

SENATE COMMITTEE ON
TRANSPORTATION

Hearing Room
Tapes - 28

SENATE COMMITTEE ON TRANSPORTATION MEMBERS PRESENT:

Sen. Ken Baker, Chair
Sen. Mae Yih, Vice-Chair
Sen. John Lim
Sen. Marilyn Shannon
Sen. Dick Springer

HOUSE GENERAL GOVERNMENT AND REGULATORY REFORM SUBCOMMITTEE ON
TRANSPORTATION MEMBERS PRESENT:

Rep. Cedric Hayden, Chair
Rep. Lonnie Roberts, Vice-Chair
Rep. Bill Markham
Rep. Jerry Grisham
Rep. Ken Strobeck
Rep. Mike Lehman

STAFF PRESENT:

Janet Adkins, Senate Committee Administrator
Anne Tweedt, House Committee Counsel
Gina Rumbaugh, Senate Committee Assistant

MEASURES HEARD:

Informational Overview: South/North Light Rail Project

These minutes contain materials which paraphrase and/or summarize
statements made during this session. Only text enclosed in quotation marks

report a speaker's exact words. For complete contents of the proceedings,
please refer to the tapes.

TAPE , SIDE A

003 CHAIR BAKER: Calls the meeting to order (1:07PM).
-Introductory remarks

INFORMATIONAL OVERVIEW: SOUTH/NORTH LIGHT RAIL PROJECT

Witnesses: Lindsay DesRochers, Portland State University
Andy Cotugno, Metro
Richard Brandman, Metro
Bob Post, Tri-Met
Dick Feeney, Tri-Met
Jim Whitty, Associated Oregon Industries

020 LINDSAY DESROCHERS, PORTLAND STATE UNIVERSITY: Supports South/North
Light Rail; submits and summarizes written testimony [EXHIBIT A].

125 REP. MARKHAM: What percentage of students use transit to get to and from school?

DESROCHERS: Approximately 5,000 students use Tri-Met.

150 ANDY COTUGNO, METRO: In response to Rep. Roberts, gives short synopsis of route proposal.

180 -Points out and explains current route and proposed routes on map

215 -Submits informational packet [EXHIBIT B], and begins page-by-page review with Summary of Project Needs and Benefits, page 3

310 -Comparison of I-5 and I-205; South Corridors, page 11, Exhibit B

375 -In response to Chair Hayden, figures on pages 11 and 21, Exhibit B, include total ridership

405 -Number of Households, page 13, Exhibit B

460 -Peak Hour Ridership, page 16, Exhibit B

TAPE 28, SIDE A

030 COTUGNO: Continues review of Exhibit B, All Day Ridership, page 17.

045 -In response to Chair Baker, expands on cost comparison, page 18, Exhibit B

055 RICHARD BRANDMAN, METRO: Continues explanation of cost comparison; the Banfield cost is not included in the I-205 South figures.

070 CHAIR HAYDEN: I've heard the Milwaukee corridor would cost in excess of \$2 billion.

BRANDMAN: An independent expert review panel concurs with our estimates.

COTUGNO: The increment that might move the figure up is the additional cost to continue the project down to Oregon City, which is not included in this cost summary.

CHAIR HAYDEN: Wouldn't purchasing all that downtown real estate double the price?

COTUGNO: Most of the right-of-way required is street right-of-way, which doesn't cost.

100 COTUGNO: Continues review of Exhibit B, Farebox Revenues, page 19.

105 -Comparison of I-5 and I-205; North Corridors, page 21, Exhibit B

125 -Employment, page 24, Exhibit B

165 -The project that provides the greatest benefits, solves the greatest number of problems, and is the most competitive for leveraging the 50% federal funds is the Milwaukee corridor through downtown up the I-5

175 CHAIR BAKER: Do the I-205 figures on page 28 include a bridge at the Glen Jackson site?

BRANDMAN: It doesn't include a new bridge, only cost of construction on the existing one.

190 COTUGNO: Continues review of Exhibit B, Design Options, page 33.

280 -Region 2040 Growth Concept fold-out map, page 43, Exhibit B

340 -Daily Transit Ridership, page 45, Exhibit B

385 BOB POST, TRI-MET: Outlines anticipated operating costs, and what

portions are expected to be covered by farebox revenues and by Tri-Met.
425 -In response to Rep. Roberts, employee payroll tax is .617% and isn't
currently affected

TAPE 27, SIDE B

030 REP. ROBERTS: What is the timeline on identifying your funding sources?

POST: November 1996 to 1998.

