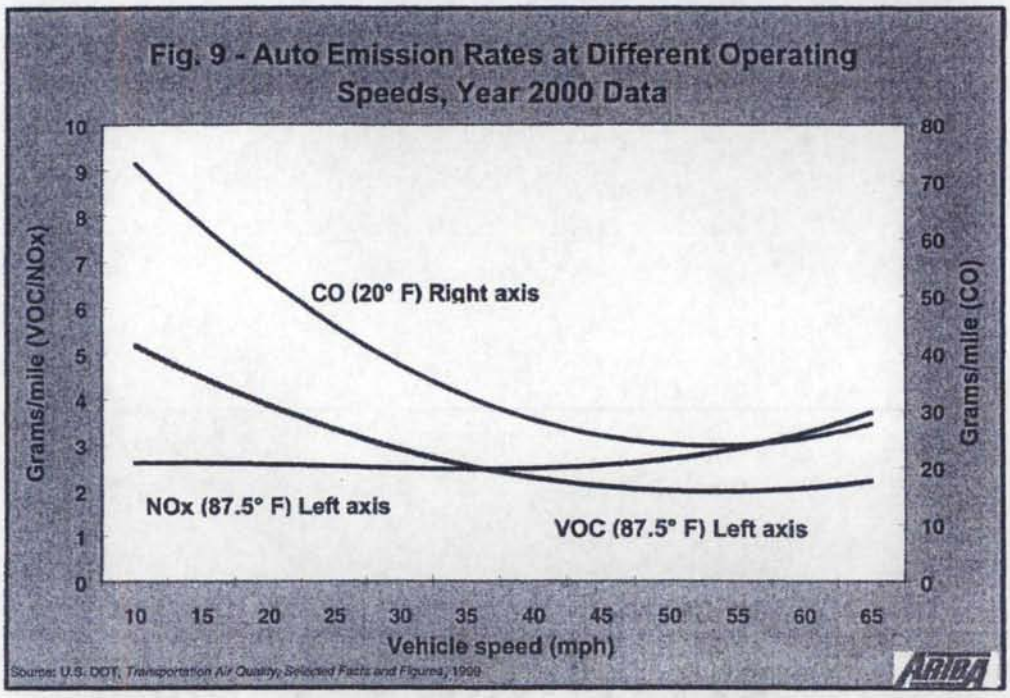
The Incident Delay Ratio values may have changed due to new estimation procedures.

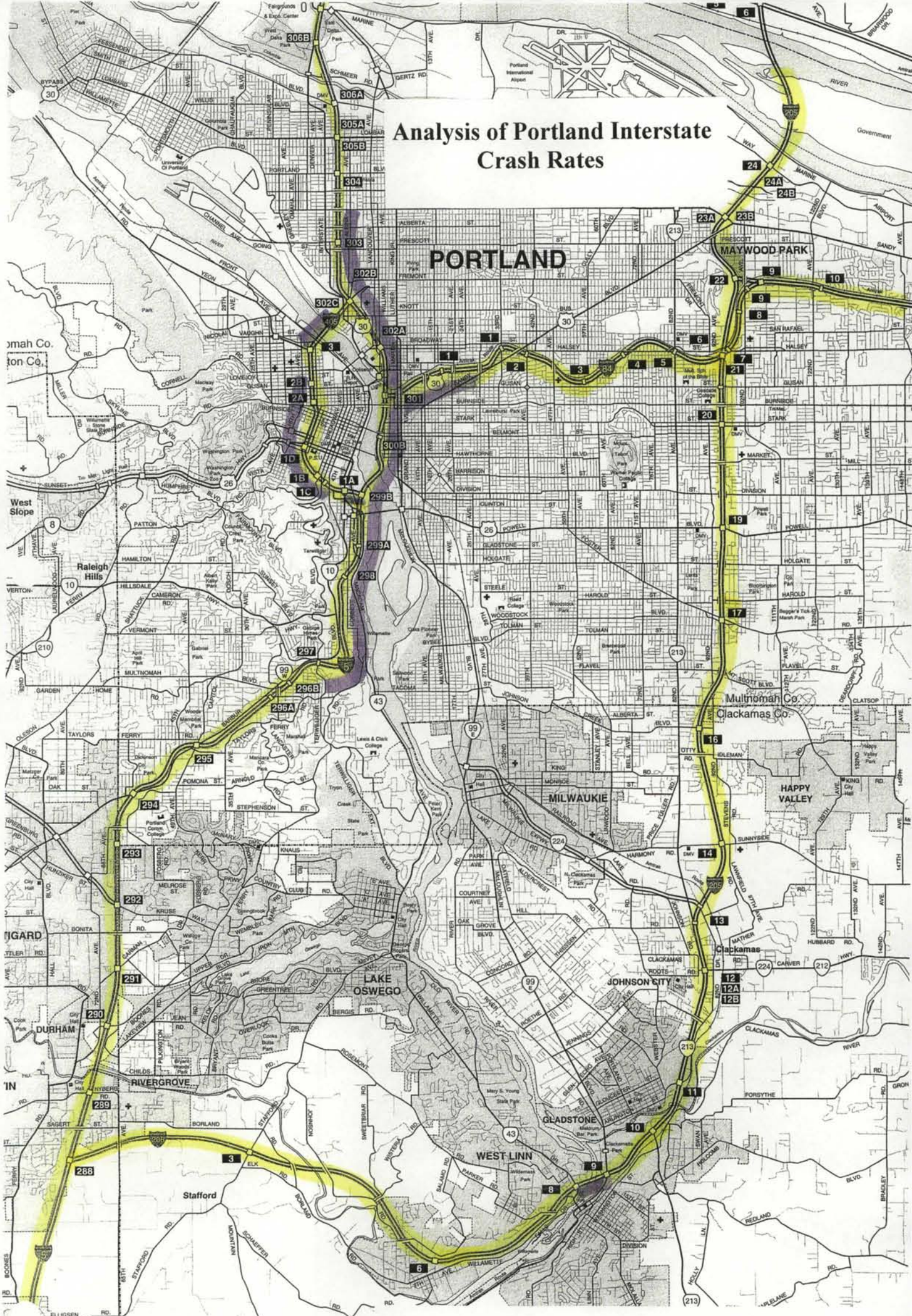
The Congested Travel values have changed due to a new definition.

Roadway System Performance	1982	1983	1984	1985	1986	1987	1988	1989	1990
Travel Rate Index	1.05	1.05	1.06	1.07	1.10	1.11	1.14	1.16	1.18
Rank	33	35	34	34	29	28	24	22	19
Travel Time Index	1.09	1.09	1.11	1.13	1.17	1.20	1.26	1.31	1.34
Rank	33	34	33	32	30	28	24	20	18
Percent of Daily Travel in Congestion	9	9	12	13	15	17	21	23	24
Rank	34	36	31	32	30	29	22	21	19
Annual Hours of Delay									
Total (1000 Person-Hours)	4,755	4,955	6,075	7,610	10,260	12,060	14,815	17,900	20,365
Rank	33	37	34	32	30	29	27	25	24
Freeway									
Recurring Person-Hours (000)	1,050	1,045	1,275	1,935	2,720	3,205	4,310	5,445	5,915
Incident Person-Hours (000)	1,785	1,775	2,170	3,095	4,350	5,130	6,465	8,170	8,875
Principal Arterial Street									
Recurring Person-Hours (000)	915	1,015	1,250	1,230	1,520	1,775	1,920	2,040	2,655
Incident Person-Hours (000)	1,005	1,115	1,375	1,355	1,670	1,955	2,110	2,245	2,920
Annual Delay per Capita (Person-Hours)	4	4	5	7	9	10	13	15	17
Rank	40	44	42	36	34	37	32	29	29
Annual Excess Fuel Consumed									
Total (million gallons)	7	8	10	12	17	19	24	29	33
Rank	33	34	33	32	27	28	24	24	23
Fuel Consumed per Capita (gallons)	6	7	9	10	15	16	21	25	28
Rank	42	41	37	43	33	38	31	27	28
Annual Congestion Cost									
Total ($million)	50	55	70	90	120	145	190	240	290
Rank	33	35	33	32	28	29	25	24	23
Cost per Capita ($)	45	50	60	80	105	125	160	205	245
Rank	38	41	40	43	37	37	32	28	28
Average Peak Period Travel Speed									
Freeway System (mph)	57	57	57	55	54	53	52	50	50
Principal Arterial Street System (mph)	33	33	33	33	33	32	32	32	31
Roadway Congestion Index	0.81	0.84	0.86	0.90	0.94	0.95	0.98	1.01	1.01
Rank	21	19	22	19	19	18	18	16	18

An Environmental Consideration

U.S. DOT and EPA research show that as traffic congestion reduces average motor vehicle speed, air pollution increases (Fig. 9). For carbon monoxide, and volatile organic compounds, two of the three primary mobile source pollutants, from an air quality perspective, the optimal average motor vehicle operating speed is approximately 55 miles per hour (mph). As average speed goes down, pollutants from these emissions increases. Nitrogen oxides (NOx) are different. The optimum speed for NOx currently is about 20 mph, although little additional pollution is produced at speeds up to 45 mph. Thus, with respect to air pollution, highway congestion that reduces average speeds below 45 mph unnecessarily increases harmful auto emissions.





