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(Revised) DRAFT MEETING SUMMARY

Project: I-5 to 99W Connector Project
Purpose: Project Steering Committee (PSC) Meeting #19
Date/Time: Wednesday August 13, 2008 / 12:30 AM – 2:30 PM
Location: Metro, Room 370 A/B
Attendees:

PSC	Tom Brian	Washington County (PSC Chair)
	Monique Beikman	City of Tualatin (PSC Alternate)
	Jef Graham	FHWA (PSC Alternate)
	Carl Hosticka	Metro
	Charlotte Lehan	City of Wilsonville
	Lynn Peterson	Clackamas County
	Roy Rogers	Washington County
	Jason Tell	ODOT

Executive Management Team (EMT)	Andy Cotugno	Metro
	Fred Eberle	ODOT
	Mike McKillip	City of Tualatin
	Lawrence Odell	Washington County (EMT Chair)
	R. Scott Pemble	Clackamas County
	Tom Pessemier	City of Sherwood
	Mike Stone	City of Wilsonville

Project Management Team (PMT)	Amy Gibbons	ODOT
	Russ Knoebel	Washington County
	Mark Turpel	Metro
	Tim Wilson	ODOT
	Vaughn Brown	JLA
	Alex Dupey	DEA
	Jim Evans	Moyano Leadership Group (MLG)
	Leslie Howell	Howell Consulting
	Jef Kaiser	DEA
	Randy McCourt	DKS
	Scott Richman	DEA

Stakeholder Working Group (SWG)	Tom Aufenthie	CPO 5
	Mike Feves	Far West CPO

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Others (sign-in sheet)	Danielle Cowan	Clackamas County
	Mark Ottenad	City of Wilsonville
	Dan Ruediger	
	Rian Windsheimer	ODOT

Distribution: PSC, EMT, PMT, SWG

The meeting began at 12:40 PM. Agendas and other materials were provided to the PSC members prior to the meeting, and copies of these materials were provided at the meeting. The agenda items are represented in "bold" headings.

• **Welcome/Introduction**

- Chair Brian led introductions of people in attendance and asked if there were proposed additions or deletions to the meeting agenda.
- Mayor Lehan requested opportunity to discuss recent meetings with Wilsonville area business representatives. This was added under the "other business" agenda item.

• **Approve June 11, 2008 PSC Meeting Summary**

- Mayor Lehan requested that the notes from the meeting today reflect that she had raised concerns about the AA going out to the public without the comments provided by Wilsonville representatives being sufficiently addressed, and that the AA should not go out for public review or as being approved by Wilsonville.
- The PSC unanimously approved the June 11, 2008 PSC meeting summary, with the addition that Mayor Lehan's comments above would be provided in the notes of this meeting.

• **Discuss Project Policy Questions**

This PSC agenda item identified policy discussions as requested by some PSC members in the past. Toward this end, the PMT and EMT had prepared a matrix of information to support the PSC discussions.

However, Commissioner Rogers opened by suggesting that the PSC had opportunity with the considerable technical and public information and data already obtained to date to begin focusing on what, if any, alternative the PSC could agree on. He suggested that there were some projects in the EESA that appeared supportable by most, if not all, of the PSC members and it may be a better use of the PSC's time to begin identifying these projects, and move them forward as short term priority projects rather than engage in lengthy policy discussions at this time.

The PSC discussed the results of the alternatives analysis, and several members expressed the opinion that a large limited access connector wasn't likely to be feasible and recommended that those concepts be taken out of further consideration. Other PSC members disagreed and thought the connector concepts should still be considered, especially for the long-term solution. The majority of PSC members agreed that the costs were very high, and perhaps a smaller connection between I-5 and 99W would be more feasible.

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The PSC discussion culminated with the PSC generally agreeing to defer discussion of policy issues, and move into the alternative refinement process. The PSC directed the EMT to begin working on packages of projects and return at the September 24th PSC meeting (the August 27th meeting was canceled by the PSC) with a packaged list of projects that include phasing, as necessary, with a short term priority package of projects for their consideration. With this direction, the PSC provided the following points of emphasis:

- Support project purpose and needs, and state and regional policies
- Improved east-west connectivity and freight access
- Short-term, affordable actions as highest priority
- Right-of-way preservation and phasing for longer term connection(s)

The PSC discussion that led to this direction is summarized below.