040 SEN. YIH: Can the 50% revenue source not covered by farebox revenues
be funded from an increase in the employee payroll tax?

POST: That is a potential source that would need to be authorized by the
legislature.

SEN. YIH: Could you list some other major sources from which you could
derive funding?

DICK FEENEY, TRI-MET: Lists several sources of funding available to
Tri-Met.

-In response to Chair Baker, if Metro were to take over Tri-Met, there
would be an assumption of the taxing authorities

105 SEN. YIH: What is a business license fee?

FEENEY: Gives explanation and example of a business license fee and how it
works.

140 -Tri-Met is authorized to levy a fee for any licensed business within
its jurisdiction

190 CHAIR HAYDEN: Where are the operating revenues for MAX coming from now?

POST: Two primary sources are the employee payroll tax and farebox
revenues.

215 CHAIR HAYDEN: Were growth factors predicated upon the presence or
absence of light rail?

COTUGNO: On the absence of light rail.

CHAIR HAYDEN: Questions population growth rate along I-5 corridor compared
to I-205.

COTUGNO: Through redevelopment we'd expect more growth because of light
rail in both Milwaukee and the Clackamas Town Center areas.

CHAIR HAYDEN: Confirms that ultimately both the I-5 and I-205 corridors
will be developed.

-Expresses concern for building the more expensive system first along the
Milwaukee corridor; economically more feasible to build first on the I-205
which would be less expensive

COTUGNO: It's possible to protect and continue the right-of-way along the
I-205 corridor; do not believe we could acquire the federal funds today to
build along the I-205.

295 REP. ROBERTS: Could you attach a business license fee to every business

in the state?

FEENEY: We can only tax within our jurisdiction.

REP. ROBERTS: Asks for confirmation of the employee payroll tax cap.

FEENEY: The cap is at .6%; in order for Tri-Met to keep their bonding program together, the legislature allowed that cap to be raised slightly when certain geographical areas dropped out of the taxing district.

345 REP. GRISHAM: Would you build the project today were federal funds not available? Also, was the project designed to fit the dollars available, or as the best transportation route?

COTUGNO: The project is recommended as the best transportation route. The phasing of the project is tied to the amount of federal funds.

REP. GRISHAM: When would phases 2 and 3 be funded and completed?

COTUGNO: There would need to be a subsequent funding action to deal with the extension both south and north.

REP. GRISHAM: Is there reason why you wouldn't build phase 2 first, and then phase 1?

COTUGNO: Phase 1 is recommended first because of ridership.

405 REP. GRISHAM: I'd have to assume the project doesn't include Clark County.

COTUGNO: Explains building proposal and stages should Clark County not join.

REP. GRISHAM: Please address the goals of light rail; references letter in opposition to funding South/North with lottery funds [EXHIBIT C].

COTUGNO: Focus land use, provide better service to existing transit users, attract more riders, reduce impact on highway system, and provide air quality relief are several goals.

TAPE 28, SIDE B

020 REP. GRISHAM: Please comment on the letter's allegations regarding MAX, Exhibit C.

025 POST: History and explanation of studies indicating expected ridership levels; economic factors impacted estimates. Currently unable to add capacity on the rail system during peak hours due to lack of additional vehicles.

055 REP. GRISHAM: Is the group that made projections for the Oregon City bypass and I-205, which filled up years ahead of schedule, the group doing these projections?

COTUGNO: Yes. We've been doing traffic and transit forecasts for about 20

years and are continually learning from and refining the quality of those forecasts.

BRANDMAN: Continues explanation of forecasts; have greatly improved the travel forecasting methodology.

100 REP. GRISHAM: What percentage of the population uses the transit system, and how much has that increased in the last decade?

POST: Based on criteria of riding the transit system two or more times per month, in 1986, 18% of the Portland metro area population used the transit system; today, that figure is 39%.

125 CHAIR BAKER: The population seems to be going to Clackamas County, but the industrial land and jobs seem to be going to Washington County. How can you justify this plan considering Clackamas County is where the population growth is coming in the next 20 years?

COTUGNO: This project provides access to the high-density places, and connections to the East and West lines.