286.47 (Wilsonville)

ODOT
Region 1

Oregon Transportation Investment Act
Recommended Pavement Preservation
Proposed Projects

JPACT

October 2001

Region 1
OTIA
Pavement Preservation Proposed Project Summary

1. City of Tualatin $2,581,065.00

The proposed project includes completing a pavement preservation project on Boones Ferry Road between the Tualatin River Bridge (MP 8.91) and Norwood Road (MP 11.52). This project would include pavement grinding and overlaying the existing pavement with new asphalt and installing new roadway striping. It would also include replacing the deficient culvert that conveys Nyberg Creek under Boones Ferry Road at MP 9.52 and completing a continuous pedestrian link along the east side of the road between Warm Springs Street and Blake Street. The preservation dollars secured to complete the improvements outlined above would be leveraged with $3.7 million dollars in City funds to complete modernization projects on Boones Ferry Road, including adding curbs, storm drainage, traffic signal improvements, bike lanes, sidewalks, street lights and landscaping. The City of Tualatin would accept jurisdiction of Boones Ferry Road between the south abutment of the Tualatin River Bridge (MP 8.91) and Norwood Road (MP 11.52) as a condition of receipt of the funds requested in the proposal.

Leverage	City and Development Commission	$ 3.7 million

2. City of Milwaukie $2,000,000.00

The project would resurface or reconstruct the roadway and implement a series of Boulevard street designs (raised landscape medians, wide sidewalks, bike lanes, more pedestrian crossings, improved lighting). The existing asphalt concrete pavement has deteriorated to a poor condition. Limited signalized intersections, and extensive roadway width, prevent safe and convenient crossing opportunities for pedestrians and cyclists, and presents a barrier to safe/friendly circulation of pedestrians and cyclists.

Establish two-block spacing between traffic signals through the core downtown area by retaining the existing signal at Harrison Street, removing the existing signal at Jefferson Street, and add new signals at Washington and Monroe Streets. The highway severs the downtown business district from riverfront recreational amenities. Existing signal and circulation systems are not coordinated with major east-west city collector streets. In June of this year, the City completed an ODOT TGM grant project to help refine the conceptual design and identify environmental and historic impacts. The project is currently listed in both the MTIP and STIP.

Leverage	City	$ 200,000
	Metro	$ 1.9 million

3. City of Portland $7,901,742.00

The Portland Office of Transportation is submitting a request for NE Sandy Blvd. from NE 13th to NE 47th. This project will primarily provide for pavement restoration on the district Highway, US 30 Business. Sandy Blvd. is a section of US 30 Business that is entirely within the City of Portland, running over City right of way, but under state jurisdiction.

This pavement restoration project will facilitate the transfer of jurisdiction of this State Highway to the City of Portland. If this project is granted funding as requested, the City will accept jurisdiction for US 30 Business from NE Martin Luther King Jr. Blvd to NE 101st Avenue. This project provides for:

- Jurisdictional Transfer of US 30 Business/Sandy Blvd to the City
- Preservation of pavement on Sandy Blvd where conditions have been deteriorating for several years
- Main Street improvements along Sandy to support redevelopment and growth within the Hollywood Town Center
- An opportunity to leverage over another $1.0 million in improvements with HEP funds for signal rehabilitation and modifications and with Tri-Met funds for Streamline transit stop improvements
- City matching funds of $303,000

Leverage	City	$ 303,000
	HEF funds	$ 1.0 million

4. Clackamas County $583,600.00

Government Camp Loop Road, which is part of the former Highway 26 alignment, serves as the only access into the Government Camp community, several trailheads and the Multorpor ski area vie the Multorpor overpass a substandard facility. The road is 80 feet wide and approximately one mile long with no sidewalks. On street parking is available along the entire length with much of it used as a sno-park.

This project will resurface the Loop Road, which is approximately 1.1 miles in length. It will also install heated sidewalks and improve drainage within the five-block retail core area. These improvements will solve a number of functional as well as safety concerns that have been identified. All work will be completed within the ODOT right of way and have no impact to adjacent land.

Leverage	Contribution	$ 560,000

5. Washington County $4,929,060.00

Farmington Road is currently a state facility. Washington County is willing to assume project management responsibilities as well as jurisdiction for the segment of Farmington Road beginning at SW 198th Avenue and extending to its western terminus at State Highway 219 if this Preservation Project is approved.

In addition to an overlay of Farmington Road, from SW 198th Avenue to Highway 219, the project is proposed to include three intersection safety improvements at identified SPIS locations along Farmington Road – at SW 198th Avenue, SW 209th Avenue and at River Road. This application includes safety improvements at SPIS intersections.

Leverage	County	$ 1.5 million

6. City of Gresham & Multnomah County $1,346,000.00

Sandy Boulevard is a primary corridor serving industrial and residential land uses in East Multnomah County. Sandy Boulevard now serves major employers such as US Bancorp (2000 employees) and Boeing of Portland (1620 employees). Major new developments such as American Honda, Opus, Boyds Coffee expansion, and Catellus have all located on Sandy Blvd. and bring with them a

significant increase in traffic. New regional transit service has also begun on Sandy Blvd. to serve this growing employment district. Inadequate pavement conditions will require reconstruction of a portion of Sandy Blvd. Maintenance of Sandy Boulevard has not kept pace with development. The average pavement condition on this portion of Sandy Boulevard is 71, with a rating as low as 42 in some sections. The shoulder is very narrow in some sections, creating hazardous conditions for bicyclists and pedestrians.

The project includes: 1) Widening the roadway to provide continuous six-foot shoulders in three areas where none currently exist to provide needed space for bicyclists and pedestrians as well as meet preservation requirements. 2) Adding guardrail at selected locations to improve safety conditions of the road. 3) Replacing the temporary traffic signal at 207th with a permanent traffic signal to reduce maintenance costs and improve intersection safety, and 4) A pavement inlay/overlay in needed segments. This solution is cost effective and meets the immediate travel needs and safety concerns on Sandy Boulevard.

Leverage	County	$ 201,800
	City	$ 1.0 million

7. City of Forest Grove $2,525,422.00

The City of Forest Grove has been approached by ODOT to assume responsibility of the segment of State Highway 8 from its intersection with Highway 47 to "B" Street. The present pavement condition of this roadway segment is rated poor and unacceptable for the City to consider accepting the roadway.

8. Clackamas County

The project problem statement of the application described the truck restriction on the road was due to substandard horizontal and vertical alignment, and substandard lane and shoulder widths. The application's solution is to correct eight substandard horizontal curves with improved geometry, standard lane and shoulder widths, improve vertical geometry, and intersection improvements.

The program defines these types of improvements to allow truck traffic as "lane capacity" projects not pavement preservation. Restriction on Truck lengths and widths are an aspect of a capacity problem, this is explained at the website ftp://ftp.odot.state.or.us/outgoing/HB2142_Documents. Therefore, Region 1 and Region 2 have determined that this project does not fit the intent of the OTIA pavement preservation funds.

To address the truck restriction issues, the project should be submitted as a modernization project.

9. City of Cornelius

The eligibility criteria for HB 2142 specifically state that a project must be located on an ODOT District Highway [section 2(2)(e) of HB 2142] or a load limited highway [section 2(2) (b) of HB 2142].

The Oregon Transportation Commission adopted at its September meeting an administrative rule defining district highway as:

.... a state facility of countywide significance that functions largely as a county and city arterial or collector.

Tualatin Valley (TV) Highway through Cornelius does not fit this definition. It is a state highway that serves as a principal arterial of regional significance. TV Highway is designated as a Statewide

Highway in the Oregon Highway Plan and is designated as part of the National Highway System (NHS). The NHS routes, authorized under Section 1006 of ISTEA and re-authorized as part of TEA-21, are intended to consist primarily of principal arterials serving interregional and interstate traffic. Therefore, as an NHS Route, TV Highway is considered by Metro, ODOT and the federal government a principle arterial and a statewide highway and not eligible for preservation funding under HB 2142.

The process to change the NHS designation of TV Highway would start at Metro. The Federal Highway Administration (FHWA) requires an action on NHS designation to be initiated by the metropolitan planning organization in consultation with the state.

10. Columbia County

The OTC eligibility criteria to determine if a project is eligible for Pavement Preservation funding under HB2142 states that a project must be located on an ODOT District Highway [section 2(2)(e)] or be on a load limited highway [section 2(2)(b)]. It is possible for local roads to be eligible for preservation funds under this load limit provision.

The Scappoose/Vernonia Road, as a local road only qualifies if it is load limited. As the application did not indicate it was load limited, we contacted Columbia County and confirmed that it was not. Therefore, Region 1 has determined that the project is not eligible for OTIA funding.

2001 Oregon Transportation Investment Act

Pavement Preservation Projects Eligibility and Prioritization

Project Identification (Highway, Termini):

Jurisdiciton:

Project Cost:

Dollars Requested:

Eligibility Screening

- Is it a District Highway or "Load Limited Local Road" (state which)?

- Is it consistent with comprehensive or Transportation System Plans (TSPs)? If not, does it conflict with these plans?

- What is the time line for delivery?

- Can the project be delivered on time? Are there environmental issues, extensive right-of-way, or other factors that might delay the project?

SUMMARY COMMENTS:
After completing the scoring on the reverse side of this page, provide any overall comments about the project's merit. Are there missing elements which would have improved the project's chances for funding?

