



DRAFT MEETING SUMMARY

ODOT0000-0526

MS: 25

Meeting Date: 7/19/07

Issue Date: 8/23/07

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

DRAFT MEETING SUMMARY-EMT #25

Project: I-5 to 99W Connector
Purpose: Executive Management Team Meeting
Location: Metro, Room 370B

Attendees:

EMT	Andy Cotugno	Metro
	Michael Bowers	City of Wilsonville (alternate)
	Danielle Cowan	City of Wilsonville (alternate)
	Fred Eberle	ODOT
	Jeff Graham	FHWA
	Mike McKillip	City of Tualatin
	Lawrence Odell	Washington County
	R. Scott Pemble	Clackamas County
	Tom Pessemier	City of Sherwood
	Mike Stone	City of Wilsonville
PMT	Amy Gibbons	ODOT
	Angie Jones	DEA
	Leslie Howell	Howell Consulting
	Russell Knoebel	Washington County
	Scott Richman	DEA
	Mark Turpel	Metro
	Tim Wilson	ODOT
Vaughn Brown	Jeanne Lawson Associates (JLA)	

Others

Distribution: PMT, EMT, Interested Parties, File

The meeting began at 9:30 AM. The agenda and other materials were provided to EMT members in electronic format prior to the meeting and copies were distributed at the meeting. The agenda items are represented in "bold" headings.

- **Welcome/Introductions**

- Lawrence welcomed the group and asked if there were any changes to the agenda

- **Review upcoming work and ROA timeline**

- Andy gave a brief update in regards to the last PSC decision to drop some of the corridor concepts, and how we need to show the justification of cost
- Scott referred to the PSC meeting key points handout, and how we will be setting up a meeting with Lynn Peterson to discuss her questions raised about the type of facility (parkway, etc.)
- Scott asked Danielle about also meeting with the Wilsonville mayor, she suggested meeting with the other cities also, at the same time as the meeting with Lynn
- Andy said he knows that access control on Tualatin-Sherwood Road will be one issue in regards to land use planning. Also the options that involve a midpoint interchange will limit high density development access. The third type is the TDM/EESA alternatives that include the transit expansion – have we maximized what makes sense around those new transit routes? Need to make the transit as accessible as can be to attract increased transit use
- Scott P. has concerns about getting into a circular process in regards to developing the transportation and land use in conjunction with each other
- Andy said there are big land use issues ahead of us, and we want to acknowledge that there is a big part in the middle that is going to be urban.
- Scott said we are building the evaluation criteria and one of them addresses land use planning
- Andy said he is not sure about what we have assumed about population versus employment, but now that we have this down to the level we do, we can make some determinations about areas for future employment and housing
- Andy said we should look at alternative 5B; should it be selected, we should look at it as a hard edge for future urban planning. Is there a limit to how far south this alternative may move?
- Andy said there is limited territory north of that alternative that would make sense for future urban spread
- Lawrence asked why it would make sense to have the UGB north of that
- Andy agreed it would be better to make the UGB extend south of the connector
- Tom said the topography of the area in the 5B connector, some areas are not feasible for urban development
- Andy said that leaving rural land between Sherwood and the connector would not make sense either, creates a barrier effect. To recognize that to the north would be urban and to the south stays rural is something to consider
- He is not confident that moving this far south would reduce the congestion on Tualatin-Sherwood Road
- Scott said our analysis will get to that level of detail to determine the affects of each alternative
- Scott said we need to know if there is anything that will change these alternatives, including TDM/TSM

- Scott said we have updated the process chart to help clarify the development of the range of alternatives and its coordination with community forums and refinement
- **Public Involvement update**
 - Vaughn gave a summary of the SWG input on draft ROA to date
 - He said that there is a confluence between SWG concerns and the other levels through the decision chain (EMT, PSC)
 - Vaughn said there are similar issues about braided ramps, collector/distributors, etc. They would like examples.
 - The SWG have not specifically addressed the removal of the alternatives removed by the PSC at the last meeting
 - Vaughn said there has been additional outreach to the community east of I-5; they were included in the initial mailing; went to the county line
 - They are planning another public notice at this ROA stage (after PSC decision), they have not done a mailing since that initial mailing
 - Danielle asked if Tigard is also going to be included in these mailings
 - Vaughn opened up that discussion to the EMT for feedback
 - Lawrence said we have made a couple of presentations to their city council
 - Danielle said they have been contacted by Tigard city council members to ask how to get a representative on the PSC
 - Russ and Lawrence said the city council declined the invitation that was extended to them
 - Fred said we did not include the 5-lane addition to Durham in the TSM
 - Mike S. said that he believes Tigard does not fully understand the impacts to the city with this project
 - He believes we need to get an official notice from Tigard that they are not interested in this
 - Russ said they do understand the project is of benefit to them and they are in support of the project, they intend to write a letter to the PSC to that affect, however we have not received one yet
 - Mike S. reiterated that the more parties that could be impacted that you have involved, the better chance you have to move this process forward
 - Vaughn summarized the recently completed and upcoming community briefings schedule
 - Lawrence asked about briefing the businesses on the east of I-5; Vaughn said they would do some research to find a Stafford road business organization
 - Andy asked if we are looking to get a decision on August 9th at the next SWG
 - Vaughn said we have been telling them that
 - Danielle said mayor Lehan is interested in the parkway alternative and refining the definition of the Tualatin-Sherwood hybrid option
- **ROA Evaluation Criteria**
 - Leslie went over the evaluation criteria we are developing
 - She said we are relying on each of the jurisdictions to express their needs, get feedback

- We are setting up a meeting to discuss these to include the jurisdictions, along with technical staff
- The process calls us to go through CETAS, we also need to have it as a decision point for the SWG and PSC
- Leslie agreed to email the evaluation criteria out to the EMT
- **Other Business**
 - Lawrence summarized the recent PSC decision to eliminate the direct I-205 corridor options
 - Lawrence said he testified at the Wilsonville council on Monday about the Coffee Creek master planning analysis
 - Danielle said that she believes everyone except for Washington County believes the Coffee Creek does not have an impact to the project
 - She feels it would be helpful for Washington County to list out the issues
 - ??? said that Washington County will be receiving a letter back in regards to increasing Day Road to a 7-lane facility
 - Andy asked if there would be a recommendation from the EMT to drop the alternatives removed by the PSC
 - Lawrence said we should formally agree or disagree with the decision and report it at the next SWG meeting
 - Tom asked if we have all the data we need to make that recommendation
 - Andy said he would like to see numbers of impact and cost versus the options we are keeping so we can defend the decision
 - PMT will provide more data at the next meeting with more detail of impacts
 - Fred said we need to clarify with the SWG also about the 124th arterial
 - Danielle said she feels that people are uncomfortable with only having one alignment further north
 - Scott mentioned that the maps given to the EMT today were the new maps used at the latest CETAS meeting, the blue patterns of potential areas for a connector have been refined
 - Lawrence said that we will need to address the question of what is this project trying to solve – as the connector moves further north, the application of it changes
 - Scott said it will be more refined as we do further analysis of travel demand for each connector option
 - Next EMT meeting, August 2nd, 9:30 a.m. -11:30 a.m.