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DRAFT MEETING SUMMARY-EMT #14

Project: I-5 to 99W Connector
Purpose: Executive Management Team (EMT) Meeting
Location: Metro, Room 501
Date: 14 September 2006

Attendees:

EMT	Danielle Cowan	City of Wilsonville
	Rob Dixon	City of Sherwood
	Fred Eberle	ODOT Region 1
	Jeff Graham	FHWA
	Mike McKillip	City of Tualatin
	R. Scott Pemble	Clackamas County
PMT	Barry Hennelly	Washington County
	Mark Turpel	Metro
	Tim Wilson	ODOT Region 1
	Vaughn Brown	Jeanne Lawson Associates (JLA)
	Scott Richman	David Evans and Associates, Inc. (DEA)

Distribution: PMT, EMT, SWG, Interested Parties, Project File

The meeting began at 9:30 AM. The agenda items are represented in the following "bold" headings. Barry Hennelly welcomed the group and led the overall EMT meeting.

Project Steering Committee (PSC)

- At their last meeting held on 8/28, the PSC adopted a revised Purpose and Need Statement, including a modified Purpose Statement, and an additional Need Statement regarding existing and future industrial lands.
- Following the 8/28 PSC meeting, the PSC members agreed to hold future PSC meetings on the 4th Wednesday of months they will meet. This would accommodate Metro Councilor Hosticka's schedule.
- The next PSC meeting will be held from 12:30-1:30 on 9/27 at the City of Sherwood Police Training Center, where the Stakeholder Working Group (SWG) meets. The intent of this meeting is to discuss and gain PSC approval of screening criteria.
- Rob noted that future PSC meetings could be held at the Sherwood police facility as long as he receives advance notice to reserve the room. Rob will reserve the

Sherwood Police Station for the next PSC meeting on 10/25. Mike mentioned that the Wilsonville-Beaverton commuter rail groundbreaking is scheduled for 10/25.

- On the PSC agenda, the EMT agreed to have public comment follow PSC discussion of screening criteria.
- Scott referred to the draft screening criteria memo including a table that shows staff-proposed screening criteria organized along with PSC adopted goals and objectives and supported by input from the EMT and SWG. The EMT suggested edits to the table format to make it more reader-friendly, and clarification of text in the cover memo regarding screening vs. evaluation of alternatives.
- Barry and Scott requested that the EMT provide any additional feedback on the screening criteria memo/table to them by next Monday 9/18.
- Barry will provide the EMT with materials to use for briefing their respective PSC members by next Wednesday 9/20. In addition to the PSC agenda, the primary item is an updated staff recommendation memo on screening criteria.

Land Use Planning

- Based on direction from Councilor Hosticka, a separate land use planning policy coordination meeting will be held from 11:00-12:00 noon on the same day (9/27) and at the same location as the PSC meeting. This meeting will consist of elected representatives of local jurisdictions who also serve on the I-5 to 99W Connector PSC.
- Jeff noted that FHWA would not participate in this meeting. Fred said that Jason Tell could attend the land use meeting. Danielle noted that, at some point, there should be coordination between the Connector project and a concurrent land use planning effort that could arise from the policy coordination meeting.
- Fred questions whether the land use exercise could change the land use bases of the year 2030 travel demand model. He does not see this additional interaction as necessarily changing the project course. Continued coordination and involvement with Yamhill County is also a consideration.
- Mark confirmed that Metro coordinated with and utilized data from Yamhill County as input to the travel demand model. The regional model analysis area extends into Yamhill County.

Travel Demand Modeling

- Scott provided an update of the 2005 and 2030 No-Build forecast travel demand modeling activities. DKS has conducted "post-processing" refinement of the Metro regional model, and provided PM peak period turn movement data resulting from their efforts to DEA.
- DEA and DKS will be working with transportation technical staff from Washington County, ODOT, and Metro, and the PMT to develop a presentation of key findings from the modeling. Draft findings will be provided to the EMT members for their input in early October, and the presentation will be provided to SWG on 10/19 and to the PSC on 10/25.
- DEA and DKS will be conducting and documenting results of more detailed operational analyses based on the 2005 and 2030 model results that are anticipated to be available in November.

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Issue Date: 10/4/06

- Fred requested that the EMT be included in discussion and review of the model results. ODOT staff wants to have full understanding of the model and the modeling results. The different types of travel we have been considering – local, regional and through/intrastate – need to be clearly defined. We should be able to communicate the growth, trip types/lengths and origins/destinations for the analysis area that extends beyond the project area.

Alternatives Development

- Scott referred to the draft Alternatives Development Plan handout, and Vaughn reviewed the plan which describes planned workshops with the SWG and EMT, and public open houses.
- While the intended outcome of the alternatives development process will be to eventually identify and select a relatively broad (300 to 500-foot-wide) corridor, it will be important for people to understand constraints including those associated with connections to I-5 and 99W.
- Jeff noted that FHWA requires full consideration of transportation system management improvements that do not include major capital improvements (e.g. a new expressway), and Barry confirmed that we will consider such options.
- Mike emphasized that it will be important for the public to understand the forecast travel demand, and that the project should address bottlenecks not only on Tualatin-Sherwood Road, but on Norwood and other east-west routes.
- Mark confirmed that we will identify and describe forecast travel patterns and demand relative to the system capacity. We may provide example facility types with equivalent capacities.
- Danielle inquired as to when people will consider the reality of the terrain and other constraints, and Scott responded that we will provide information from the environmental reconnaissance work in the project area at the workshops. Danielle also suggested showing photos that depict significant features/constraints.
- Barry hopes to have alternatives that were identified at the workshops and open houses grouped into an initial range of alternatives to present to the PSC by the end of January 2007.
- R. Scott emphasized that we need to be clear with our definitions and with our expectations for input at the workshops and open houses. If the alternatives development is an iterative process, that needs to be made clear. When we get to the point that we are evaluating alternatives, we need to agree to the “acceptable” mobility standard thresholds for different facility types, etc. If we have different standards/thresholds (i.e., ODOT vs. Metro) we need to be clear about which we are using, and why.
- Danielle noted that Metro’s paradigm is changing, including with regard to mobility standards, and that this will likely be reflected in the New Look and the updated Regional Transportation Plan.
- Mike suggested that we be prepared to present and discuss obvious alternatives that will be considered and evaluated, including the No-Build, improvements to Tualatin-Sherwood Road, and the very conceptual north and south corridors shown in the RTP. He is concerned about asking members of the public to draw lines on blank maps without some parameters and guidance.

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- Barry also suggested that we show what other improvements from the RTP financially constrained system are assumed to be implemented in the area as well as some supporting context for the RTP north and south corridors. He also suggested that we could include the Google Earth™ fly-through presentation as we did at the scoping open houses.
- Mark suggested that we ask for comments on known alternatives and also invite input on other potential alternatives.
- The EMT agreed, at Fred's suggestion, to hold an EMT alternatives development workshop on a date during the week of October 23rd. This would allow the SWG an opportunity to react to alternatives identified by the EMT and other invited agency representatives.
- Fred suggested that ODOT ask the CETAS committee next Tuesday how (if at all) they would like to participate in the alternatives development process – EMT workshop or open houses?
- Danielle requested that the PMT consider the meeting room at the new Wilsonville City Hall to use for the open house in Wilsonville.