

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2705 FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE THE TEA-21 HIGH PRIORITY PROJECTS

Date: September 16, 1998

Presented by: Andrew Cotugno

PROPOSED ACTION

Approval of this resolution would amend the FY 98 Metropolitan Transportation Improvement Program (MTIP) to include the 10 high priority projects authorized funds in the Transportation Equity Act for the 21st Century (TEA-21), the new six-year federal transportation authorization. The projects and associated schedule of authorized funds are shown in Exhibit A of the resolution. It restricts the normal flexibility enjoyed by staff and project sponsors to request advance of authorized funds in recognition of unique restrictions that come with the high priority project funds. It establishes a mechanism for such advancement should overall needs to obligate the state's federal funds warrant such action. It defers final resolution of high priority project programming to the Priorities 2000 update process.

TPAC and JPACT have reviewed this MTIP amendment and recommend approval of Resolution No. 98-2705.

BACKGROUND AND ANALYSIS

TEA-21 authorized funds for 10 "high priority" transportation projects in the Portland area. It approved numerous additional projects throughout the state. All 10 projects are included in Metro's 1995 financially-constrained Regional Transportation Plan. However, five of the 10 projects are not currently included in the MTIP. Additionally, TEA-21 made this class of projects subject to the annual obligation limitation process for the first time. This restriction poses both opportunities and potentially serious difficulties in orderly statewide obligation of federal funds which have not yet been fully assessed by ODOT and regional staff. Therefore, there is a need to proceed with caution regarding obligation of currently appropriated funds.

The high priority funds will be appropriated in six increments through the life of the Act. The first year increment was provided in the FY 98 appropriation and the second increment is expected before the end of the calendar year as part of the FY 99 appropriation. Sponsors of several of the projects have indicated a desire to begin work. To accommodate these requests, the projects and their funding must be programmed in both the MTIP and STIP. The resolution addresses these pressing needs while assuring that the more sensitive questions surrounding the funds will be addressed in an orderly fashion during update of the program during the Priorities 2000 process. Should additional obligation authority be warranted in the interim, the resolution provides that concurrence of TPAC's TIP Subcommittee can approve such action.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 98-2705
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM TO INCLUDE) Introduced by
THE TEA-21 HIGH PRIORITY PROJECTS) Councilor Washington, Chair
JPACT

WHEREAS, The new six-year federal transportation authoriza-
tion bill known as the Transportation Equity Act for the 21st
Century (TEA-21) was approved in May; and

WHEREAS, TEA-21 authorized funding for 10 "high priority"
transportation projects in the Portland metropolitan area shown
in Exhibit A; and

WHEREAS, Each high priority project will be appropriated
funds over each of the six years of the Act as shown in Exhibit
A; and

WHEREAS, The first year of funding has been appropriated for
all the projects and the second year of funding is expected to be
appropriated before the end of the current calendar year; and

WHEREAS, Some of the projects authorized funds have not been
approved in the current FY 98 MTIP/STIP; and

WHEREAS, Sponsors of some projects have requested permission
to begin work on planning and implementation of work on the
projects; and

WHEREAS, Several issues must still be resolved prior to
complete programming of all the authorized high priority project
funds; and

WHEREAS, The Priorities 2000 update of the current MTIP/STIP
is not expected to address these final details until the middle
of 1999; now, therefore,

BE IT RESOLVED:

1. The FY 98 Metropolitan Transportation Improvement Program (MTIP) is amended to include all the high priority projects shown in Exhibit A.
2. Only appropriated funds are authorized in the MTIP for obligation and only up to the federal obligation limitation specifically enjoyed by the funds.
3. High priority projects may "use" limitation from other Metro region federal formula funds appropriated by TEA-21 with concurrence of TPAC's TIP Subcommittee or may use state limitation with concurrence by ODOT.
4. All other authorized high priority funds shall be programmed according to the schedule identified in TEA-21 through FY 2000 and all funds made available through FY 2003 may be pooled in the fourth year of the MTIP recognized by the U.S. Department of Transportation for informational purposes only.
5. Final programming of the future year funds will be resolved through the Priorities 2000 update process.
6. Staff are directed to request amendment of the STIP.
7. This amendment is consistent with the air quality conformity determination adopted by Resolution No. 98-2686.

ADOPTED by the Metro Council this _____ day of _____,
1998.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

EXHIBIT A

TEA-21 HIGH PRIORITY PROJECTS AND SCHEDULED AUTHORIZATION

PROJECT	TOTAL	98	99	00	01	02	03
Tri-Met Buses	3.500	0.385	0.525	0.630	0.630	0.665	0.665
Ped to MAX (Gresham)	1.000	0.110	0.150	0.180	0.180	0.190	0.190
Portland Transit Signal Priority	4.500	0.495	0.675	0.810	0.810	0.855	0.855
Lovejoy Ramp	5.000	0.550	0.750	0.900	0.900	0.950	0.950
Broadway Bridge	10.000	1.100	1.500	1.800	1.800	1.900	1.900
So. Rivergate O'Xing	13.000	1.430	1.950	2.340	2.340	2.470	2.470
Murray O'Xing	3.750	0.413	0.563	0.675	0.675	0.713	0.713
Tualatin/Sherwood Bypass	0.375	0.041	0.056	0.068	0.068	0.071	0.071
I-5/217/Kruse Way Intrchnng	7.000	0.770	1.050	1.260	1.260	1.330	1.330
I-205/Sunnybrook Intrchnng	19.000	2.090	2.850	3.420	3.420	3.610	3.610
Funds at 100% of Authorization	67.125	7.384	10.069	12.083	12.083	12.754	12.754
Funds at 90% of Authorization	60.413	6.645	9.062	10.874	10.874	11.478	11.478
Difference*	6.712	0.738	1.007	1.208	1.208	1.275	1.275

To obtain 100% of high priority project funding over six years, formula fund obligation authority of this amount must be used.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2707 AMENDING THE 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN TO REDESIGNATE THE NATIONAL HIGHWAY SYSTEM LINK THROUGH FOREST GROVE FROM HIGHWAY 8 TO THE FOREST GROVE BYPASS

Date: September 24, 1998 Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution begins the process of revising the National Highway System (NHS) designation to the northern leg of the Forest Grove Bypass (new route for Highway 47) between Quince Street to Council Creek. With the revision, the existing NHS designation would be removed east-west from Oregon Highway 8 between Quince and the current route of Highway 47 in downtown Forest Grove and removed north-south from the current route of Highway 47 from Highway 8 north to Council Creek (see Attachment 1). The revision will reflect the status of the Forest Grove Bypass as the key regional north/south route to and through Forest Grove and the east-west connection to the NHS via Highway 8 at Quince.

Also with this revision, the Forest Grove Bypass improvement project will be eligible for NHS funds in order to complete the project on schedule.

With approval of the resolution, a request will be made to ODOT to gain Federal Highway Administration approval of the request and simultaneous amendment of Metro's *Interim Federal Regional Transportation Plan* (RTP).

FACTUAL BACKGROUND AND ANALYSIS

The NHS

The NHS was authorized under Section 1006 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The program was retained in the Transportation Equity Act for the 21st Century (TEA-21). The NHS is intended to provide an inter-connected system of principal arterials and other highways that will serve major population centers, international border crossings, ports, airports, nationally-oriented public and intermodal transportation facilities, and other nationally significant travel destinations.

The NHS for the Portland Metropolitan Area was developed through a cooperative interjurisdictional process in 1993 and adopted through Metro Resolution 93-1771. In developing the system for the Portland area, JPACT and the Metro Council endorsed a criterion that all cities within the urban area should have direct access to the NHS. Highways 47 and 8 provide that

connection for the City of Forest Grove. Congress ultimately approved the NHS in 1995.

Forest Grove Bypass Project

The Forest Grove Bypass project is a longstanding need identified in the RTP and programmed for construction in the joint Metropolitan/State Transportation Improvement Program (MTIP/STIP) for 1999.

As described in the MTIP, Highway 47 is currently routed through downtown Forest Grove and Pacific University campus. Traffic must negotiate four right-angle turns, five signals, and the one-way couplet of Highway 8, Pacific, and 19th Avenue. Maneuvering trucks is both difficult and unsafe, and the one-way grid is confusing to motorists unfamiliar with the area. The bypass project will continue the southern rerouting of Highway 47 east of downtown Forest Grove by constructing a new road from Council Creek at the north UGB, southeast to Quince Street and then south to the existing Highway 47 Bypass. Once completed, the bypass will be designated the new route for Highway 47 and the existing route will be removed from the state system. The result will be a new Highway 47 and Highway 8 connection at Quince.