Project Evaluation

POINTS

A. Jurisdiction Transfer (10 points):
Does the Project facilitate a jurisdictional transfer? If yes, Give 10 points. _____

B. Pavement Conditions (30 points max.):
This scoring is based on a range from 1 to 30. The highest Point values should be given to load limited local streets with Severe conditions. "Poor" pavement ratings in the "Pavement Management System" should receive the next highest score. "Fair" Pavement conditions should be scored the lowest but should receive at least 10 points. The score should be based on severity and prevalence of each rating category. _____

C. Community Support (20 points max.):
How well does the project support local communities? Consideration of the following should occur in assigning a score of Up to 20 points:

- Does it stimulate economic opportunities in rural and distressed communities (on OECDC list of Distressed Communities?)?
- Does it help to revitalize down towns and main streets?
- When located outside a down town or other community center, does it provide appropriate access management? _____

D. Freight Mobility (10 points max.):
Does it provide for the efficient movement of freight or at least demonstrate that it will not negatively impact freight movement? The score should be higher for OHP or RTP freight routes than local TSP freight routes. _____

E. Safety (20 points max.):
If a state highway, SPIS ratings should be considered with sites having 10% or greater scoring high. If not a state highway, local safety information should be evaluated. Safety for other modes is also a scoring consideration. _____

F. Leverage and Public Benefit (10 points max.)
Is there a significant contribution of other funds toward the project? Is the project being bundled with other infrastructure projects? Does the project facilitate fish passage or habitat conditions? Other? _____

Total Score: _____

OTIA Pavement Project Proposals - ODOT Region 1 Ranking

Project (Jurisdiction)	Score	A	B	C	D	E	F	% Contrib		Est. State Contribution
Boones Ferry Rd (Tualatin)	77	10	25	15	7	10	10	59	$	**2,581,065.00**
McLoughlin (Milwaukie)	72	0	25	17	10	10	10	51	$	**2,000,000.00**
Sandy Blvd. (Portland)	68	10	10	20	5	20	3	14	$	**7,901,742.00**
Government Camp Loop (Clackamas Co.)	67	0	25	15	7	10	10	51	$	**583,600.00**
Farmington Road (Washington Co.)	63	10	10	12	7	20	4	23	$	**4,929,060.00**
Sandy Blvd. (Gresham-Multnomah)	60	10	11	12	10	8	9	48	$	**1,346,000.00**
TV Highway (Forest Grove)	58	10	25	12	5	6	0	0	$	**2,525,422.00**
Vernonia Road Overlay (Columbia Co.)	not eligible									
Wilsonville Rd. Limited Pres & Safety Improvements (Clackamas Co.)	not eligible									
Main St. Baseline (Cornelius)	not eligible									
Total Est. State Contribution									$	**21,866,889.00**

Data current as of:
9/25/01

East Multnomah County Transportation Committee

City of Fairview *City of Gresham* *City of Troutdale* *City of Wood Village* *Multnomah County*

October 2, 2001

Rod Monroe
JPACT Chair
600 NE Grand Avenue
Portland, OR 97232

RE: OTIA Bonding List

East Multnomah County Transportation Committee believes that all seven Preservation projects in Region 1 for the OTIA Bonding List should be forwarded to the Oregon Transportation Commission (OTC) from JPACT. We realize that the requested funding may be more than is available to our region. However, we encourage OTC to work with jurisdictions in finding a way to phase the large-scale projects in an effort to provide funding to all of the projects.

While all of these projects meet the intent of the program we would like to provide additional comments on the joint application from the City of Gresham and Multnomah County for Sandy Blvd. between Portland city limits and 207th Ave. This corridor plays a critical role in the economic future of East Multnomah County because of its strategic location between the eastern portion of the Columbia Corridor industrial area and I-84. The importance of this corridor is recognized in the Regional Urban Growth Concept by the designation of the surrounding area for employment and industrial development and Sandy Blvd.'s designation as a regional corridor.

Although this segment of roadway is not directly in the Fairview/Wood Village Town Center, it is important to the Cities of Fairview and Wood Village in helping them meet their 2040 goals. This support is evident in the recently completed Sandy Boulevard Corridor Refinement Study in Fairview and Wood Village.

Sincerely,

Lonnie Roberts, Chair
East Multnomah County Transportation Committee

KSRJ3853.DOC

OTIA Pavement Project Proposals - ODOT Region 1 Ranking	
Jurisdiction	**Project**
City of Tualatin	Boones Ferry Road Preservation Project
City of Milwaukie	McLouglin Boulevard (OR-99E) Harrison St. to Kellogg Lake Bridge
City of Portland	NE 13th to NE 47th ODOT District hWY 059/US HWY 30 Business, Sandy Blvd.
Clackamas County	Government Camp Loop Rd. Re-surfacing & Sidewalk Improvemetns on HWY 26F MP 52.89 to 54.02
Washington County	Farmington Rd. Preservation Project - 198th Avenue - State HWY 219
City of Gresham/Multnomah County	Sandy Boulevard (East of 162nd to 207th)
City of Forest Grove	Forest Grove HWY 8 Rehabilitation Project
Current as of:	
9/25/01	

ODOT REGION 1 - BRIDGE PROJECTS

Fund leverage comments	Constr. Date
	01-May-06
Requesting OTIA funds as local Match for HBRR funds	01-Mar-04
See 02026A	01-Mar-04
	01-Apr-05
	01-Oct-03
	- -
	01-Oct-05
	01-Apr-07
	01-Mar-08
	01-Dec-07
	01-Oct-03
	01-Oct-04
	01-May-06
	01-May-05
	01-May-06
	01-Jul-04
	01-Jun-07
	01-Apr-08
$25,000 City; $25,000 flood mitigation FEMA	01-Oct-02
No project matching funds have been committed at the current time	01-May-03
Requesting Match and Non-HBBR eligible road work costs : $458,000	01-Jul-05
County requesting 100% funding	01-Apr-04
In kind engr&design services	01-May-05
Savings of $6.5 million, traffic disruption 1 year shorter	01-Oct-02
$ requested for local match shortfall for total of $24.3 million	01-Oct-02
in-kind engineering and design services	01-May-05
Co, fund 100% PE & ROW = to 17.5% of project costs	01-May-02
Co, fund 100% PE & ROW = to 22% of project costs	01-May-02
Co, fund 100% PE & ROW = to 16% of project costs	01-May-02

ODOT REGION 1 - BRIDGE PROJECTS

Submitted by	Bridge #	Bridge Name	Total Cost
City - Portland	001696	N.Vancouver Ave	$3,856,770
City - Portland	02026A	SPRR - - Mcloughlin Blvd (Portland)	$3,602,754
City - Portland	02026B	SPRR - - Mcloughlin Blvd (Portland)	$0
City - Portland	02484	NE 33rd over Lombard St and UPRR	$3,114,000
City - Portland	08686	N. Burgard St.	$289,306
City - Portland	11086	SE Foster Rs (S. Half) over Johnson Creek	$1,130,958
City - Portland	25B07	N. Willamette Blvd Semi-Viaduct	$242,752
City - Portland	25B14	NW Alexandra Ave	$407,820
City - Portland	25B15	NW Thurman Ave Bridge	$2,031,320
City - Portland	25B18	NW Maywood Drive Semi-Viaduct	$9,876,208
City - Portland	25B33	NE Glisan St	$273,754
City - Portland	25B34	SW Champlain Semi-Viaduct	$258,316
City - Portland	25T08	NE 21 Ave over Columbia Slough	$1,563,638
City - Portland	25T12	NE 33rd Ave over Columbia Slough	$1,291,478
City - Portland	25T12A	NE 33rd Ave over Columbia Slough	$1,291,478
City - Portland	51C02	SE Tacoma St Semi-Viaduct	$96,599
City - Portland	51C19	SE Lambert St over Johnson Creek	$104,840
City - Portland	51C20	Johnson Creek (SE 122nd Ave)	$0
City - Prineville	013C38	Deer Street Bridge	$777,600
City - St. Helens	09B01	Milton Way Bridge	$588,500
Clackamas County	06401	Zigzag River (Lolo Pass Road) Bridge	$1,770,000
Clackamas County	06562	Mill Creek (Graves Road) Bridge	$1,139,000
Multnomah County	04522	Beaver Creek Bridge	$1,540,000
Multnomah County	06757	Broadway Bridge Rehabilitation, Phase 7	$20,992,000
Multnomah County	06757	Broadway Bridge Rehab, Phases 4, 5 and 6	$2,900,000
Multnomah County	51C11	Corbett Hill Road Viaduct	$930,000
Washinton County	671233	Tualatin River Bridge (Minter Bridge Road)	$2,209,650
Washinton County	671234	Tualatin River Overflow(Minter Bridge Road)	$1,602,250
Washinton County	671235	Tualatin River Bridge (Rood Bridge Road)	$4,971,800

Date: October 2, 2001

To: Metro JPACT
Kay Van Sickel, Manager, ODOT Region 1

From: Vince Chiotti, Chair
Metro-Hood River Community Solutions Team

Cc: Dave Williams, Manager, Planning & Development, ODOT Region 1

SUBJECT: **CST Comments on OTIA Preservation Project Proposals**

Boones Ferry Rd. - CST appreciates the downtown multi-modal improvement components of this project that will help revitalize the Tualatin Town Center. The project complements the I-5/Nyberg Road improvements funded in the MTIP.

McLoughlin Blvd. - CST appreciates the support this project gives to Town Center development in Milwaukie. The CST has focused considerable attention on this distressed community. The state Community Incentive Fund provided $750,000 for acquisition of a site for mixed-use/transit supportive redevelopment and TGM funded the OR99E Streetscape Plan. The MTIP support for a transit center, tying downtown to the river, are particularly strong attributes of this project.

Sandy Blvd. (CoP) - In addition to its Main Street improvement aspects, this project also serves a distressed community, connecting Martin Luther King Jr. Blvd. to the Hollywood Town Center (TGM supported development of the Town Center plan) and complements a state-financed affordable housing project and the new library.

Government Camp - Government Camp has been a CST focus and the CST appreciates the project's downtown improvements, particularly new sidewalks, which should enhance economic development (tourism) and reinforce community livability for state supported affordable housing that was developed for tourism service workers. DEQ has assisted with many gas station and oil tank clean-ups in this rural community.

Farmington Rd. - Project does not seem to be as comprehensive as some others in meeting multiple community development objectives.

Sandy Blvd. - Project serves an important, growing industrial area and reflects local (Mult. Co./Gresham) economic development objectives. If funded, ODOT should ensure adequate access management controls to facilitate freight mobility.

TV Highway - The CST has worked in support of revitalizing the Central Business District of Forest Grove and enhancing business development; a housing grant may soon be awarded for the downtown. The application, however, does not go very far beyond paving the roadway (which is a benefit in itself) toward addressing the issues of tourist and business development.