- Commissioner Rogers said that this has been a vital project since he was the City of Tualatin's mayor, and something needs to be done to relieve traffic congestion in the area. He has reviewed the public testimony and he acknowledged that there is widespread concern about the cost and scale of the alternatives. He is not optimistic about the ability of the PSC to reach consensus and availability of federal funds to cover what would appear to be needed in the longer term. He has concerns about some EESA components, but there are other projects in the EESA that he believes the PSC could support and may be eligible for federal funds. It may be the best use of the PSC's time to find common ground on a group of projects the PSC can agree to implement in the next five years while continuing to look for longer term solutions that support the purpose and need.
- Commissioner Peterson agreed that we need to identify and prioritize a "utility model" of projects that could be built within five years and then agree on how we get from here to the RTP amendment, and then to the next phase.
- Andy Cotugno said that the RTP includes actions at various levels of detail. The RTP amendment could include a statement of the problem and range of solutions. If there is agreement on what is needed, then that can be put into the RTP, but the scope of the 15-20 year solution also needs to be resolved. With different corridor locations, there is a great variance of what solutions might occur, and the type(s) of facility(s) should also be narrowed down.
- Mayor Lehan said that about 10 years ago, the cities of Wilsonville, Sherwood and Tualatin tried to work on a connector between Sherwood and Wilsonville that would connect to I-5 at Norwood and it was much smaller in cost and impact than the connector concepts that were developed through this process. She considers the window of opportunity to be closed for a major new freeway connection to I-5. We should pursue projects that are most effective, especially at serving the new industrial lands.
- Chair Brian said that this process has had difficulties for months, and the project faces new challenges with limited funding availability. He does not see adding traffic to Tualatin-Sherwood Road nor putting additional burden on 99W with the 18 traffic signals as viable options, but he asked if we could identify other actions such as less direct connections that could qualify for some state and federal funding. He wants to reserve the \$23 million of earmarked funds for a solution

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in this area. It seems that project packages could include phasing, and support state and regional policies but still protect right-of-way.

- Jeff Graham said that there is nothing preventing the RTP amendment process we are in from moving shorter term EESA projects forward. If there is consensus among the local communities, they can be advanced. The process to identify longer term solutions could move forward while other projects are programmed for implementation in a shorter time frame.
- Lawrence Odell said that the Alternatives Analysis revealed that there was no single solution. The direction that we are moving is what has been talked about for some length of time – a hybrid package of projects. He said that some of those may not qualify for federal funding; however, they may be eligible for federal support if they can be shown to significantly contribute to the connectivity between I-5 and 99W and improve mobility of the region.
- Commissioner Peterson said that the solution should improve connectivity in this subarea and not by means of a single connector corridor.
- Mayor Lehan said that she would support dropping Connector Alternatives 4, 5, and 6 that would require a new interchange and collector/distributor system on I-5, and then prioritize EESA projects into implementation time frames. She supports the projects proposed by the Wilsonville Chamber of Commerce including extending 124th south down to Tonquin Road and continuing it south and east to tie into I-5 at the North Wilsonville Interchange. Auxilliary lanes on I-5 between I-205 and the North Wilsonville Interchange are also needed. Another suggestion from the Wilsonville Chamber of Commerce was extending the commuter rail to relieve commuter traffic on 99W.
- Councilor Hosticka supported the direction of this discussion.
- Councilor Beikman said that she does not, nor does Mayor Ogden feel that connector options should be shelved. We can identify short-term actions first, but a connector needs to stay on the table, and a recommendation on it should not be delayed for a future process.
- Chair Brian suggested that the term “connector” has been a source of confusion and controversy. He believes that it needs to be more clearly defined.
- Jason Tell said that he is not opposed to going through and recommending reasonable projects for shorter term implementation that enhance the state highway system. He does not support removing a connector corridor from further consideration, and he is concerned about postponing a decision to address the longer term problems.
- Tom Pessemier conveyed Mayor Mays’ regrets that he was not able to attend the PSC meeting today, and expressed the City of Sherwood’s opposition to dropping a connector corridor from further consideration.
- Councilor Hosticka asked if we are limited to what is already in EESA, or if we are able to talk about other projects that are not currently a part of EESA, such as a new east-west connection in the southern alignment corridor.
- Lawrence Odell said that the PSC can look at a package of projects including tiers of projects followed by funding discussion to prioritize the projects.
- Mayor Lehan said that we need to look at packages – we are not going to do all 17 EESA projects as written, but rather a package of solutions and how each package would help address specific needs. She said that Wilsonville is “sacrificing” the Elligsen interchange – EESA does not include improvements to

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the interchange - and it is at Level of Service F now. Some improvements would be needed there to make a 124th/Tonquin/Day Road improvement package work.