The project cost is estimated at \$13.7 million and will be funded through a variety of ODOT STP, Washington County MSTIP, and NHS funds.

Recommendation

The recommendation contained in the attached resolution will redesignate the NHS system from the downtown streets of Forest Grove to the new bypass, consistent with the intent and criteria for the NHS. The designation will also allow NHS funds to be authorized for the project in order to meet cost and schedule.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 98-2707
THE 1995 INTERIM FEDERAL)
REGIONAL TRANSPORTATION PLAN) Introduced by
TO REDESIGNATE THE NATIONAL) Councilor Washington, Chair
HIGHWAY SYSTEM LINK THROUGH) JPACT
FOREST GROVE FROM HIGHWAY 8)
TO THE FOREST GROVE BYPASS)

WHEREAS, The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized the designation of the National Highway System (NHS) and the program has been retained in the Transportation Equity Act for the 21st Century (TEA-21); and

WHEREAS, The Metro area NHS was submitted through Metro Resolution 93-1771 in 1993 and included the designation of Highways 47 and 8 in the City of Forest Grove; and

WHEREAS, Congress recognized the Metro area NHS in 1995; and

WHEREAS, the Forest Grove Bypass Project will result in a new connection between Highways 47 and 8; and

WHEREAS, NHS funds may be necessary to complete the project; now, therefore,

BE IT RESOLVED,

1. That the *Interim Federal Regional Transportation Plan* be amended to designate the route of the Forest Grove Bypass as the NHS connection between Highways 47 and 8, as shown in Exhibit A.

2. That staff be directed to forward this amendment for ODOT and FHWA review and action.

Approved as to Form:

Jon Kvistad, Presiding Officer

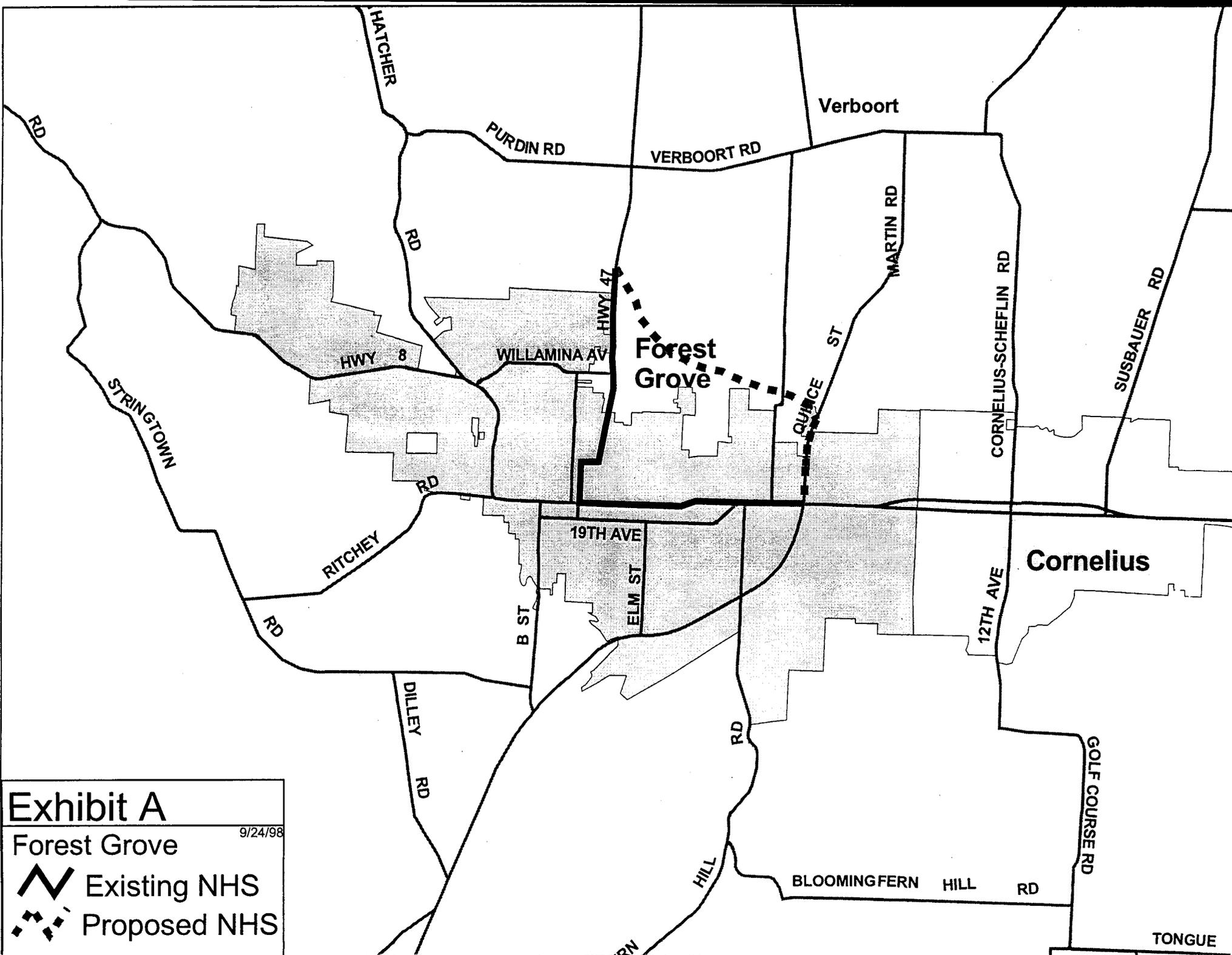
Daniel B. Cooper, Metro Counsel

Exhibit A

Forest Grove 9/24/98

 Existing NHS

 Proposed NHS





METRO

October 8, 1998

Kenneth R. Wykle
Administrator
Federal Highway Administration
400 7th Street SW
Washington, D.C. 20590

Dear Mr. Wykle;

On behalf of Metro and the Joint Policy Advisory Committee on Transportation (JPACT), I would like to express concerns on the National Corridors and Borders Program. Metro is the directly elected regional government that serves more than 1.3 million residents in the Portland metropolitan area. JPACT provides a forum for local and regional elected officials and representatives of agencies involved in transportation to resolve transportation needs in this region.

I am writing to you regarding the National Corridor Planning and Development Program and the Coordinated Border Infrastructure Program included in TEA-21. On behalf of JPACT, I recommend that the Federal Highway Administration (FHWA) establish separate and discrete funding for the Corridor Program and the Border Program. TEA-21 describes these two programs separately. Congress intended the two programs to address different but related problems. They should have specific funding allocations.

Establishing separate and discrete programs will ensure that neither program gets a disproportionate share of the funding. It will also provide FHWA staff with a clear target for each program and remove the need for subjective judgments by FHWA about whether or not "enough" projects have been selected for each program.

JPACT believes that both trade corridors and border crossings have important infrastructure needs. We believe that establishing separate and discrete programs for each is the best guarantee that our country's goods movement needs can be met.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed Washington". The signature is fluid and cursive.

Ed Washington
Metro Council
JPACT Chair

JPACT Freight Tour
Thursday, September 24, 1998
7:30 am to 1:00 pm

Tour Objective:

To better understand goods movement in our region and the role of freight in the regional economy. The tour will focus on food products as an industry surrogate for goods movement in other industrial sectors. JPACT members will have an opportunity to view an industry in action and the mechanics of moving goods from manufacturer to consumers.

Itinerary:

7:30 AM Leave Metro Regional Center (NW Irving and Grand)

On the bus, Councilor Washington will welcome the JPACT members and guests, Andy Cotugno will review the relevance of the freight tour to JPACT's activities, Chris Deffebach will review the itinerary for the day and lead introductions and Susie Lahsene will distribute and review a briefing packet with background freight information.

8:00 AM Arrive at Reser's Fine Foods at SW 158th and Jenkins

Reser's distribution and production managers will lead a tour of the food processing areas and the loading/distribution areas. Reser's, a nationally based and locally owned company, makes potato and other salads on site and loads them and other Reser's products onto both 18-wheel trucks and route vans.

9:00 AM Leave Reser's

John More, from Tektronix, will review the similarities and differences in the production and distribution process between the food industry and the high tech industry.