Next Steps

The CST may wish to comment further if funding extends beyond Project #4 (Government Camp).

forest grove

October 4, 2001

JPACT
Metro
800 Northeast Grand Avenue
Portland, Oregon 97232-2736

Re: Approval List of Oregon Transportation Investment Act Preservation Projects

Dear Sirs:

The City of Forest Grove only received the proposed scoring on the Region 1 preservation projects on Monday, October 1. After a brief review of the scoring, City staff has questions regarding the scoring of the Forest Grove project. There is also new information that may affect the project's scoring. We would like the opportunity to discuss this matter with ODOT staff. Unfortunately, there is insufficient time prior to the JPACT meeting for any discussions with ODOT officials. As a result, City staff requests that JPACT adopt the list in its entirety but either not adopt or support the associated scoring. This action would allow the City to discuss the project with ODOT without having JPACT sanction the scores. This would facilitate any modifications to the scoring leading up to the November meeting of the Oregon Transportation Commission where they will consider the preservation projects.

We would appreciate any assistance JPACT can make in this matter.

Sincerely,

Vergie Ries

Vergie Ries
City Manager

CITY OF FOREST GROVE P.O. Box 326 Forest Grove, Oregon 97116 (503) 359-3200 FAX (503) 359-3207

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797

METRO

DRAFT

October 4, 2001

Chair Steven Corey and
Members of the Oregon Transportation Commission
355 Capitol Street NE Room 101
Salem, OR 97301-3871

Subject: 2001 Oregon Transportation Investment Act (HB 2142); Metro Area Preservation Projects

Dear Chair Corey:

The Joint Policy Advisory Committee on Transportation (JPACT) for the Portland Metropolitan Area has reviewed the candidate list of Metro area preservation projects submitted by local governments in conjunction with the 2001 Oregon Transportation Investment Act. We offer the following comments:

Preservation Projects and Criteria

JPACT supports the criteria developed and applied to the Metro area projects by ODOT Region 1 staff. We feel the criteria are consistent with the intent of HB 2142 and have been weighted and applied in a manner that supports both the state and regional interest. We agree the intent of the legislation is to not only to preserve existing roads, but to do so in a manner that supports local community objectives, particularly downtowns and main streets. We also support those projects that will facilitate a transfer of a road from ODOT to a local jurisdiction consistent with its function, and projects that support the movement of freight and correct an identified safety problem.

Preservation Project Recommendation

At this time, JPACT recommends carrying all the preservation projects forward for public review and comment. We feel all the projects are worthwhile for consideration and that the rank order of the projects reflects their relative merit. However, we feel it is premature to recommend a funding level for the preservation projects without reviewing them in context with the Region 1 bridge and modernization (lane capacity and interchange) portion of the Act.

We understand the Commission has set a statewide target for the split between the preservation and bridge portions of the Act. It's our understanding the recommended split reflects statewide

needs and was not tailored to ODOT regions or metropolitan areas. In the final analysis, the Metro area needs may indeed differ from statewide needs reflected in the preservation target. We therefore respectfully request the opportunity to provide a recommendation on the preservation/bridge split as part of our final comments preceding the December 1 deadline for ACTs and regional advisory committees.

We thank you for the opportunity to comment on the Metro area preservation projects at this time. We await the results of the bridge project rankings, to be developed through the ODOT Bridge Management System, and the ODOT Region 1 ranking of the modernization projects submittals. We will provide further comment as that information becomes available.

Sincerely,

Rod Monroe, Chair
JPACT

MH/ff
I:\trans\transadm\staff\floyd\JPACT\2001\10-4-01\DOC\#5F OTCHB2142.doc

cc: Metro Council
Kay Van Sickle

South Corridor Update

SOUTH CORRIDOR STUDY

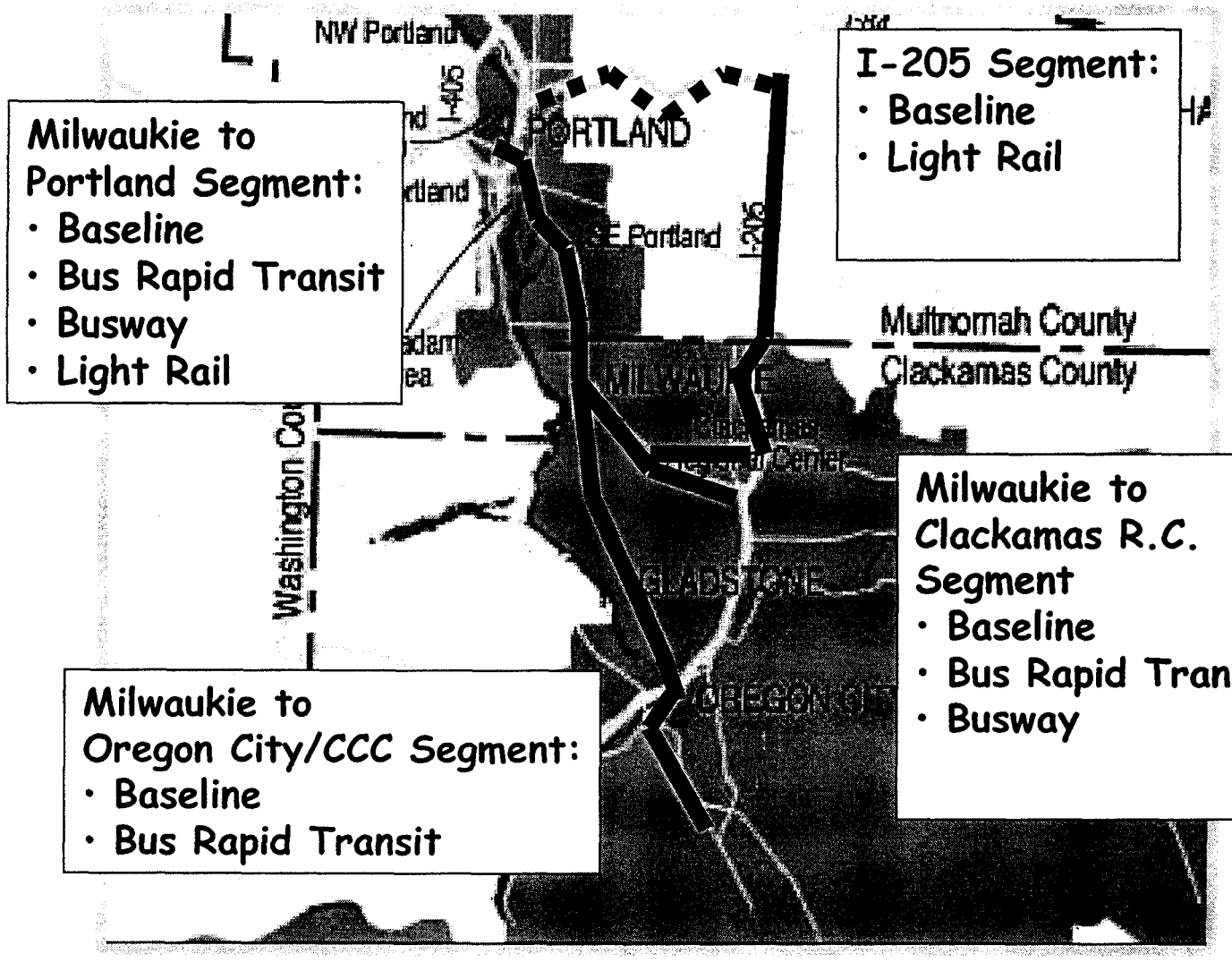
Transportation Alternatives

JPACT Briefing

October 4, 2001

SOUTH CORRIDOR STUDY
Transportation Alternatives

SDEIS Corridor Segments

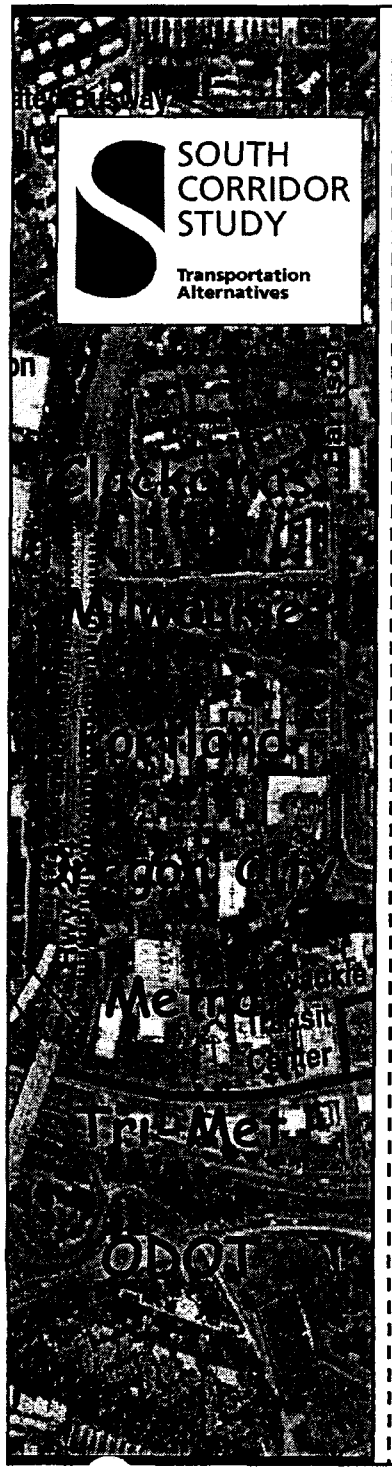


Milwaukie to Portland Segment:
- Baseline
- Bus Rapid Transit
- Busway
- Light Rail