155 -Regarding land use, we are currently reviewing how to adequately provide a jobs/housing balance throughout the metropolitan area

CHAIR BAKER: Does Metro intend to increase the amount of allowable industrial land in Clackamas County?

COTUGNO: I would say yes, we're looking to have balanced communities.

CHAIR BAKER: Asks why line needs to go downtown instead of staying on the east bank.

COTUGNO: References Volume I of the South/North Light Rail Project Overview, page 45, distributed at the 2/28/95 hearing, which gives a comparison of staying on east side or going downtown; ridership level to downtown is significantly higher.

210 CHAIR BAKER: Why don't you simply terminate the line downtown at the transit mall?

COTUGNO: The advantage of going to the eastside is because there is a Banfield route that would then provide access to the north end of downtown; issue needs further consideration.

CHAIR BAKER: What would be the cost differential if we don't build the section from downtown to the arena area?

POST: That is a fairly short segment of only 3 to 4 blocks.

245 SEN. YIH: Requests sheet outlining operating costs, where the funding comes from, list of revenue sources, and how much is anticipated from each source.

250 JIM WHITTY, LEGISLATIVE COUNSEL, ASSOCIATED OREGON INDUSTRIES: Notes he is not testifying to support or oppose light rail. Discusses air quality issues, including growth restrictions, and the connection between industry emissions and motor vehicle emissions under the Federal Clean Air Act.

390 SEN. YIH: Wouldn't the increase in contamination from the energy

supply, which is needed to run a mass transit system, negate the advantage of reducing air pollution in the urban area?

WHITTY: Most of the new energy that is produced for the Portland area is produced outside of the airshed, so that wouldn't be a concern.

415 CHAIR BAKER: Adjourns the meeting (2:55PM).

Submitted by, Reviewed by,

Gina Rumbaugh Janet Adkins
Committee Assistant Committee Administrator

EXHIBIT SUMMARY:

- A - Testimony on SB 881 -- Lindsay DesRochers -- 2 pages
- B - South/North Light Rail Project Overview, Volume 2 -- Tri-Met -- 95 pages
- C - Letter on SB 881 -- Staff (on behalf of Henry Kane) -- 7 pages

SENATE COMMITTEE ON
TRANSPORTATION

Newberg, Oregon
Tapes - 30

SENATE COMMITTEE ON TRANSPORTATION MEMBERS PRESENT:

Sen. Ken Baker, Chair
Sen. John Lim
Sen. Marylin Shannon

SENATE MEMBERS EXCUSED:

Sen. Mae Yih, Vice-Chair
Sen. Dick Springer

HOUSE GENERAL GOVERNMENT AND REGULATORY REFORM SUBCOMMITTEE ON
TRANSPORTATION MEMBERS PRESENT:

Rep. Cedric Hayden, Chair
Rep. Jerry Grisham
Rep. Ken Strobeck

HOUSE MEMBERS EXCUSED:

Rep. Lonnie Roberts, Vice-Chair
Rep. Mike Lehman
Rep. Bill Markham

VISITING LEGISLATORS:

Sen. Stan Bunn
Rep. Leslie Lewis
Rep. Patti Milne

STAFF PRESENT:

Anne Tweedt, House Committee Counsel
Janet Adkins, Senate Committee Administrator
Gina Rumbaugh, Senate Committee Assistant

MEASURES HEARD:

SB 626 Public Hearing

These minutes contain materials which paraphrase and/or summarize
statements made during this session. Only text enclosed in quotation marks

report a speaker's exact words. For complete contents of the proceedings,
please refer to the tapes.