9:45 AM Arrive at Albertsons Distribution Facility at NE San Raphael and 181ST, south of I-84

Albertson's Portland Distribution Center General Manager will lead a tour through the perishable area, mechanized dry good area while explaining the role of the center in serving stores in the Western Region. Coffee and doughnuts will be served.

10:45 AM Leave Albertsons

10:55 AM Arrive at Albertsons Grocery Store at 181st and Glisan

This quick view of the store's loading bays will complete the food industry tour.

11:05 AM Leave Alberstons Grocery Store

Informal question and answer time on the bus.

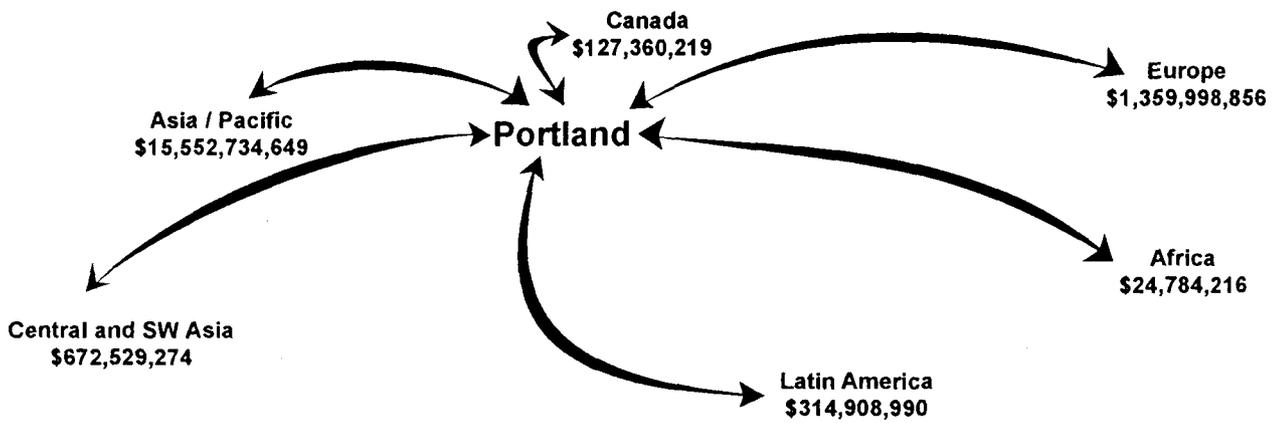
11:45 AM Arrive at Terminal 6 at Rivergate

Port of Portland Executive Director Mike Thorne will lead a tour of the container terminal facility and describe the export and import role in the goods movement process. Lunch will be provided.

12:45 PM Leave Rivergate

1:00 PM Arrive at Metro Regional Center

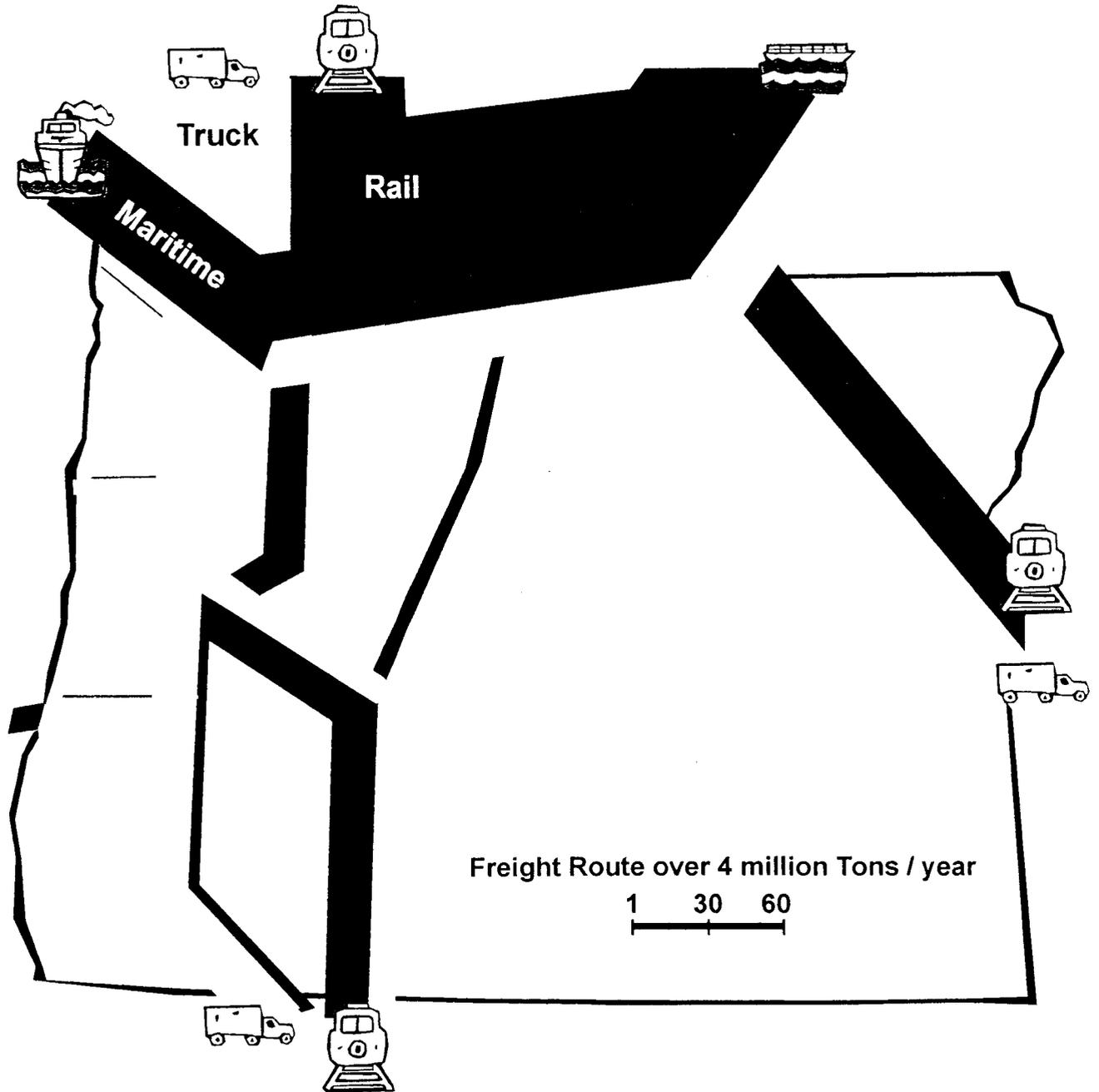
Oregon's Trading Partners



**JPACT Freight Tour
September 1998**

Major Multimodal Commodity Flow Corridors

Millions of Tons Shipped in 1992



Source:

-Interstate Commerce Commission, 1992 Waybill Sample

-ODOT Transportation Development Branch

-U.S. Army Corps of Engineers, Waterborne Commerce of the U.S. 1992

Freight is Important to Our Economy

Portland's Regional Economy

- 6 County Metropolitan Area
- 1.7 million residents
- 1 million workers
- 50,000 businesses with a payroll
- \$60 billion gross regional product
- The Portland regional economy is now bigger than the rest of Oregon put together

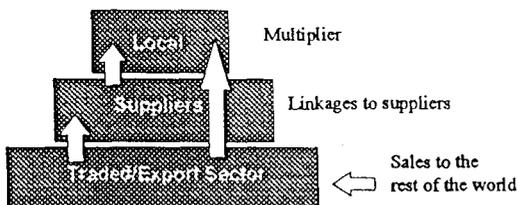
Regional Connections

1996 -- Oregon

- Oregon firms' exports totaled \$9.8 billion (a 92% increase in value since 1991)
- High tech firms exported \$4.7 billion (200% increase in 5 years)
- Agricultural products \$2.4 billion (up 75% in 5 years)
- Wood products \$1.2 billion

Port of Portland 1997

Traded Sector Drives Growth



Regional Connections

Employment in Traded Industries

Electronics/software	54,593
Metals/ Machinery	45,209
Nursery	8,137
Other Mfg.	14,832
Printing	9,052
Professional services	34,071
Wood products	18,033
Primarily Export	183,927
Temp. Employment	22,161
Agricultural/Food Processing	18,031
Recreation related	16,229
Transportation & Distribution	74,739
Export and Local	131,160