I-205 Segment:
- Baseline
- Light Rail

Milwaukie to Clackamas R.C. Segment
- Baseline
- Bus Rapid Transit
- Busway

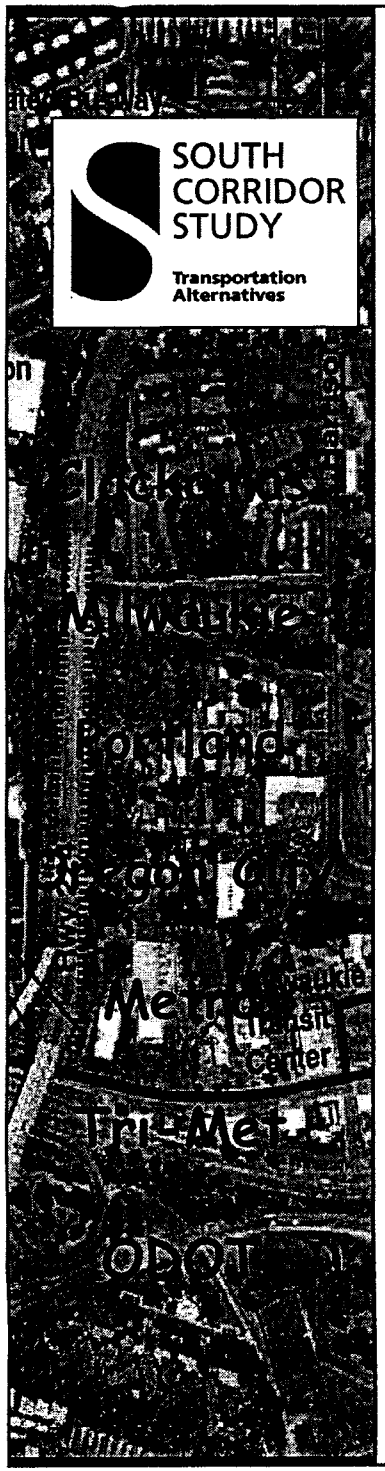
Milwaukie to Oregon City/CCC Segment:
- Baseline
- Bus Rapid Transit



Where We Are

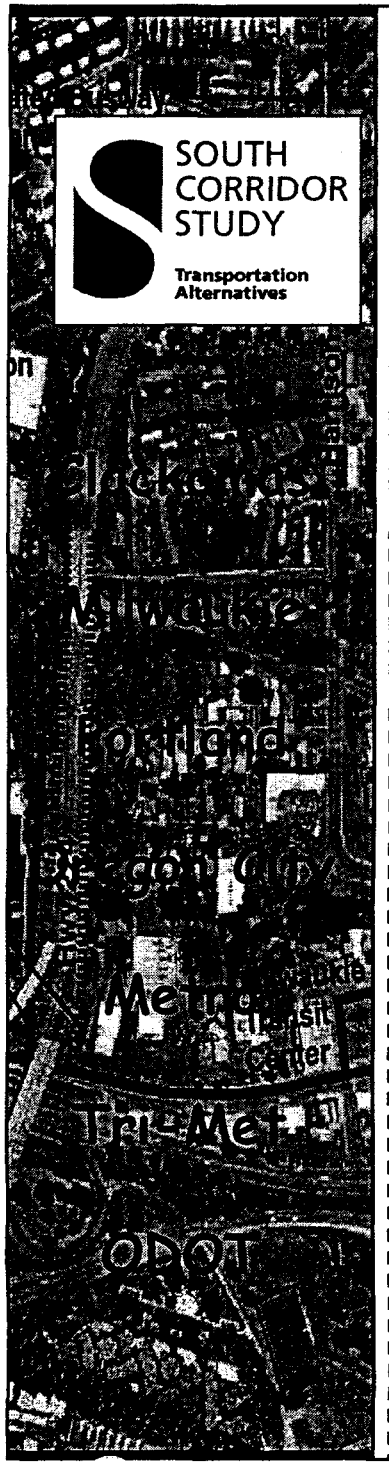
- Completed Alternatives Analysis
- Initiating Supplemental Draft Environmental Impact Statement (SDEIS)
- $4 million from MTIP will complete the SDEIS

THANK YOU!!!



Where We Are

- Policy Group added Milwaukie and I-205 light rail to the study this Summer
  - Strong community support
- Policy Group finalized the Definition of Alternatives on September 17th



Project Committee Structure

Policy Committee

Elected Officials from Clackamas County, Milwaukie, Portland, Oregon City and Metro
Executives from Tri-Met and ODOT

Policy Analysis and Advice

Policy Direction and Decisions

Citizen Input

Project Advisory Group

Senior Staff from Clackamas County, Milwaukie, Portland, Oregon City, Metro.Tri-Met and ODOT

Citizen Input

Local Advisory Groups and Corridor-Wide Assemblies

Locally-Sponsored Citizen and Business Groups from throughout the Corridor

Technical Analysis

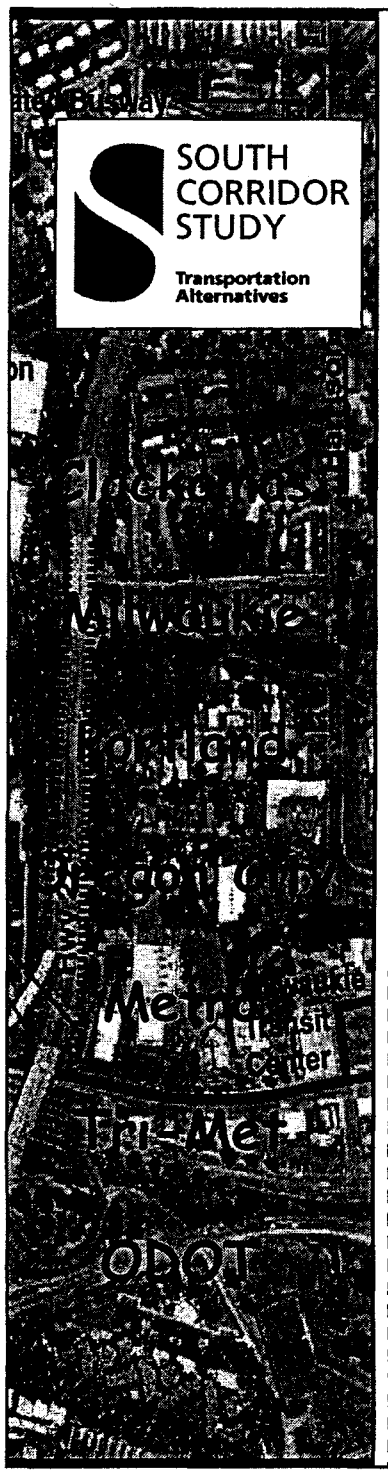
Policy Direction

Citizen Input

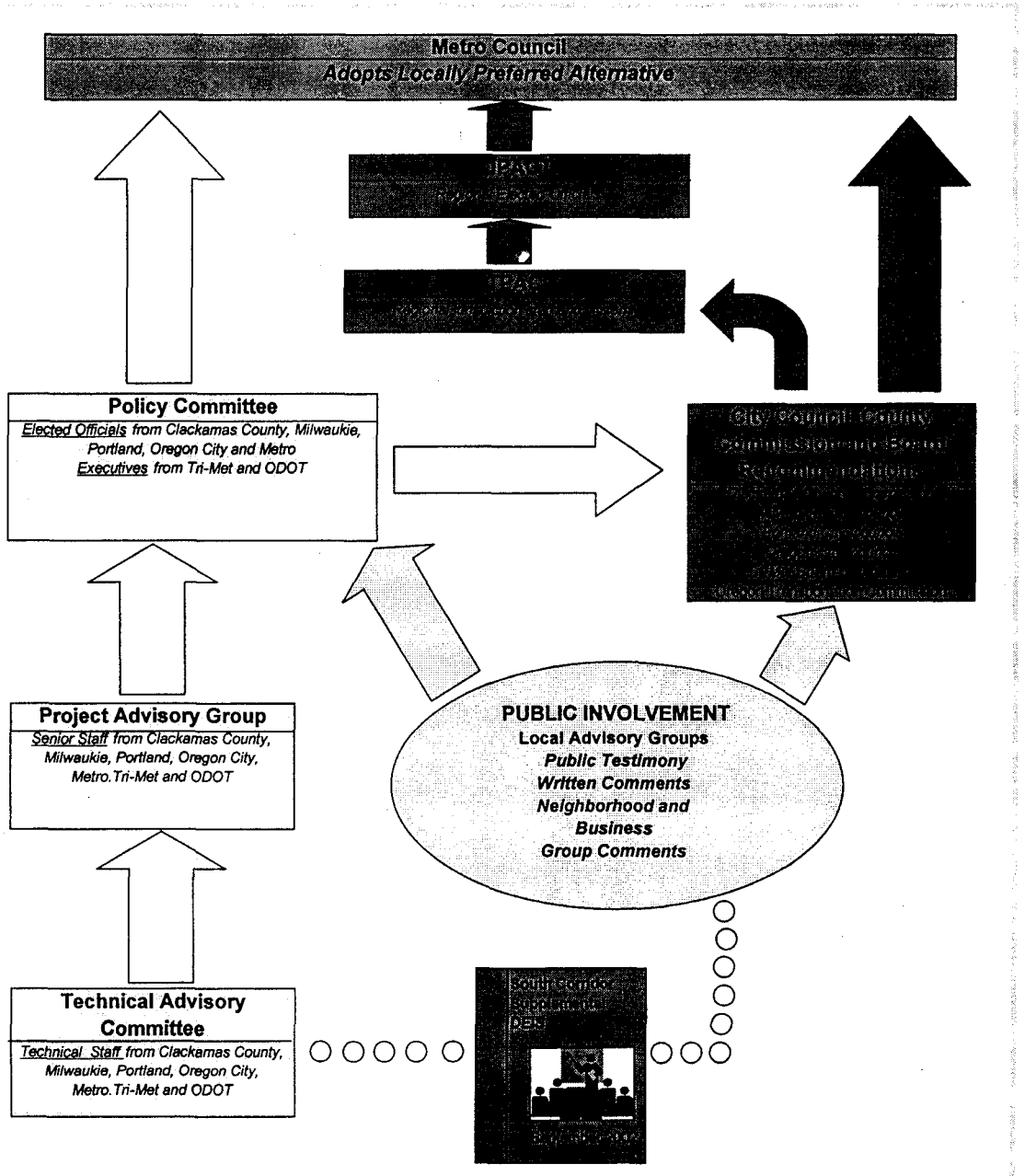
Project Information

Technical Advisory Committee

Technical Staff from Clackamas County, Milwaukie, Portland, Oregon City, Metro.Tri-Met and ODOT