- Tom Pessemier said that the City of Sherwood has concerns about the access management on Tualatin-Sherwood Road under the EESA, and removing projects from EESA would mean that it would not meet the project purpose and need.
 - Chair Brian suggested creating one or more packages with tiered priorities within the package(s), then test the package(s) vs. the purpose and need for effectiveness.
 - Jason Tell said that starting with EESA and adding/subtracting projects is OK, but it will not meet the purpose and need in the long term. We should wrestle with what the connector is and what to put in the RTP. He asked how this is going to go to the SWG and other committees.
 - Chair Brian said that he does not see that the process would change, although we are directing staff to focus on developing solution packages.
 - Commissioner Rogers agreed that while the term, "connector" has been problematic, a connection between I-5 and 99W is not worth giving up.
 - Mayor Lehan said we have passed the point where we can just add another interchange in the Wilsonville or Tualatin area on I-5. From a transportation standpoint, the only place we could place another interchange for a highway connector type of facility would be further south.
 - Lawrence Odell said that the EMT would want at least two meetings prior to the next PSC meeting to discuss potential solution packages.
 - Commissioner Rogers asked if the August 27th PSC meeting should be cancelled to provide the EMT time to develop a package of projects for consideration. If so, the next PSC meeting would occur at the regularly scheduled meeting date in September (24th).
 - Randy McCourt said that the package formation focuses on early action. In addressing Mayor Lehan's comments about putting the connectors to rest, he said that to do that would limit our flexibility. We need to be able to maintain that flexibility to figure out what we are doing with the forecast growth.
 - Chair Brian requested follow-up with Mayor Ogden and Mayor Mays to gather their input since they were not present at this meeting.
 - Councilor Hosticka noted that he wanted to make a point for the record that while he agreed with the direction to move forward, he thought it important to point out that the PSC had a policy framework that the solution package should support.
 - Commissioner Peterson acknowledged the effort that went into preparing the policy questions and documentation that provided context for future discussions.
 - The PSC deferred discussion of policy questions due to time constraints.
 - Scott Richman asked the PSC if they agreed to give the project team the "green light" to proceed into alternatives refinement. The PSC generally agreed to move into the refinement process and directed staff and consultants to develop alternative package(s).
- **Alternatives Analysis Public Input Status**
 - Vaughn Brown distributed and shared information contained in a public input summary, including data from comment forms received at the open houses held

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in Sherwood, Tualatin and Wilsonville. He said that a complete public hearings report will be ready in early September.

- Councilor Beikman asked Vaughn Brown if there would be a breakdown in the full summary of how the responses were tallied (at an open house vs. online and mailed comments). Vaughn Brown said they would be grouped together for the summary, and could also be provided as separated data, possibly as an appendix.
 - Councilor Beikman commented that she felt the public input process and results were compromised, because of literature handed out by project opponents at the entrance to each public open house. She is not convinced that the results that show a majority of public comments in favor of EESA are accurate.
- **Other Business**
 - Mayor Lehan said that she was upset about meetings with Wilsonville area businesses being scheduled without notifying her, nor vetting the project information provided to the business representatives through Wilsonville prior to the meetings. She felt that some of the project information provided to the businesses was incorrect. She said that a lot of the businesses in the north end are organizing and are opposed to this project. There was some debate of the connector alternatives' impact zones between Wilsonville's map that shows a larger impact area to include potential access impacts, and the consultant's maps that show the "blue band" area from the AA report. Mayor Lehan commented that a letter had been sent to some businesses in response to some concerns they had raised in letters, and she understood that the response did not get reviewed by the EMT
 - Councilor Beikman questioned the need for and early timing of information from the City of Wilsonville about potential impacts to Wilsonville businesses when the PSC is not even sure what is going to happen at this stage in the process.
 - Lawrence Odell said that the process followed in responding to the businesses referenced by Mayor Lehan included vetting the information through the EMT and that the letter released was reviewed by the EMT. It was the EMT's objective in recent meetings with businesses to clarify information about potential impacts to businesses that was from different sources.
 - Vaughn Brown said that Wilsonville area businesses were contacted who had submitted letters and provided comments and that the letter distributed to those businesses was intended to be responsive to the concerns they raised.
 - **Public Comment**
 - No one provided public comment.
 - **PSC Next Meeting**
 - September 24th, 12:30 – 2:30 p.m.