Regional Connections

Transportation: Key to Oregon Businesses Competitiveness

- Freight Movement occurs
 - to move products from origin to place of higher value
 - over a variety of modes
- Transportation and logistics account for 20-25% of product cost
- Average delivery time today: 2-3 days
 - compared to: 30 days in 1960s, 10 days in 1980s
- By 2000, 50% of all products will move 'just in time'

Part of Portland 1998

Oregon's Economy Relies on a Good Transportation System

- 60% of Oregon's workers have jobs in businesses that depend on the transportation system for their operation
- "Traded sectors" drive the economy in the Portland region and the state
 - 2nd largest wholesale distribution center on the west Coast
 - 10th largest exporter in the United States
 - 20th largest industrial center in the United States
- Wholesale/distribution jobs are the highest wage earning jobs in the state

Part of Portland 1998

Reser's Fine Foods

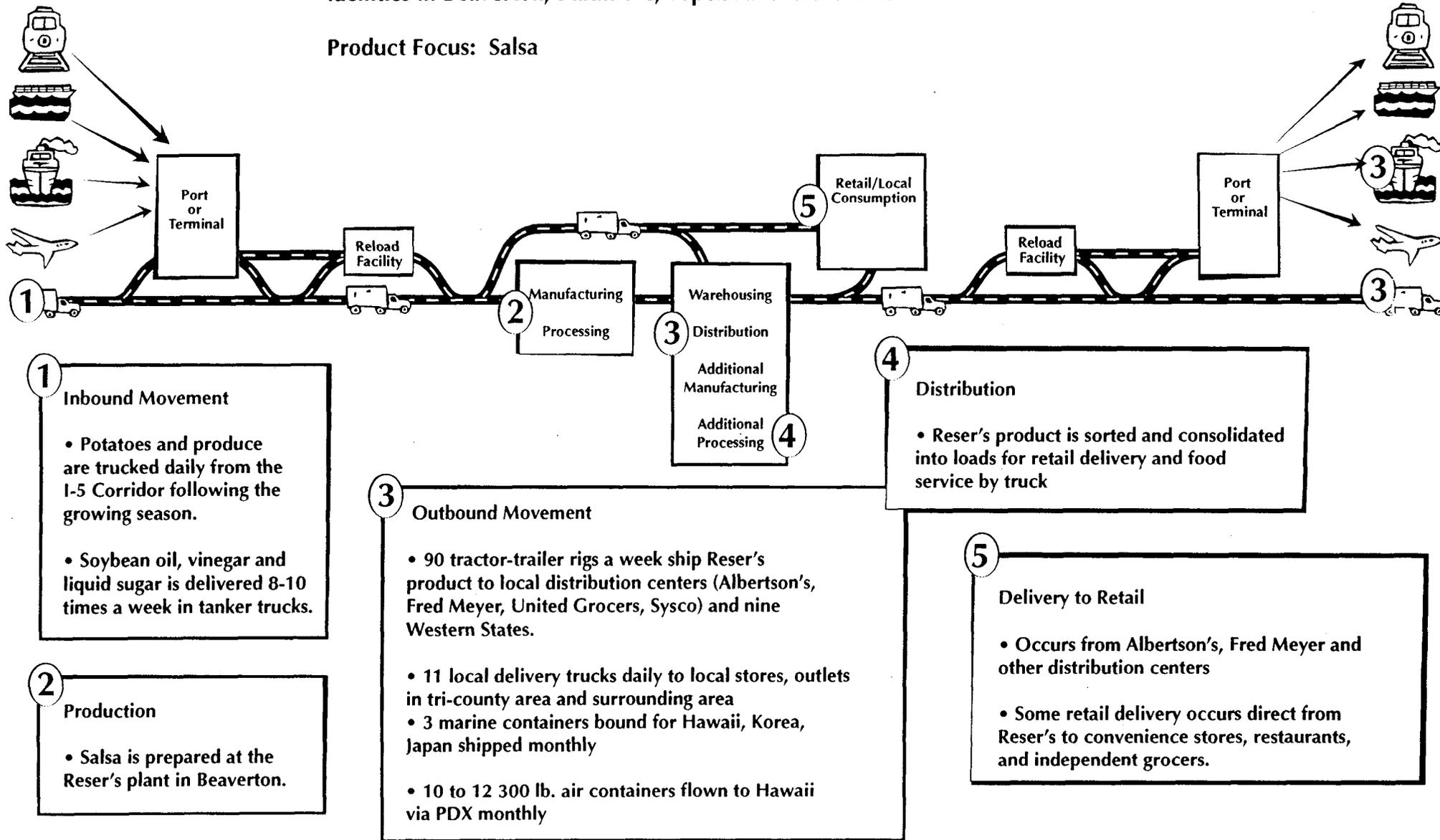
Headquarters: Beaverton, Oregon

"Reser's, you've got it made!"

Reser's manufactures and distributes refrigerated salads, sauces, dips, desserts for retail food service, deli and club store customers.

Reser's serves both eastern and western U.S. markets with production facilities in Beaverton, Baltimore, Topeka and Cleveland.

Product Focus: Salsa



1 Inbound Movement

- Potatoes and produce are trucked daily from the I-5 Corridor following the growing season.
- Soybean oil, vinegar and liquid sugar is delivered 8-10 times a week in tanker trucks.

2 Production

- Salsa is prepared at the Reser's plant in Beaverton.

3 Outbound Movement

- 90 tractor-trailer rigs a week ship Reser's product to local distribution centers (Albertson's, Fred Meyer, United Grocers, Sysco) and nine Western States.
- 11 local delivery trucks daily to local stores, outlets in tri-county area and surrounding area
- 3 marine containers bound for Hawaii, Korea, Japan shipped monthly
- 10 to 12 300 lb. air containers flown to Hawaii via PDX monthly

4 Distribution

- Reser's product is sorted and consolidated into loads for retail delivery and food service by truck

5 Delivery to Retail

- Occurs from Albertson's, Fred Meyer and other distribution centers
- Some retail delivery occurs direct from Reser's to convenience stores, restaurants, and independent grocers.

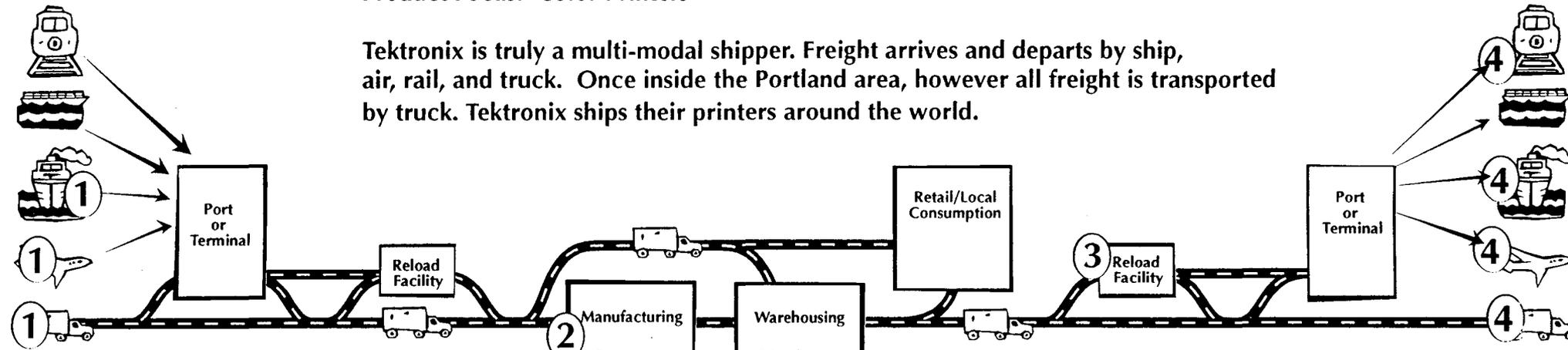


Headquarters: Wilsonville Oregon

Tektronix manufactures more than 3,000 products within three broad groups: measurement, color printing, and video and networking.

Product Focus: Color Printers

Tektronix is truly a multi-modal shipper. Freight arrives and departs by ship, air, rail, and truck. Once inside the Portland area, however all freight is transported by truck. Tektronix ships their printers around the world.