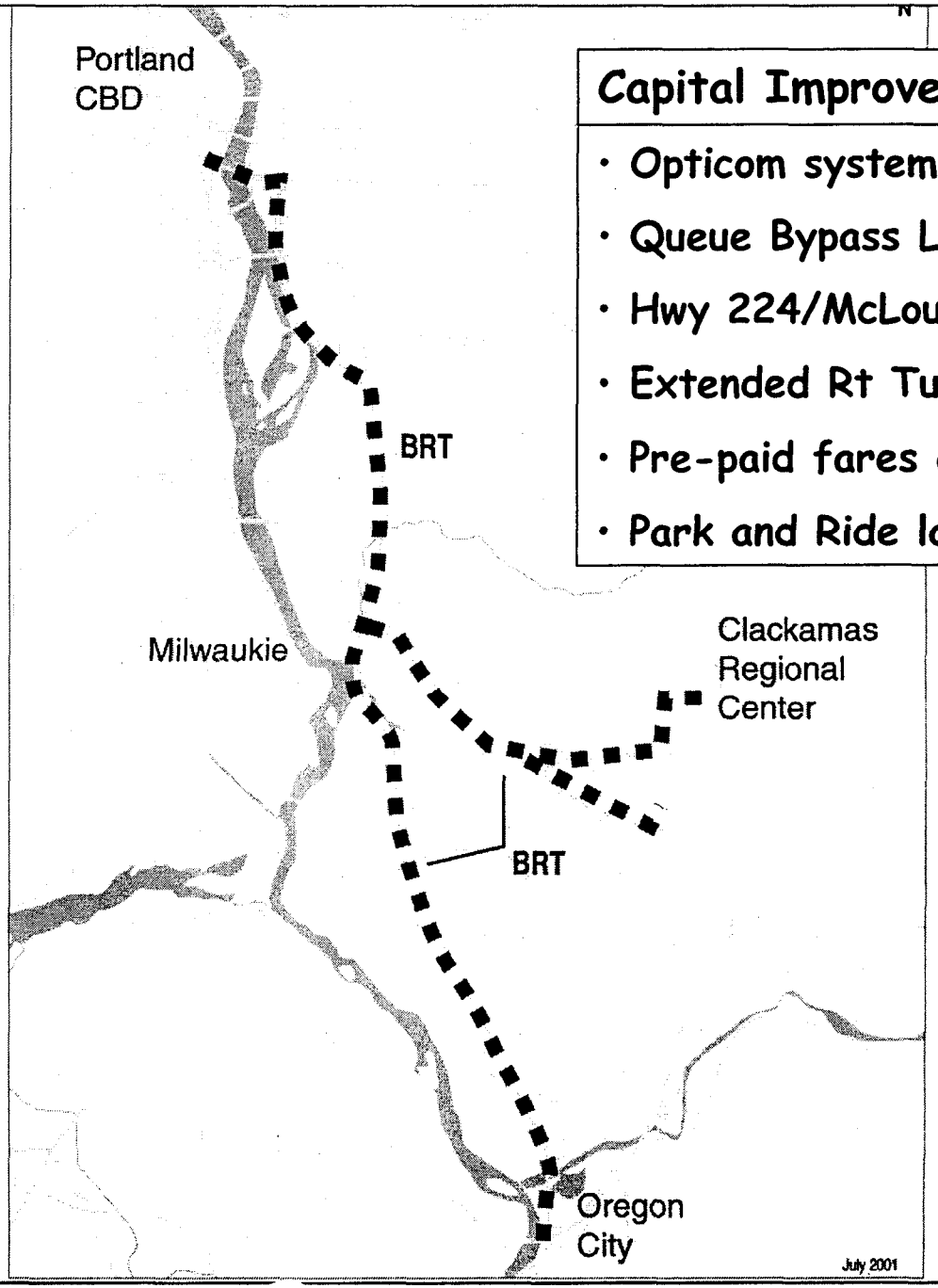


LPA Decision Structure



SDEIS Bus Rapid Transit Alternative

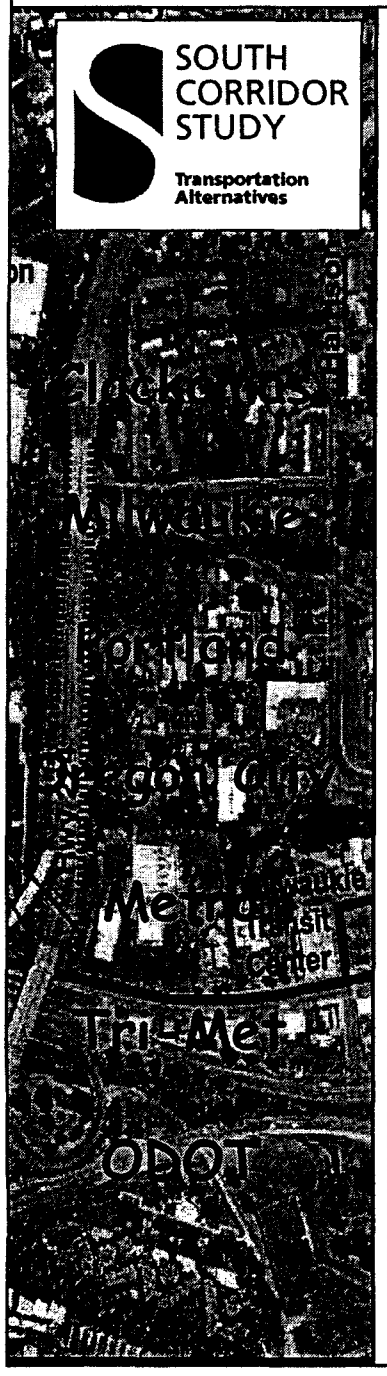
SOUTH CORRIDOR STUDY
Transportation Alternatives

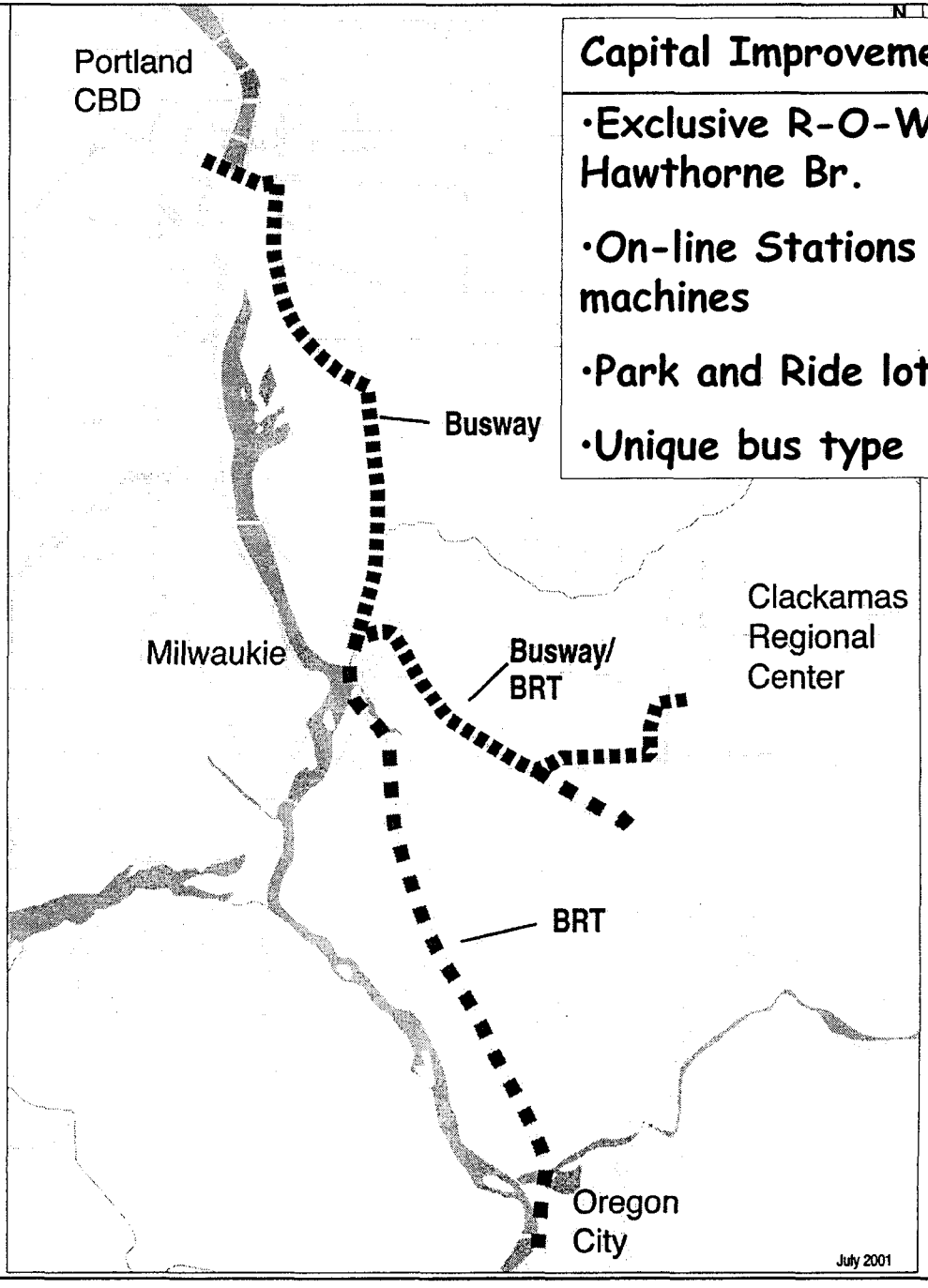


Capital Improvements

- Opticom system
- Queue Bypass Lanes
- Hwy 224/McLoughlin Ramps
- Extended Rt Turn Lanes
- Pre-paid fares at stops
- Park and Ride lots

