



DRAFT MEETING SUMMARY

I-5 to 99W Connector: PSC Mtg. #13

Meeting Date: 9/26/07

Issue Date: //07

The contents of this summary are assumed correct unless our office is notified in writing within five calendar days of receipt.

DRAFT MEETING SUMMARY

Project: I-5 to 99W Connector Project
Purpose: Project Steering Committee (PSC) Meeting #13
Date/Time: Wednesday September 26, 2007 / 12:30 PM – 2:30 PM
Location: Sherwood Police Training Center

Attendees:

PSC	Tom Brian	Washington County (Chair)
	Monique Beikman	City of Tualatin (PSC Alternate)
	Cam Gilmore	Clackamas County (PSC Alternate)
	Carl Hosticka	Metro
	Emily Lawton	FHWA (PSC Alternate)
	Charlotte Lehan	City of Wilsonville
	Roy Rogers	Washington County
	Rian Windshiemer	ODOT (PSC Alternate)

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

Project Management Team (PMT)	Russ Knoebel	Washington County
	Amy Gibbons	ODOT
	Mark Turpel	Metro
	Tim Wilson	ODOT
	Vaughn Brown	Jeanne Lawson Associates (JLA)
	Jennifer Danziger	David Evans and Associates, Inc. (DEA)
	Alex Dupey	DEA
	Leslie Howell	Howell Consulting
	Angie Jones	DEA
	Jef Kaiser	DEA
	Scott Richman	DEA

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Stakeholder Tom Aufenthie
Working Group (SWG) Mike Feves
Others Matt Bratschi, Dan Ruediger, Carla Thaler
(including sign-in sheet)

Distribution: PSC, EMT, PMT, SWG

The meeting began at 12:30 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 welcomed the group and led introductions

- **Approve August 22, 2007 PSC Meeting Summary**
 - The PSC approved the summary of the last PSC meeting held on August 22, 2007.

- **Evaluation Criteria**
 - The EMT has not taken action on the draft evaluation criteria, but will have a recommendation ready for the October 24th PSC meeting.
 - A summary of input from SWG members received at their September 13th meeting was provided. General comments from the SWG included consideration of greenhouse gas emissions and other carbon footprint indicators in the evaluation criteria. While there is no accepted guidance or methodology for measuring carbon footprint, the alternatives analysis will consider comparative measures for air quality and energy consumption that would be done if the RTP Amendment process were a location-level Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA).
 - The evaluation will utilize PM peak hour conditions represented in Metro's 2030 travel demand model for traffic analysis. The analysis will also look at the duration of congested conditions on major roadway segments.
 - Wilsonville is concerned that truck volumes will not being adequately modeled, and emphasized that the analysis of freight traffic should be distinguished from other traffic including commuter trips. The traffic analysis will analyze and compare trip volumes and travel patterns for small, medium and large vehicle classifications.
 - Councilor Hosticka distributed a memorandum that captured input on the evaluation criteria that the Metro Council provided at their work session on September 25th. Councilor Hosticka summarized the Metro Council input by issues as the need to:
 - Model growth based on the different alternatives.
 - See an evaluation done in such a way to be able to see how these alternatives compare to other facilities in the state
 - Address the connection between the expressway and I-5 and 99W; visual separation of communities, etc.

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- The affects of the project on land use; what are the effects of each of the alternatives on land use
- Jef Kaiser noted that some of the Council's directives are a regional land use planning set of tasks versus what we would typically do in a project development process. If there is a major interchange for a new connector, it could be a magnet for commercial development, even though it would be located adjacent to industrial-zoned land. An interchange area management plan would identify and provide the basis to implement transportation and land use controls to preserve the function of the transportation infrastructure and the intended land uses it serves.
- Andy Cotugno said that to study induced growth in greater detail, Metro could perform a travel demand modeling exercise to look at potential growth patterns related to the different alternatives. If an alternative would contribute to unplanned growth, would need to look at ways to mitigate it. He suggested that the No-Build, TDM/TSM, EESA, and one of the connector alternatives could undergo this type of analysis. This project was originally slated as a toll project, and tolling would impact growth outside the Metro area. This analysis could begin concurrently with the Alternatives Analysis. The time frame depends on whether or not Metro could hire out part of this analysis to a consultant. , would probably be about 3-5 months out
- Scott Richman said he is unsure about needing this level of analysis; we will have a lot of the information to help guide a decision
- Lawrence Odell noted that the EMT has discussed some of these issues, and staff has concern that if we pick three alternatives to study in a related tolling analysis, we will give a false impression that the range of alternatives has been further narrowed down.
- **Alternatives Analysis**
 - Jef Kaiser explained the next phase will be the alternatives analysis that will mimic a corridor level draft environmental impact statement
 - The benchmark that we are going to be evaluating against is the 2030 vision
 - All types of connector facilities will fit within the adopted pathways
 - Mayor Lehan asked about the blue lines on I-5 (connection), it appears to be a fatal flaw
 - Jef Kaiser explained that the width of the line is wide enough to allow flexibility to design the roadway within that area, it is not reflective to the scale of the interchange
 - Picking a corridor does not mean that there will not be participation at the design phase – the PSC will have input on the specific design
 - A range of cost will be provide for each alternative
- **Other Business**
 - Lawrence Odell noted that Washington County and the City of Wilsonville are discussing a joint memorandum of understanding (MOU) related to future comprehensive planning in the Coffee Creek area. Mayor Lehan said that her understanding of Washington County's position is that further planning should be delayed until an alternative is selected.

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- **Public Comment**

- Dan Reudiger. – He asked for clarification about the analysis approach to address parkway and expressway facility types. How could only one type be studied when they appear to be so vastly different? There needs to be a general assumption of a number of lanes. He said that the original issue of this project was addressed in the 1996 RTP, and he does not understand why the process that started with the RTP is now causing the need to amend the RTP. What if anything is needed to amend? He wants to stress that all options are looked at – not just a new connector. He has concern about the expansion of the UGB as addressed in the evaluation criterion 2A. He has concern about this project influencing how the UGB and SW portion of the Metro region will grow.
- Chair Brian acknowledged Mr. Ruediger's questions and comments and requested that the project team provide information to respond to his questions and comments.

- **PSC Next Meeting**

- The next PSC meeting is scheduled at the Sherwood Police Training Center at 12:30 p.m. on Wednesday October 24, 2007. The EMT will bring recommended Evaluation Criteria for the PSC to approve at their next meeting.