1 Inbound Movement

- Printer engines and printer components arrive in containers via ship from Asia and are transported by truck to the Wilsonville site
- Some print engines also arrive by air at PDX, Seattle-Tacoma and San Francisco
- Air shipments that arrive in Seattle or San Francisco are transported by truck to the Wilsonville site

2 Production

- Printer engines and printer components are assembled and tested

3 Reload Facility

- Assembled printers are transported via truck by a freight forwarder to a reload facility
- Printers bound for overseas are either stuffed in containers or prepared for air shipment

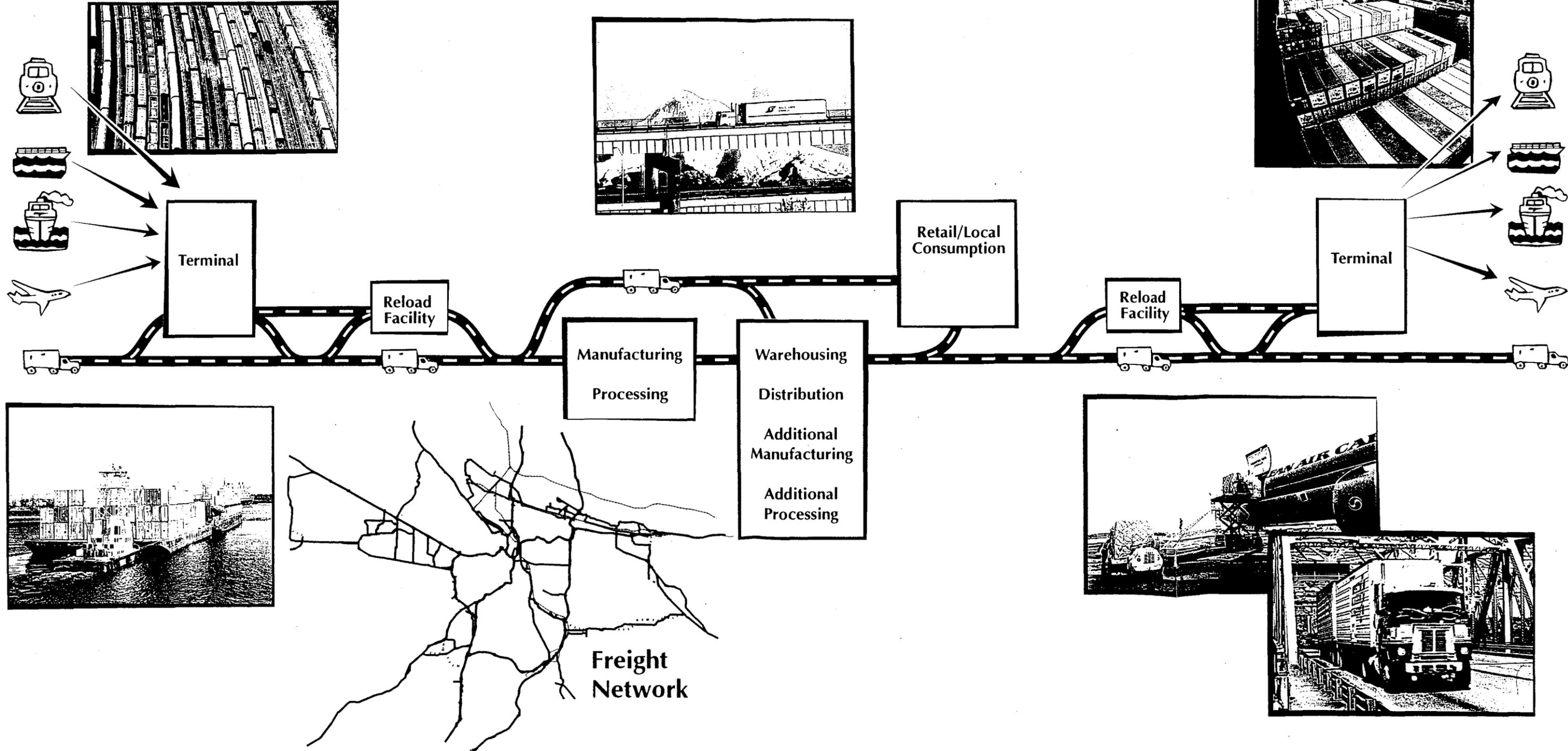
4 Outbound Movement

- Printers are shipped out of the region by several modes
- Air cargo is shipped out through PDX. For destinations not served by PDX, the air cargo must first be transported by truck to other nearby west coast airports such as Seattle-Tacoma or San Francisco
- Containers are shipped out through Terminal 6. As with air cargo, some containers are transported by truck out of the region before being loaded onto a container ship. For European bound freight, containers are trucked to Vancouver BC and sent rail intermodal to Montreal. From there they are transported by container ship to Rotterdam and on to Tektronix' European distribution center in Heerenveen, Netherlands

The Flow of Commerce

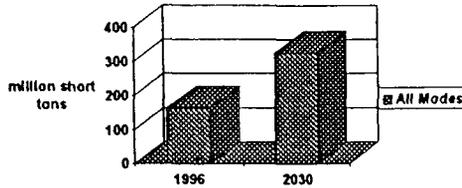
Imports
Domestic International

Exports
Domestic International



Commodity Flow Today and Tomorrow

Doubling of Commodity Volumes



What Commodities Move in Oregon

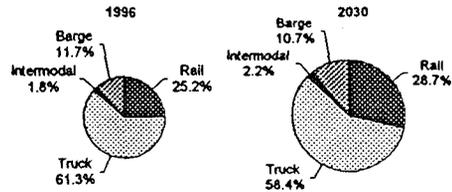
- Agricultural/farm products
- Lumber/wood/paper products
- Minerals
- Food/Fish products
- High tech machinery/electrical products
- Transportation equipment
- Textiles/Apparel/Leather

Port of Portland 1998

Functioning Multi-modal System Critical for Freight

	Truck	Rail	Barge	Ship	Air
Grains		X	X	X	
Minerals	X	X		X	
Electronic Equip.	X	X		X	X
Transport. Equip.	X	X		X	X
Food Products	X	X	X	X	X
Lumber/Paper	X	X	X	X	

Trucks Link All Modes



All Modes Will Carry Higher Volumes

- Truck is the predominant mode of moving product (about 60 %) in the state and nationally
- Rail carries the next highest volume (about 28%) of product but plays a significant role in the state's competitiveness
- Barging contributes to price competition and allows products from the interior of the state to reach markets cost effectively

Port of Portland 1998

Why JFACT' Should Care

Freight Moves the Oregon Economy

- The state's economy relies on it
- Trends suggest efficient freight movement will drive the nation's economy
- Growth in the state and diminishing transportation investment threaten a competitive advantage and role we have had in the global marketplace

Transportation: a Competitive Advantage We Could Lose

- The relative purchasing power of Oregon Transportation dollars has decreased 33% since 1970.
- Investment in modernization of the system has diminished over the last five years
- Of the 15 states cited as "economic overachievers," Oregon ranks last in transportation investment

Trucks on the System

- Work horses for freight movement
- Operate off peak (usually midday)
- Represent 6-10% of the daily traffic
- At midday, represent 20% or more of total traffic
- Need thoughtful/strategic investments to keep industry humming

Regional Freight Network Conditions In 2015

- Truck trips in region are projected to increase 66%, auto trips 47%
- Truck travel time up 22%, compared to 12% for autos
- PM peak truck hours of delay up from 6% today to over 16%
- Over 1/3 of the major truck routes will be congested, compared to 12% today

Future Steps

- Apply freight criteria for MTIP/STIP investments
- Increase understanding of freight movement through Commodity forecasts, truck model and dialogue with businesses.
- Get business involved in transportation investment process
- Select projects that demonstrate the region's commitment to maintaining competitiveness for region's businesses

December 1, 1997 Figure 2.6

(Version 4.0)

The land uses depicted on this map reflect an analysis of the Metro Region 2040 Growth Concept. The boundaries have not been adopted by the Metro Council or local government agencies, and are for the purpose of analysis only.