SDEIS Busway Alternative

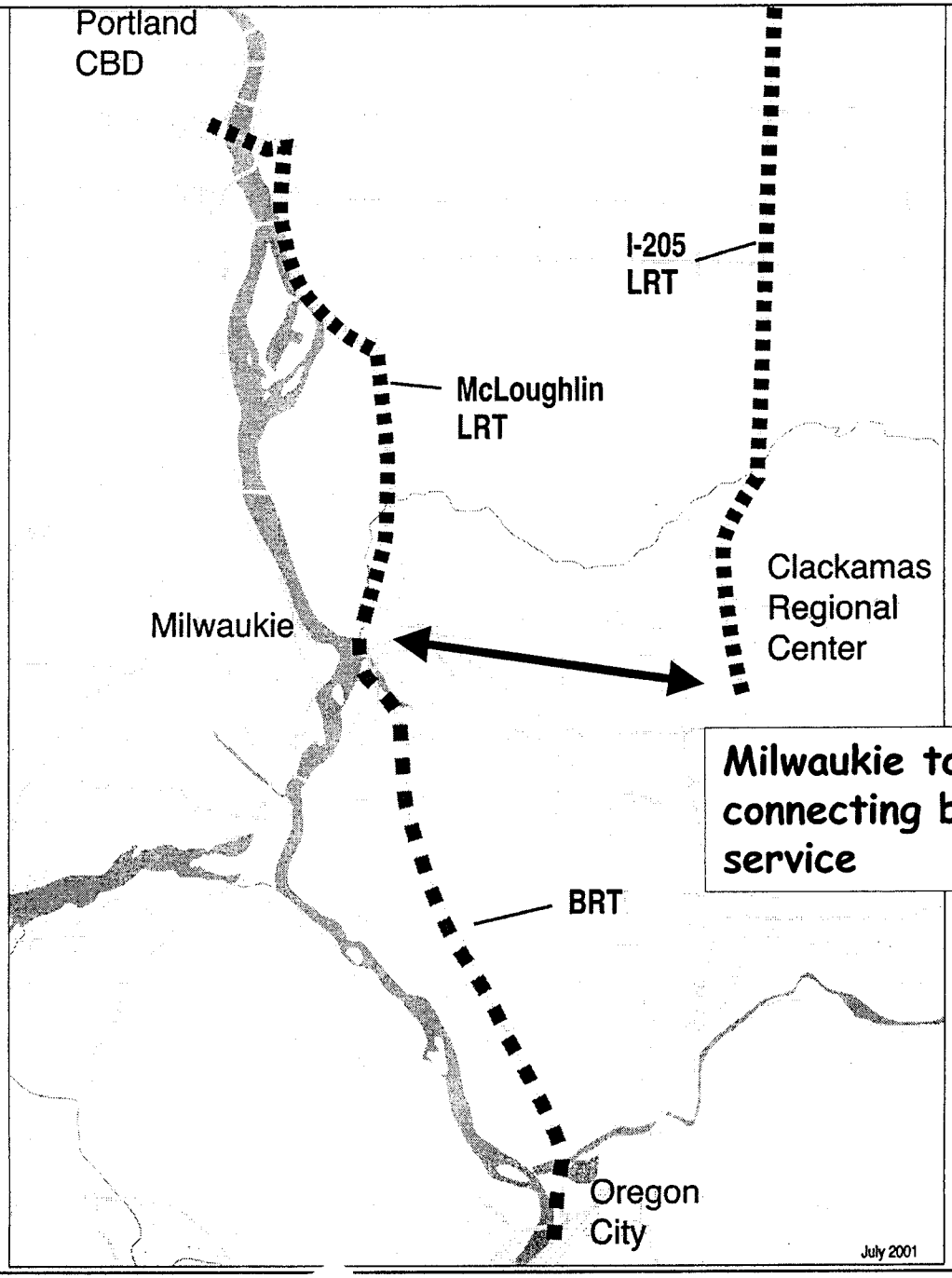




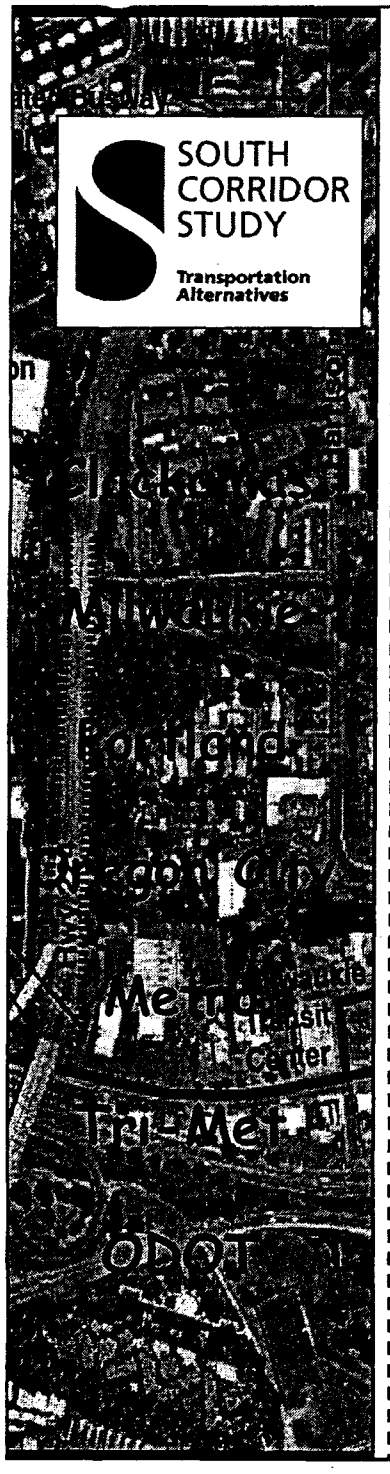
Capital Improvements

- Exclusive R-O-W from CTC to Hawthorne Br.
- On-line Stations w/ fare machines
- Park and Ride lots
- Unique bus type

SDEIS Milwaukie and I-205 Light Rail Alignments



Milwaukie to CTC connecting bus service



Big Picture Timeline

Oct 2003

Surface Transportation Act
Reauthorized

1999 2000 2001 2002 2003 2004 2005 2006 2007 2008

Alternatives Analysis | Refinement | SDEIS | PE - FEIS | FFGA | Final Design and Construction | Start-up

You are Here

LPA

Aug. 2003

Jan. 2003

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797

REGIONAL SERVICES

METRO

To: Joint Policy Advisory Committee on Transportation

From: Rod Monroe, JPACT Chair and Bi-State Transportation Committee Vice-Chair Rod Monroe

Subject: Bi-State Transportation committee motions regarding the East End Connector Project and the Delta Park - Lombard Project.

Date: October 4, 2001

Background

At the September 27, 2001 Bi-State Transportation Committee meeting, the committee reviewed the preliminary plans for two projects of bi-state significance, the East End Connector Project and the I-5 Delta Park - Lombard Project. These projects are both candidates for the Oregon Department of Transportation Bonding Program under House Bill 2142 Oregon Transportation Investment Act and are under discussion as part of the Strategic Plan for the I-5 Transportation and Trade Partnership. The Bi-State Transportation Committee unanimously approved three motions relating to these two projects.

East End Connector Project

The East End Connector Project has previously been identified by JPACT as one of the region's top transportation priorities. Planning for the project dates back over ten years to the study of freight movement needs in the City of Portland's Columbia Corridor Study. The project is needed to relieve an existing bottleneck in the corridor by improving freight access into the Columbia Corridor from I-205. The design will also allow the railroad operator to improve freight track siding in the corridor, relieving a freight rail bottleneck. In partnership, the City of Portland, Port of Portland and ODOT have developed preliminary plans for the project.

Bi-State Transportation Committee Motion:

Recommend to JPACT the East End Connector in the Columbia Corridor as a priority project for the ODOT Bonding Program (Oregon Transportation Investment Act).

JPACT Action Requested:

The Bi-State Transportation Committee requests that JPACT consider this motion when taking action to give direction to ODOT on the bonding program (Oregon Transportation Investment Act).

Delta Park - Lombard Project
The Oregon Department of Transportation has initiated preliminary engineering on the project that would widen I-5 from two lanes to three lanes southbound in the Delta Park - Lombard area. ODOT's preliminary analysis has accommodated the truck and traffic merge lane from Columbia Blvd to I-5 southbound and met FHWA design standards for the HOV lane northbound. The existing HOV lane has been operating on an interim basis and needs to meet FHWA standard shoulder widths before becoming permanent.

Consideration of the I-5 Delta Park - Lombard project is intricately related to other options under consideration for the I-5 Strategic Plan by the Governor's Task Force for the I-5 Transportation and Trade Partnership. JPACT, in the approval of the resolution approving the federal funding for preliminary engineering on this project, has indicated the importance of needing further review of the project prior to approval of construction funding.

One of the operational options for the third lane in Delta Park Lombard section is to designate it as an HOV lane. Washington State is opening a third lane southbound on I-5 in November, 2001 as an HOV lane on a pilot project basis. The success of the Washington State HOV lane will depend, to some degree, on the HOV opportunities on I-5 further south. Information from an analysis of possible HOV operations in the Delta Park Lombard area would be helpful when the Washington State HOV project is reviewed by the Washington State Legislature at the end of the lane's first year of operation.