TAPE , SIDE A

010 CHAIR HAYDEN: Calls the meeting to order.
-Welcome and introduction

PUBLIC HEARING ON SB 626

Witnesses: David Haugeberg, Chair, Yamhill County Parkway Committee

Senator Stan Bunn, Senate District 2, State of Oregon
 Representative Leslie Lewis, House District 29, State of Oregon
 Representative Patti Milne, House District 38, State of Oregon
 Senator Marylin Shannon, Senate District 15, State of Oregon
 Dennis Goecks, Chair, Yamhill County Board of Commissioners
 Dave Neville, Newberg, Oregon
 Pam Watts, McMinnville, Oregon
 Lee Vasquez, Sheriff, Yamhill County, Oregon
 Ken Woodward, McMinnville, Oregon
 Claire Peterson, Newberg, Oregon
 Sonja Haugen, President, Newberg Area Chamber of Commerce
 Donna Proctor, Mayor, City of Newberg
 Scott Hill, President, McMinnville Chamber of Commerce
 Neil Cohen, Mayor, City of Dundee
 Donna McCain, Chehalem Park and Recreation District
 Dave Hansen, McMinnville, Oregon
 Arthur Rathkey, McMinnville, Oregon
 Bob de Forest, McMinnville, Oregon
 Curtis Walker, Newberg, Oregon
 Don Skei, Newberg, Oregon
 Al Larson, McMinnville Industrial Promotions
 Ann Pesola, Executive Director, Newberg Area Chamber of Commerce
 George Alexander, Newberg, Oregon
 Terri Tremaine, Dundee Area Neighbors Association
 Marlena Ingebo, President, McMinnville Kiwanis Club
 Cassandra Cason, Oshio Oregon Inc., Newberg, Oregon
 Hugh Cleary, Dundee, Oregon
 Bruce Huffman, McMinnville, Oregon
 Arlette Barrilleaux, Dundee, Oregon
 Alan Steiger, A-Dec Inc., Newberg, Oregon
 Bob Wilson, Dayton, Oregon
 Joni Zimmerman, Yamhill County, Oregon
 Sid Friedman, Newberg, Oregon
 Marc Dochez, Dundee, Oregon
 Walt Gowell, McMinnville, Oregon

040 DAVID HAUGEBOG, CHAIR, YAMHILL COUNTY PARKWAY COMMITTEE: Supports SB
 626. Submits informational background material [EXHIBIT A]; submits map
 noting McDougal's Corner [EXHIBIT B]; submits petitions from 1992 [EXHIBIT
 R]

-In spite of overwhelming support for this project, funding has not been
 available; SB 626 was drafted to provide an alternative and realistic
 funding method for major transportation

130 -Lists benefits of SB 626

165 -Submits letter in support on behalf of Dr. David Pfendler [EXHIBIT C]

-Submits letter in support on behalf of Vincent Mekkers [EXHIBIT D]

-Submits letter and resolution in support on behalf of Edward Gormley,
 Mayor, City of McMinnville [EXHIBIT E]

195 -Submits petitions from 1994 in support of a bypass [EXHIBIT S]

225 SENATOR STAN BUNN, SENATE DISTRICT 2, STATE OF OREGON: Supports SB 626.

Yamhill County transportation is in crisis; if something isn't done within

the next 10 years, gridlock will shut down the effective ability of the
 communities to operate.

285 -Notes benefits of the toll road proposal, including public-private
 partnership

380 REPRESENTATIVE LESLIE LEWIS, HOUSE DISTRICT 29, STATE OF OREGON:
 Supports SB 626. Traffic congestion through Newberg and Dundee has caused
 the downtown area to suffer economically.

-According to the Newberg transportation study, 30,000 cars per day use Hwy

99W; with the current and coming number of attractions in the area, motor vehicle volume is expected to double by the year 2010

440 -There isn't money available from ODOT to fund this project with the gas tax

455 REPRESENTATIVE PATTI MILNE, HOUSE DISTRICT 38, STATE OF OREGON: Supports SB 626. Oregon needs to become more creative by using toll roads as an alternative means of funding.

TAPE 30, SIDE A

003 REP. MILNE: Continues testimony.

-Roads are an integral part of a small community's transportation system

-This legislation gives local control to the community and provides flexibility

035 MARYLIN SHANNON, SENATE DISTRICT 15, STATE OF OREGON: Supports SB 626.

Public-private partnerships is an idea whose time has come.

070 REP. STROBECK: Why is the business community supportive of moving traffic away from the central business area?

REP. LEWIS: Economically, all the traffic is hurting rather than helping.

Many of the 99W intersections through town are at capacity, and cause difficulty for people to get off the road to visit a business unless they're already on the correct side of the road. If a bypass were built, we'd have signs directing people to available restaurants and gas stations in the city.

095 DENNIS GOECKS, CHAIR, YAMHILL COUNTY BOARD OF COMMISSIONERS: Supports SB 626. A bypass is 20 years overdue; it could be a pilot project for Oregon.

120 DAVE NEVILLE, NEWBERG, OREGON: Supports SB 626. Concerned that the commute has become hazardous to both personal and economic health, the core area of Newberg has lost its beauty, and funding alternatives are needed.