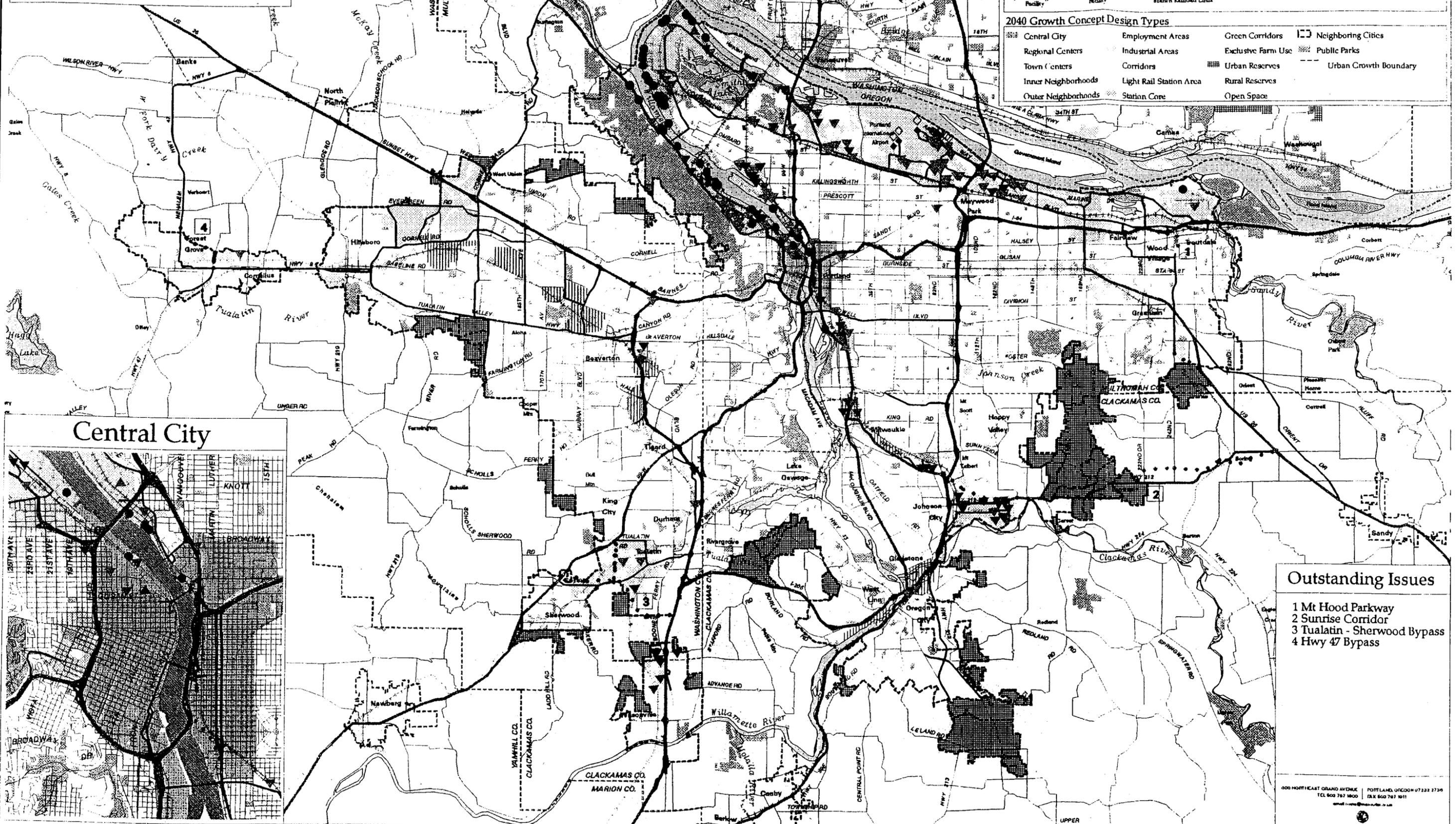
Regional Freight System

Transportation Key

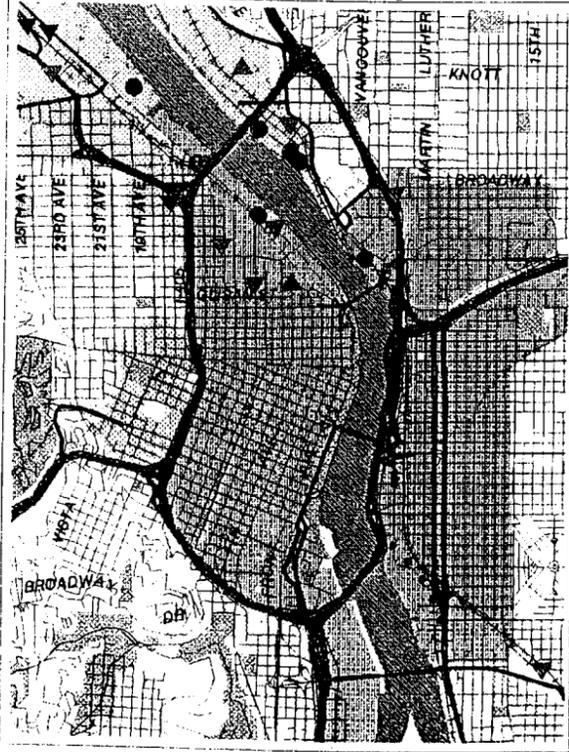
- | | | | | |
|----------------------|-------------------------|-----------------------|---------------------------------|---|
| ● Main Facility | ▼ Inland Facility | — Main Roadway Routes | •• Proposed Road Connections | ▨ Current industrial uses within light rail station areas or regional centers |
| ◆ Intermodal Yard | ▼ Truck Terminal | — Road Connections | •• Proposed Main Roadway Routes | |
| ◆ Air Cargo Facility | ▼ Distribution Facility | | | |

2040 Growth Concept Design Types

- | | | | |
|-----------------------|---------------------------|----------------------|-------------------------|
| ▨ Central City | ▨ Employment Areas | ▨ Green Corridors | ▨ Neighboring Cities |
| ▨ Regional Centers | ▨ Industrial Areas | ▨ Exclusive Farm Use | ▨ Public Parks |
| ▨ Town Centers | ▨ Corridors | ▨ Urban Reserves | ▨ Urban Growth Boundary |
| ▨ Inner Neighborhoods | ▨ Light Rail Station Area | ▨ Rural Reserves | |
| ▨ Outer Neighborhoods | ▨ Station Core | ▨ Open Space | |

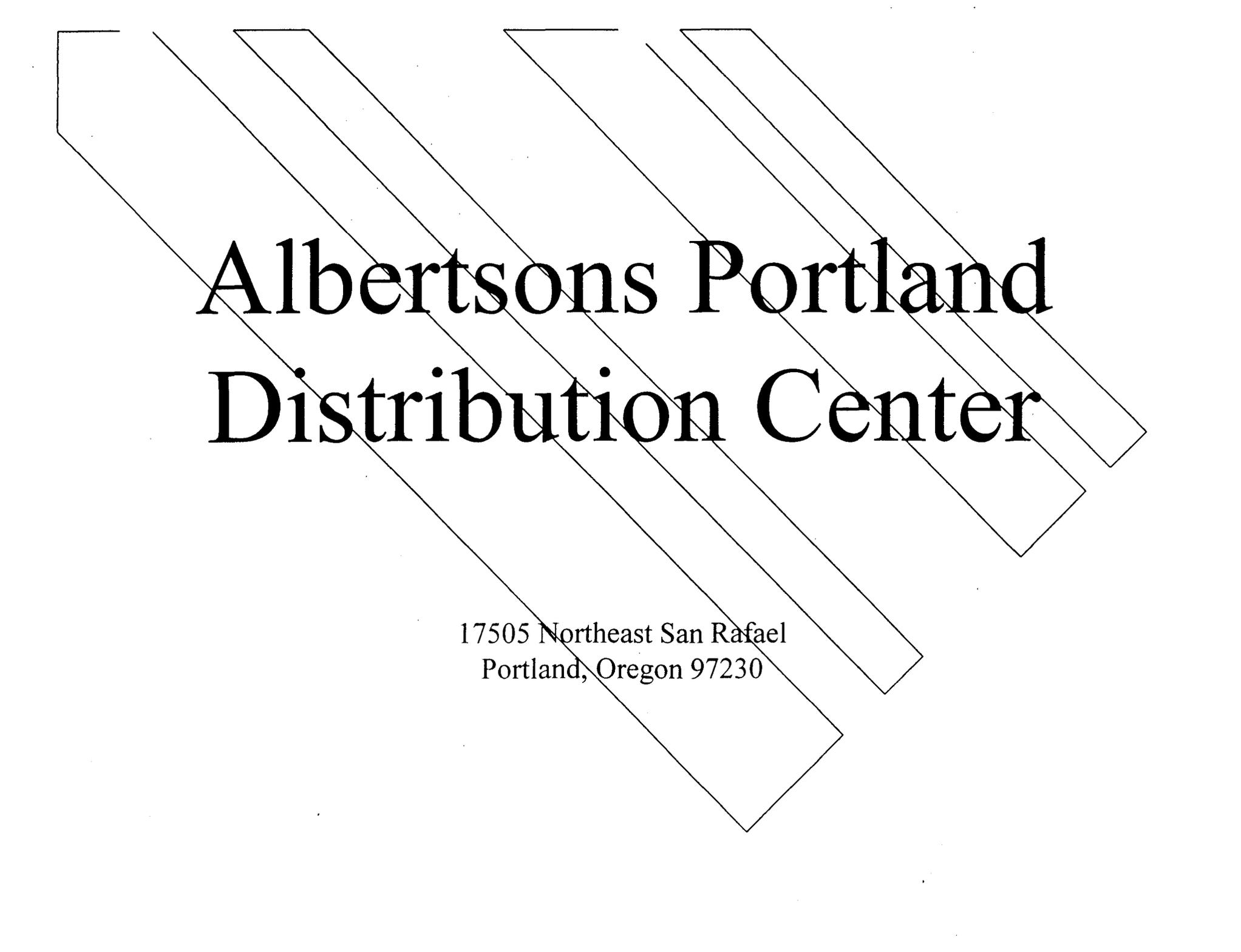


Central City



Outstanding Issues

- 1 Mt Hood Parkway
- 2 Sunrise Corridor
- 3 Tualatin - Sherwood Bypass
- 4 Hwy 47 Bypass