Bi-State Transportation Committee Motion:

> Recommend to JPACT that the analysis of the HOV lanes on southbound I-5 be accelerated by ODOT .

JPACT Action Requested:

> The Bi-State Transportation Committee requests that JPACT approve a motion that would direct ODOT to accelerate an analysis of HOV operation in the Delta Park - Lombard area so that the information could be used to consider the future Washington and Oregon portions of the HOV system together.

Bi-State Transportation Committee Motion:

> Recommend that JPACT continue to see Delta Park-Lombard as a high priority consideration.

JPACT Action Requested:

> The Bi-State Transportation Committee requests that JPACT consider the Bi-State Committee's motion to continue consideration of the Delta Park – Lombard Project as a priority as JPACT considers future action on reauthorization of the federal surface transportation act, state legislative programs and action on the I-5 Strategic Plan.

METRO JPACT ROLL CALL AND VOTE RECORD

Meeting Date: _____

Agenda Item No.:

	Member/ *Alternate*	Present/ Absent	Moved	2nd	Aye	Nay	Abstain
	Brian, Tom						
	Burkholder, Rex	P					
	Capell, Peter						
	~~*Cruz, Serena*~~ *Maria Rojo*	P					
	Drake, Robert	P					
	Galligan, Ed						
	Ginsburg, Andy	P					
	Hales, Charlie	P					
	Hallock, Stephanie						
	Hansen, Fred	P					
	Haverkamp, Larry	P					
	Hosticka, Carl						
	Jordan, Michael						
	Katz, Vera						
	Kennemer, Bill	P					
	Kight, James						
	Legry, Mary						
	Liebe, Annette						
	Lohman, Dave	P					
	Lookingbill, Dean						
	McFarlane, Neil						
	Monroe, Rod	P					
	Newman, Brian						
	Odgen, Lou						
	Park, Rod						
	Pollard, Royce	P					
	Pridemore, Craig	P					
	Roberts, Lonnie						
	Rogers, Roy						
	Rohde, Karl	P					
	Van Sickel, Kay	P					
	Wagner, Don						
(Alt)	*Warner, Bruce*	P					

The vote is:

OCTOBE . 4, 2001 MEETING

JPACT Members and *Alternates*

	FIRST_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	ADDRESS	STE TYPE	SUITE	STATE	ZIPCODE	PHONE	FAX
Y	1. Rod	Monroe	Metro	Chair	600 NE Grand Ave.			OR	97232-2736	503-797-1588	503-797-1793
Y	2. Rex	Burkholder	Metro	Metro	600 NE Grand Ave.			OR	97232-2736	503-797-1546	503-797-1793
Y	3. Rod	Park	Metro	Mero	600 NE Grand Ave.			OR	97232-2736	503-797-1547	503-797-1793
	Carl	*Hosticka*	*Metro*	*Metro*	*600 NE Grand Ave.*			*OR*	*97232-2736*	*503-797-1549*	*503-797-1793*
Y	4. Bill	Kennemer	Clackamas County	Clackamas County	907 Main St.			OR	97045-1882	503-655-8581	503-650-8944
	Michael	*Jordan*	*Clackamas County*	*Clackamas County*	*906 Main St.*			*OR*	*97045-1882*	*503-655-8581*	*503-650-8944*
Pending	5. Lonnie	Roberts-ALT	Multnomah County	Multnomah County	501 SE Hawthorne Blvd.	Room		OR	97214-3585	503-988-5213	503-988-5262
	~~Serena~~	~~Cruz~~	*Multnomah County*	*Multnomah County*	*501 SE Hawthorne Blvd.*	*Room*	*600*	*OR*	*97214-3585*	*503-988-5219*	*503-988-5440*
N	6. Roy	Rogers	Washington County	Washington County	12700 SW 72ND Ave.			OR	97223-8335	503-620-2632	503-693-4545
	Tom	*Brian*	*Washington County*	*Washington County*	*155 N. 1st Ave.*	*MS*	*22*	*OR*	*97124-3001*	*503-846-8681*	*503-693-4545*
Y	7. Charlie	Hales	City of Portland	City of Portland	1221 SW 4th Ave.	Room	210	OR	97204-1906	503-823-4682	503-823-4040
	Vera	*Katz*	*City of Portland*	*City of Portland*	*1221 SW 4th Ave.*	*Room*	*340*	*OR*	*97204-1907*	*503-823-4120*	*503-823-3588*
Y	8. Karl (msg)	Rohde	City of Lake Oswego	Cities of Clackamas County	PO Box 227			OR	97034-0369	503-636-2452	503-636-2532
	Brian	*Newman*	*City of Milwaukie*	*Cities of Clackamas County*	*10110 SE Waverly Ct.*		*19*	*OR*	*97222*	*503-652-5298*	*503-654-2233*
Y	9. Larry +to R/C	Haverkamp	City of Gresham	Cities of Multnomah County	1333 NW Eastman Pkwy. hm# 667-1896			OR	97030-3825	503-618-2584	503-665-7692
	James	*Kight*	*City of Troutdale*	*Cities of Multnomah County*	*950 Jackson Park Rd.*			*OR*	*97060-2114*	*503-667-0937*	*503-667-8871*
Y	10. Robert	Drake	City of Beaverton	Cities of Washington County	PO Box 4755			OR	97076-4755	503-526-2481	503-526-2479
	Lou	*Ogden*	*City of Tualatin*	*Cities of Washington County*	*21040 SW 90TH Ave.*			*OR*	*97062-9346*	*503-692-0163*	*503-692-0163*
Y	11. Fred	Hansen	Tri-Met	Tri-Met	4012 SE 17th Ave.			OR	97202	503-962-4831	503-962-6451
	Neil	*McFarlane*	*Tri-Met*	*Tri-Met*	*710 NE Holladay St.*			*OR*	*97232*	*503-962-2103*	*503-962-2288*
Y	12. Kay	Van Sickel	ODOT	ODOT	123 NW Flanders St.			OR	97209-4037	503-731-8256	503-731-8259
	Bruce	*Warner*	*ODOT*	*ODOT*	*355 Capitol St., NE*	*Room*	*135*	*OR*	*97301-3871*	*503-986-3435*	*503-986-3432*
N	13. Stephanie	Hallock	DEQ	Oregon DEQ	811 SW 6TH Ave.			OR	97204	503-229-5300	503-229-5850
Y	*Andy*	*Ginsburg*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*	*Floor*	*11*	*OR*	*97204*	*503-229-5397*	*503-229-5675*
	Annette	*Liebe*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*			*OR*	*97204-1390*	*503-229-6919*	*503-229-5675*
Y	14. Don	Wagner	WSDOT	Washington State DOT	PO Box 1709			WA	98668	360-905-2001	360-905-2222
	Mary	*Legry*	*WSDOT*	*Washington State DOT*	*PO Box 1709*			*WA*	*98668*	*360-905-2014*	*360-905-2222*
N	15. Ed	Galligan	Port of Portland	Port of Portland	PO Box 3529			OR	97208	503-944-7011	503-944-7042
Y	*David*	*Lohman*	*Port of Portland*	*Port of Portland*	*PO Box 3529*			*OR*	*97208*	*503-944-7048*	*503-944-7222*
Y	16. Royce	Pollard	City of Vancouver	City of Vancouver	PO Box 1995			WA	98668	360-696-8484	360-696-8049
	Dean	*Lookingbill*	*SW Washington RTC*	*SW Washington RTC*	*1351 Officers Row*			*WA*	*98661*	*360-397-6067*	*360-696-1847*
Y	17. Craig	Pridemore	Clark County	Clark County	PO Box 5000			WA	98666-5000	360-397-2232	360-397-6058
	Peter	*Capell*	*Clark County*	*Clark County*	*PO Box 9810*			*WA*	*98666-9810*	*360-397-6118, x4071*	*360-397-6051*

Maria Rojo de Steffey

MARIA ROJO DE STEFFEY

Larry H - keeps his own calendar - so call him @ home.

COMMITTEE TITLE JPACT

DATE 10-4-01

NAME	AFFILIATION
Andy Cotugno	Metro
Ted Monroe	Metro Council
FRED HANSEN	TRI-MET
Maria Rojo de Steffey	Multnomah County
Rex Burkholder	Metro Council
Larry Haverkamp	Gresham -
CRAIG PRIDEMORE	CLARK CO.
KARL ROHDE	CITIES of CLACK
Andy Ginsburg	DEQ
David Cox	FHWA
David Lohman	Port of Portland
R Ellsworth	VANCOUVER
Charlie Hales	Portland
BILL LEAMON OR	CLACKAMAS Co
Bruce Warner	ODOT
KAY VAN SICKEL	ODOT
John Kvistad	Clackamas Co.
Clark Berry	Wash. Co

COMMITTEE TITLE JPACT

DATE 10-4-01

NAME	AFFILIATION
Jeff Kaiser	ODOT
Fred Patron	FHWA
Ron Papsdorf	City of Gresham
Mike Hoglund	METRO
John Gilam	City of Portland
Dick Steinbrugge	City of Portland
Tim Wilson	ODOT
Ross ROBERTS	METRO
Neil McFarlane	TM
[illegible]	Metro
Robin Roberts	Gov's Office
Danielle Cowan	City of Wilsonville
Louis A. ORNELAS	OHSU
[illegible]	RPP
Chris Deffebach	metro
Gary Katsion	TPAC Citizen member
David Calver	Parsons Brinckerhoff.
John Wiebke	City of Hillsboro

COMMITTEE TITLE JPACT

DATE 10-4-01

NAME	AFFILIATION
Josh Alpert	Charlie Hales office
Dean Lookingbill	TC
Jon Holan	City of Forest Grove
ROB DRAKE	