170 PAM WATTS, McMINNVILLE, OREGON: Supports SB 626. Has observed a tremendous increase in cars through the area. Concerned for safety of pedestrians, children, and drivers.

185 LEE VASQUEZ, SHERIFF, YAMHILL COUNTY: Supports SB 626. Once the casino opens in Grand Ronde, traffic coming from the Portland metropolitan area will increase.

-Traffic enforcement does not ease the traffic problems

-Many people have died on McDougal's Corner

-McMinnville business community did not suffer when the Hwy 18 bypass opened

250 KEN WOODWARD, McMINNVILLE, OREGON: Supports SB 626. Uses back roads and side streets to avoid traffic; drivers are easily agitated and upset due to bottleneck conditions.

-Does not stop at businesses because it's too difficult to pull back into traffic lanes

280 CLAIRE PETERSON, NEWBERG, OREGON: Supports SB 626. Has observed a tremendous increase in traffic. Takes back roads to avoid McDougal's Corner. Commute to work that once took 25 minutes now takes 40 minutes.

310 REP. STROBECK: How many deputies, along with the state police, are patrolling the area?

 VASQUEZ: Between the combined forces of the state police and sheriff's office, we have four people total to take care of traffic on Hwy 99W.

345 SONJA HAUGEN, PRESIDENT, NEWBERG AREA CHAMBER OF COMMERCE: Supports SB 626; a bypass is desperately needed. A good transportation system is vital to a healthy community and surrounding communities.

 -ODOT study indicates that over 75% of traffic entering Newberg is merely traveling through

425 DONNA PROCTOR, MAYOR, CITY OF NEWBERG: Supports SB 626; submits letter in support on behalf of the City of Newberg from Duane Cole, City Manager [EXHIBIT F].

 -The community has been slighted from having a bypass for over 40 years, and Newberg has been neglected in repair of 99W through town

 -Drivers are short-tempered, and are cutting through alleys and speeding down side streets

480 SCOTT HILL, PRESIDENT, McMINNVILLE CHAMBER OF COMMERCE: Supports SB 626; submits letter in support on behalf of the Chamber of Commerce [EXHIBIT G]; submits letter in support on behalf of Nursery Supplies West, McMinnville [EXHIBIT H].

TAPE 29, SIDE B

003 HILL: Continues testimony; reads portion of Exhibit H.

025 NEIL COHEN, MAYOR, CITY OF DUNDEE: Supports SB 626. Submits and reads testimony [EXHIBIT I].

 -If you want government smaller, a good start is a toll road facility in this area

 -People will still have freedom of choice; they don't have to use the toll road

075 DONNA MCCAIN, CHEHALEM PARK AND RECREATION DISTRICT: Supports SB 626. Wineries, plus a proposed sports complex, will draw even more people to the area.

110 REP. STROBECK: Voices concern that there's been a great deal of testimony in support, however, that could diminish as toll road user fees increase.

140 DAVE HANSEN, McMINNVILLE, OREGON: Supports SB 626. Convinced that a bypass is essential to community identity and development, and to public safety.

 -Everyone pays the cost of increased transportation, via tolls and tax or time and congestion

 -Public-private partnerships increase efficiency, lower costs, and accelerate outcome

160 ARTHUR RATHKEY, McMINNVILLE, OREGON: Supports SB 626. Retired physician tells story of a young patient that was killed on McDougal's

Corner.

175 BOB de FOREST, McMinnville, Oregon: Supports SB 626. Submits testimony [EXHIBIT J]. Although the bill creates new options, there are more options beyond what has been proposed.

210 CURTIS WALKER, Newberg, Oregon: Supports SB 626. Traditional funding is not the answer to solving the traffic problem; a toll road is a win-win situation.

230 DON SKEI, Newberg, Oregon: Supports SB 626. Downtown property owner; also represents the Newberg Rotary Club. Downtown is very noisy due to the heavy truck traffic. Quality of life is very important, and businesses want to be able to attract quality people.

265 AL LARSON, McMinnville Industrial Promotions: Supports SB 626. A toll road will benefit industry particularly in regard to shipping.

295 ANN PESOLA, Executive Director, Newberg Area Chamber of Commerce: Supports SB 626. Submits summary of petition results [EXHIBIT T] and petitions [EXHIBIT U] distributed in September 1994.

335 GEORGE ALEXANDER, Newberg, Oregon: Supports SB 626. Downtown Newberg has disintegrated from where it was 23 years ago.