Albertsons Portland Distribution Center

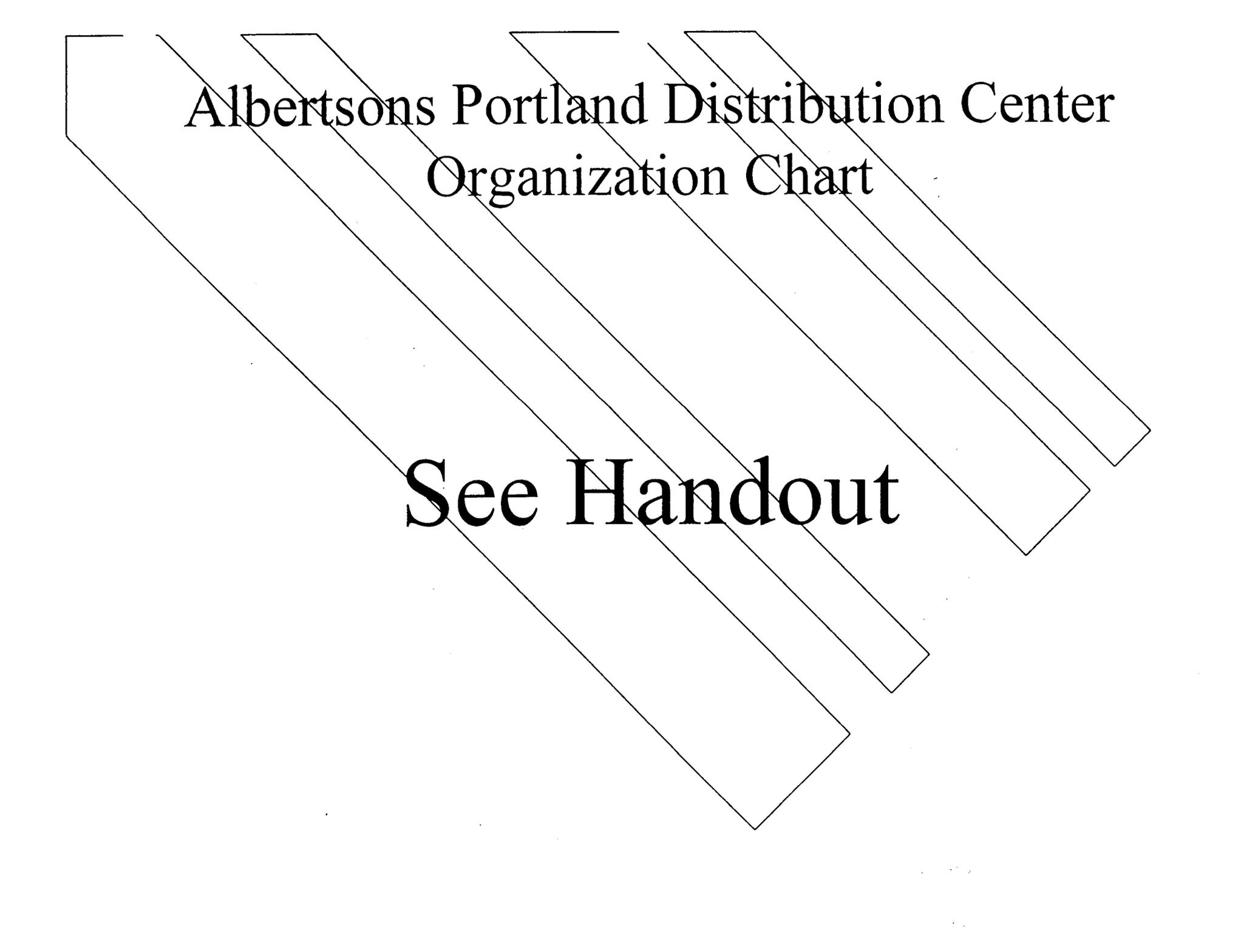
17505 Northeast San Rafael
Portland, Oregon 97230

Albertsons Portland Distribution Center

- Opened original 550,000 square feet in 1988 employing 300 employees and servicing 88 stores.
- Currently 800,000 square feet employing 614 employees and servicing 129 stores in Oregon, Washington, and Northern Idaho.

Albertsons Portland Distribution Center Employees

Management	55
Clerical	53
Warehouse	276
Maintenance	38
Drivers	176
Truck Shop	16



Albertsons Portland Distribution Center Organization Chart

See Handout

Albertsons Portland Distribution Center Warehouse Operating Schedule

- Approx.. 98% of all warehouse employees work 4 days a week.
- Dry Groc. and Froz. Shipping - 7 days a wk. 5 AM - 3:30 PM
- Dry Grocery Receiving - 5 days a week on two shifts
- Perishable Shipping - 7 days a week 4:00 PM - 2:30 AM
- Perishable Receiving - Sun - Fri 5 AM - 3:30 PM

Albertsons Portland Distribution Center Warehouse Tonnage

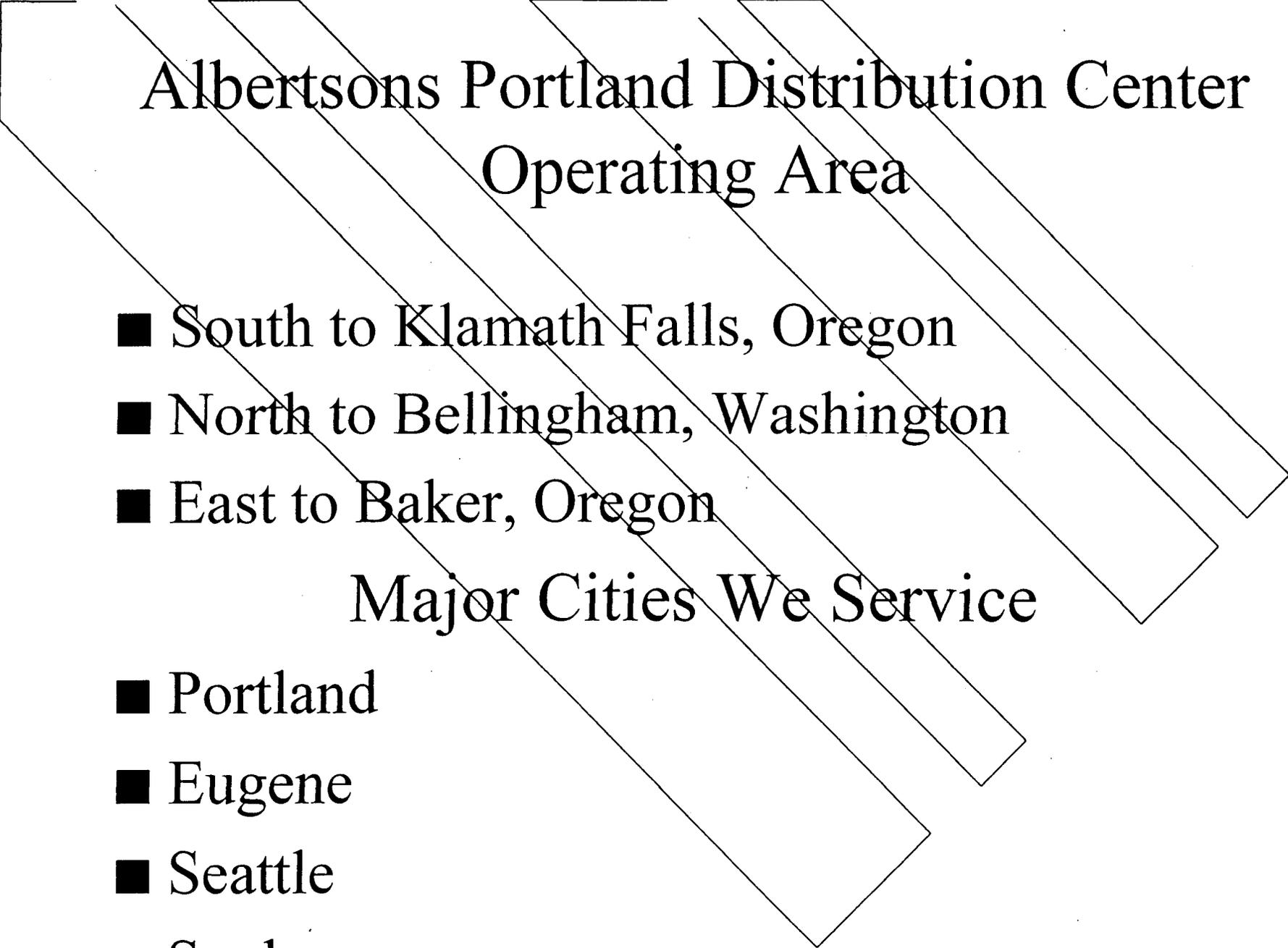
- Average shipping week - 1.1 million cases
- 22 million pounds
- Average inventory - \$42,000,000

