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**DRAFT MEETING SUMMARY**

**Project:** I-5 to 99W Connector Project  
**Purpose:** Project Steering Committee (PSC) Meeting #20  
**Date/Time:** Wednesday October 22, 2008 / 12:30 PM – 2:30 PM  
**Location:** Sherwood Police Training Center  
**Attendees:**

<b>PSC</b>	Tom Brian	Washington County (PSC Chair)
	Monique Beikman	City of Tualatin (PSC Alternate)
	Carl Hosticka	Metro
	Emily Lawton	FHWA
	Charlotte Lehan	City of Wilsonville
	Keith Mays	City of Sherwood
	Lynn Peterson	Clackamas County
	Rian Windsheimer	ODOT (PSC Alternate)
	Jason Tell	ODOT

<b>Executive Management Team (EMT)</b>	Michael Bowers	City of Wilsonville
	Andy Cotugno	Metro
	Kathy Lehtola	Washington County
	Mike McKillip	City of Tualatin
	R. Scott Pemble	Clackamas County
	Tom Pessemier	City of Sherwood

<b>Project Management Team (PMT)</b>	Amy Gibbons	ODOT
	Mark Turpel	Metro
	Tim Wilson	ODOT
	Vaughn Brown	JLA Public Involvement
	Mat Dolata	DKS Associates, Inc.
	Alex Dupey	David Evans and Associates, Inc. (DEA)
	Jim Evans	Moyano Leadership Group
	Leslie Howell	Howell Consulting
	Randy McCourt	DKS
	Scott Richman	DEA

<b>Stakeholder Working Group (SWG)</b>	Tom Aufenthie	CPO 5
	Mike Feves	Far West CPO

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<b>Others</b> (sign-in sheet)	Ben Altman	SFA Design Group
	Cheryl Dorman	Tualatin Chamber
	Cam Durrell	
	Bob Galati	City of Sherwood
	Steve Gilmore	
	Larry Harvey	
	Tim Knapp	City of Wilsonville
	Jim McCarlay	
	Linda Moholt	Tualatin Chamber
	Mark Ottenad	City of Wilsonville
	Dan Ruediger	
Patty Jo Schultz	Sherwood Family Eye Health	
Jimmy Vaughn	Target (Wilsonville)	

**Distribution: PSC, EMT, PMT, SWG**

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The meeting began at 12:30 PM. Agendas and other materials were provided to the PSC members prior to and 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; none were requested

• **Approve August 13, 2008 PSC Meeting Summary**

- Mayor Lehan referred to page 3, fourth bullet re: ROW preservation. She did not recall that being discussed. She also clarified that on page 5 (continuation of bullet on page 4), that while the intersection of Boones Ferry Road/95th Avenue/Commerce Circle is LOS F during the peak period, the North Wilsonville Interchange has available capacity.
- Councilor Hosticka added that while was not sure whether or not ROW preservation was discussed, he agreed that it is important.
- The PSC unanimously approved the August 13<sup>th</sup> PSC meeting summary with the comments noted above.

• **Stakeholder Working Group (SWG) Update**

- Scott Richman provided an update on SWG activities since the last PSC meeting.
- The SWG has met three times to provide input on the refined alternative packages. Most SWG members supported the direction of the project and the refined alternative concept. Several SWG members have repeatedly emphasized the need to incorporate transportation demand management and transit enhancements, including commuter rail, into the refined alternative.
- He handed out copies of a letter dated September 23, 2008 and signed by six of the 16 SWG members that had also been provided to the PSC on September 24, 2008. This letter requested that the PSC "decide on policies before proceeding with the refinement process for the RTP amendment".
- Commissioner Peterson asked what policy discussion SWG members proposed that the PSC have, and Scott responded that several SWG members question the

project purpose and suggested that some PSC members may also question the project purpose.