360 TERRI TREMAINE, Dundee Area Neighbors Association: Supports SB 626. Solving the traffic problem will only become more expensive as time goes by; the need is now.

385 MARLENA INGEBØ, President, McMinnville Kiwanis Club: Supports SB 626. Submits and reads testimony [EXHIBIT K]. Relates personal experience of the rising criminal violence that is in direct relation to frustration people are experiencing due to traffic.

345 CASSANDRA CASON, Ushio Oregon Inc., Newberg, Oregon: Supports SB 626. Submits and reads testimony [EXHIBIT L].

475 HUGH CLEARY, Dundee, Oregon: Supports SB 626. Submits and summarizes testimony on behalf of his wife, Joan Cleary [EXHIBIT M].

TAPE 30, SIDE B

003 CLEARY: Continues testimony. The problem of funding is in Washington DC; money should be spent in this country first.

030 BRUCE HUFFMAN, McMinnville, Oregon: Supports SB 626. Wants a choice on what roads to use for commuting.

045 ARLETTE BARRILLEAUX, Dundee, Oregon: Supports SB 626. Testifies on behalf of her mother who experiences long commute time. Cannot cross the street in Dundee without walking a distance to a stop light.

060 ALAN STEIGER, A-DEC Inc., Newberg, Oregon: Supports SB 626. Submits and reads testimony [EXHIBIT N].

080 BOB WILSON, Dayton, Oregon: Opposes SB 626. Concerned there be a

strong 15-20 year plan in place should this legislation pass. Small communities are already over-burdened with people. Skeptical of toll roads; oftentimes additional taxes are needed.

105 JONI ZIMMERMAN, YAMHILL COUNTY, OREGON: Opposes SB 626. Concerned that long term solutions need to be considered; ultimate answer is to not use cars as much.

-Would rather see gasoline taxes raised significantly

-Need to look at more environmentally sound solutions like light rail and bus service

145 SID FRIEDMAN, NEWBERG, OREGON: Opposes SB 626.

-Strategies to reduce motor vehicle traffic should be considered

-If toll road is built, perhaps charge only single occupancy vehicles in order to encourage car-pooling and to discourage unnecessary trips

-Expand use of commuter vans along with employee incentives

-Suburban tracks will ultimately sprout up along the bypass; concern for land use laws

195 MARC DOCHEZ, DUNDEE, OREGON: Opposes SB 626. Submits and reads testimony [EXHIBIT O].

250 WALTER GOWELL, McMinnville, OREGON: Supports SB 626. A toll road would provide a choice. I would like to help pay for an alternate route around this community, and the choice not to burden the citizens of Dundee and Newberg with my use of 99W.

295 CHAIR HAYDEN: Names witnesses not called due to time limitations; invites them back to the Capitol for public testimony at a later date.

-Adjourns the hearing.

Submitted by, Reviewed by,

Gina Rumbaugh Janet Adkins
Committee Assistant Committee Administrator

EXHIBIT SUMMARY: (all of the following exhibits are on SB 626)

A - Informational background material -- David Haugeberg -- 5 pages

B - Map -- David Haugeberg -- 1 page

C - Letter -- Dr. David Pfendler -- 1 page

D - Letter -- Vincent Mekkers -- 1 page

E - Letter and resolution -- Edward Gormley -- 2 pages

F - Letter -- Duane Cole -- 1 page

G - Letter -- Scott Hill -- 1 page

H - Letter -- Ernest Mann -- 1 page

I - Testimony -- Neil Cohen -- 1 page

J - Testimony -- Bob de Forest -- 2 pages

K - Testimony -- Marlena Ingebo -- 1 page

L - Testimony -- Cassandra Cason -- 1 page

M - Testimony -- Joan Cleary -- 1 page

N - Testimony -- Alan Steiger -- 1 page

O - Testimony -- Marc Dochez -- 1 page

P - Letter -- Reuel Fish -- 1 page

Q - Letter -- Jim Ludwick -- 1 page

R - Petitions re Newberg/Dundee traffic -- David Haugeberg -- 288 pages

(Oversized)

S - Petitions re Newberg/Dundee traffic -- David Haugeberg -- 243 pages

(Oversized)

T - Petition results re Newberg/Dundee traffic -- Ann Pesola -- 7 pages

U - Petitions re Newberg/Dundee traffic -- Ann Pesola -- 519 cards

(Oversized)