Albertsons Portland Distribution Center Transportation

- Deliver all product from the Distribution Center, or approx. 80% of everything on our Store's shelves.
- Clean out the store's back rooms of cardboard and plastic for recycling.
- Pick up backhauls - We pickup approx. 25% of all product purchased by the Distribution Center

Albertsons Portland Distribution Center Transportation Fleet

- 97 Tractors
- 193 Trailers
- 3 Yard Tractors
- 1 Shop Pick-up
- 1 Service Van



Albertsons Portland Distribution Center Operating Area

- South to Klamath Falls, Oregon
- North to Bellingham, Washington
- East to Baker, Oregon

Major Cities We Service

- Portland
- Eugene
- Seattle
- Spokane

Albertsons Portland Distribution Center

Store Delivery Schedules

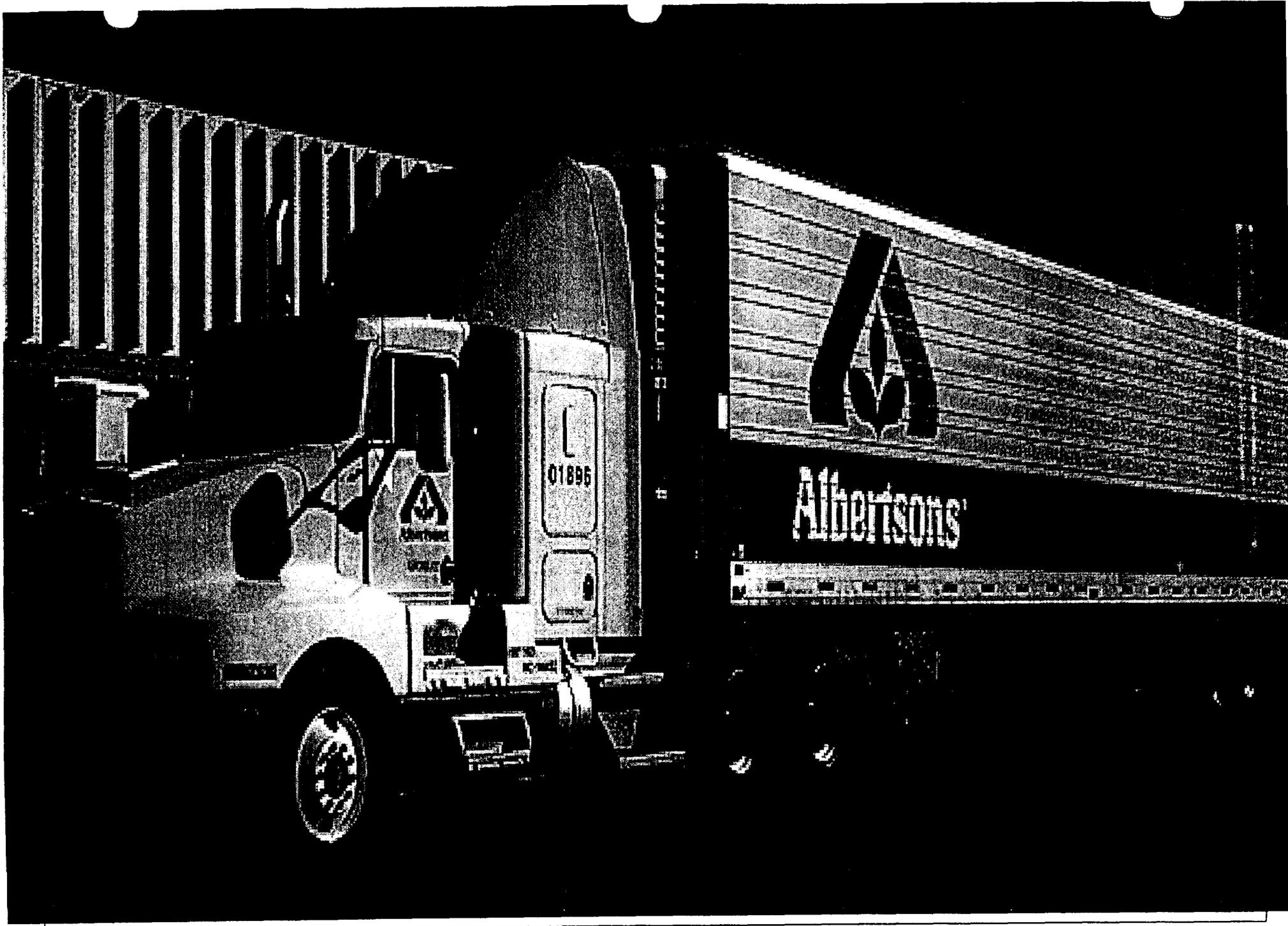
Typical Stores

- Meat, Produce, Dairy 5-8 AM, 3-4 days weekly
- Dry Grocery and Frozen Grocery 4- 10 PM every other day
- We have approx. 30 stores with curfews, or restricted access due to residential neighborhoods

Albertsons Portland Distribution Center

Average Number of Outbound Loads Weekly

- Grocery/Frozen 310/Wk.
- Meat/Produce/Dairy 285/Wk.
- Total Average Loads Weekly = 595
- Average Weekly Miles = 225,000
- In 1997 our fleet ran just under
12,000,000 miles



COMMITTEE MEETING TITLE JPACT

DATE 10-8-98

NAME

AFFILIATION

NAME	AFFILIATION
✓ ROB DRAKE	CITIES OF WASH. CO.
✓ Mary heagy	WSDOT
✓ Shannon Kelly	Multnomah County
✓ Chris DeFibach	Metro
✓ Betsy LaHsene	Port
✓ Dean Lookingbill	RTC at City of Vancouver
✓ KARL RONDE	C ^s
✓ Susan McLain	Metro
✓ Fred Hansen	TRI-MET
✓ Ed. WASHINGTON	METRO
✓ Jim Knight	4. Cities, E. County
✓ Kay VAN SICKEL	ODOT
✓ Tony McCauley	Govt
✓ Karen Schilling	Mult. County
✓ Dove Williams	ODOT
✓ Susan Lee	Multnomah Co.
✓ STEVE DOTTERER	CITY OF PORTLAND STAFF
✓ RAN SANDER	CHACKAWAS COUNTY
✓ Kathy Lehtola	Washington County
✓ Harold Sailey	Multnomah County
✓ Pat Collmeyer	Neil Goldschmidt, Inc.
✓ GB ARNSTON	Tri-met
✓ Bob Stracy / Dick Feary	Tri-met

COMMITTEE MEETING TITLE JPACT

DATE 10-8-98

NAME

AFFILIATION

✓ Ron Papsdorf
Michael Hoglund
Chris Pettebach
✓ Susie Kahsene

Cities of E. Mult. Co.
Metro
Metro
Port