- **Alternatives Refinement**

- Scott Richman described the Three Arterial Corridor concept that has been recently called "Alternative 7" at the October 16<sup>th</sup> EMT meeting, and he summarized how this concept was developed starting with direction from the PSC in August to proceed into the Alternative Refinement process by focusing on less costly and potentially phasable project packages.
- Randy McCourt presented the preliminary modeling results and project packages.
- He noted that a rail feasibility study, being done for Yamhill County, forecasts about 1,000 boardings in Sherwood, similar to what the Metro model had for the Connector Alternatives Analysis and validates model assumptions.
- The Three Arterial Corridor Concept would provide about 95 percent of the east-west capacity of the projects included in the 2030 RTP model (9000 vehicles per hour) through the project area. The RTP model includes expansion of Tualatin-Sherwood Road and the critical points are connections to OR 99W and I-5.
- Chair Brian asked about the multiple colors on the southern alignment (slide 8). Randy explained that it shows phasing for ROW acquisition and initial construction as a 2-3 lane arterial, with longer term expansion to a 4-5 lane arterial with at-grade intersections.
- Commissioner Peterson noted that there appears to be immediate benefit with the short-term projects.
- Mayor Lehan asked where commuter rail is shown; Randy responded that commuter rail is in all of the modeling, including the short-term, but when it is actually built would require additional analysis.
- Randy clarified that estimated project costs are additive from short-term to medium-term and from medium-term to long-term.
- Randy estimates that the short term projects provide about 10 percent of the need. The mid term provides about 15 percent benefit. The long term package provides the greatest benefit. The Three Arterial Corridor Concept would be very effective at serving regional travel demand. 2/3 to 3/4 of the trips to and from areas south of the project area and using OR 99W have an origin or destination in the project area.
- Mayor Lehan questioned whether the project emphasis has shifted away from serving through travel, and asked how this concept would serve through trips.
- Randy said that a higher capacity connector would attract more through trips compared to the proposed arterial network concept. Compared to Alternative 6, more through trips would use OR 99W under the Three Arterial Concept.
- Mayor Lehan stated that this seems like a departure from what we've done in the past and who we're serving. Randy said we're addressing the same needs, but with a different system.
- Commissioner Peterson observed this alternative helps I-205. Maybe it's OK to get to 95 percent capacity. She said that she supports the concept. Now it's up to the local jurisdictions to see how to implement it.
- Chair Brian stated the region is going to be looking more seriously at future land uses over the next 18 months. We need good transportation investments that will support different future land use scenarios.

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- Chair Brian stated that a goal was to get truck traffic out of Tualatin and Sherwood Town Center areas and questioned how effective this concept would be at doing that.
  - Randy responded that based on preliminary volume and volume/capacity results, there is some benefit, but we have not studied it enough yet to know how much. Similarly, the preliminary data indicates that it would benefit Town Centers.
  - Councilor Hosticka questioned how the I-5 auxiliary lanes would help meet the project purpose, and Randy responded that they would help operations of the I-5 mainline.
  - Jason Tell suggested that we need to do more work to refine this. We need to improve local and regional access, and preserve capacity for through traffic. This concept is promising to him.
  - Commissioner Peterson stated she is on board with the concept, though some elements are controversial. She is interested in learning more about demand thresholds that would trigger additional actions. How do you identify when you move forward when you hit each trigger? She suggests that development should be served as it is needed and that we should not speculate.
  - Randy stated the UGB discussions may inform how/when some projects are constructed.
  - Mayor Lehan questioned how auxiliary lanes between the North Wilsonville and Wilsonville Road interchanges would help.
  - Jason Tell stated we'll wait to get the analysis but there could be some benefit.
  - Randy responded that aux lanes south of the North Wilsonville interchange would primarily serve merging traffic on I-5, but they are not included in the Three Arterial Concept packages.
  - Mayor Lehan stated there is a big caveat about constructability at the North Wilsonville Interchange. There could be some difficulty in making it work from both constructability and business displacement.
  - Mayor Lehan stated there is a lot more to look at here than just traffic. We need to look at the other evaluation criteria as well.
  - Commissioner Peterson asked what we should do with the other alternatives. What is the process for eliminating them?
  - Jef Kaiser said we plan on confirming what Randy is doing and also bring the analysis up to par with the earlier alternatives. Then we can decide which ones to remove from the table.
  - Mayor Mays is encouraged with this concept and direction going forward.
  - Councilor Hosticka agreed that we should proceed.
  - Chair Brian asked if there are reasons why we should keep all of the alternatives.
  - Kathy Lehtola said that the PSC could take action on alternatives when justification is provided for removing them from further consideration. If this were to proceed to an EIS process, alternatives not carried forward for more detailed study are included in the section "Alternatives Considered but Not Advanced".
- **Policy Issues**
    - Chair Brian asked the PSC what, if any, policy issues they wanted to discuss.
    - Mayor Lehan remarked that we have spent time developing a list of policy issues and a matrix and we haven't talked about them. She asked if the policy issues

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and matrix were available, and Chair Brian replied that he had copies to hand out if PSC members did not have theirs from the last meeting.

- Chair Brian said PSC members can take them home with them and then look to see if they are addressed.
- Mayor Lehan suggested that the policy discussion should occur at a later PSC meeting because she was not prepared to discuss anything today.

### • Public Comment

- Public comments were provided by three individuals: Tom Aufenthie, Mike Feves, and Dan Ruediger. Tom and Mike serve on the SWG.
- **Tom Aufenthie** (hardcopy letter attached) represents CPO 5 on the SWG. He raised concern that the Public Involvement Summary Report on the Alternatives Analysis cites no other comments but ODOT's, and that it did not reflect all comments. If we are trying to mimic a Tier 1 EIS, he understands that CETAS needs to be involved, and he does not see comments from CETAS. Oregonian article said people don't want roads, only transit.
- **Mike Feves** (hardcopy letter attached) represents Far West CPO on the SWG. He noted that widening Tualatin-Sherwood Road only to 124th will create a bottleneck and suggested that the sequencing of the projects as presented may adversely impact I5. He believes that ROW acquisition should be in the medium or long-term plan, and not in the short-term. Acquiring ROW will require eminent domain and will take longer than 5 years. He would prefer expanding TSR and improving interchanges on I-5 in the short-term.
- **Dan Reudiger** raised concern with the process. He is concerned that the public input is not being taken into account. The traffic modeling workshop did not include everyone on the SWG, and the public wasn't given notice about it. We haven't had a substantive discussion of the results of the public open houses. Commissioner Rogers said at the last PSC meeting that we were refining Alternative 3, and that is not what we're doing here. He thinks that there is a fatal flaw with locating a new road outside the UGB and that the environmental impacts are too severe.

### • Other Business

- Chair Brian asked for the PSC to provide direction to the EMT on the refined alternative.
- Mayor Lehan agreed to go forward to evaluate the Three Arterial concept, but she does not support it as a preferred alternative. She wanted to know if the PSC needs to accept the whole package or just parts of it. Is everything held up if you have one project that not enough is known to make a decision?
- Commissioner Peterson requested that we circle back and cover the issues and concerns raised about a long-term project. We need to understand what the key tripping points are and how we may get consensus on them. We also need to know what we can spend our money on now versus future projects we may not know as much about.
- Councilor Hosticka asked how this will be tied in to the RTP - will the amended RTP show one or more dashed lines in the project area?
- Chair Brian asked Scott Richman what he proposes as the next steps. Scott responded that we need to study the transportation performance of Alternative 7

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as the other alternatives were analyzed, including having a better idea of how long the short-term and medium-term project packages would be viable. He suggested that the project team outline a work plan for analyzing Alternative 7 and documenting a recommendation for the RTP amendment.

- Chair Brian asked the project management team to lay out the next steps and share them with the PSC via email.
  - Commissioner Peterson said there are some things the consultants can do, but we (PSC) need to also coordinate with various groups regarding Alternative 7, and this can be done without need for a PSC meeting.
  - Chair Brian said that a smaller list of projects within the short-term package is needed for the County to submit to JPACT for the upcoming federal authorization request from Metro.
  - Andy Cotugno said that local jurisdictions need to submit their priority lists to JPACT very soon. JPACT will discuss this at their November 13<sup>th</sup> meeting, and a final list will be approved in January 2009.
  - Jason Tell provided an update from the Oregon Transportation Commission (OTC) meeting. The state forecasts continued declines in available revenues from fuel taxes. If the legislature does not generate a state funding package and some additional federal funds are not available, there will be a reduction in the number of state and local projects. The OTC is looking for projects that can be both funded at the local and state level, not the "big fix" requests from the Federal government.
- **PSC Next Meeting**
    - Kathy Lehtola suggested that the project team study the Three Arterial concept, and not hold a November PSC meeting.
    - Chair Brian said that the next PSC meeting is to be decided, and that the PSC would be notified of the next meeting. If there is no November PSC meeting, we will provide notice in advance.