

**Kim Kollie's unedited Notes on Washington County Board of Commissioners Meeting
20 January 2015 – RE: SCM Concept Plan and affect on 175th**

All the below information is being communicated thru my views and opinions. I know you like facts only and I honor that. Feel free to check out any of this information for accuracy before passing it on to our Save175th group. After you approve of this information, could you send it off to the group involved in the meeting, they are interested in seeing the summary. Attendees were Roger, Roger, Rich Kollie, Kim Kollie, and Kay Nakamoto.

This meeting held a public feedback section for public participation. Roger spoke first and had a great script. He ran out of his 2 minutes time but communicated a good plea for 175th's safety and study. After his presentation Vice Chair Roy Rogers commented that they are passing South Cooper Mountain as a plan in theory... BUT he was emphatic that this does not mean they approve of the rural road system supporting that plan. And that there is a lot of work that will need to be done to support the road systems to this plan. A copy of Roger's speech as handed to the administrator to distribute to the commissioners for further reading.

Next John Tyner ATTY (Criminal Defense Attorney and Leader of Aloha Business Association) spoke on an alternate route, the declining road conditions, and traffic. He has a lot of clout and credibility with the Commissioners. They even interrupted the entire meeting to talk personally and directly to him congratulating him on his son Thomas Tyner who plays for U of Oregon and recently did a great job at the National Football Championship game. They also stopped and talked to him for a long time after the meeting specifically; Roy Rogers and Washington Country Chairman Dyck. John's presentation was very professional and passionate to find a work around Cooper Mountain. He had everyone's full attention and support. In my opinion if we were to join forces with John Tyner and his 90 plus Aloha Business Association organization, we could really get even more voice. John also gave us loads of information on the road systems on Cooper Mountain and how they were originally built on rock, chip seal and slurry and their base and pavement condition is breaking down. As well as how this type of unstable roads conditions cannot handle the amount of traffic without turning into a gravel road very quickly.

Kay Nakamoto spoke next with her compelling first person account of the problems on 175th. She read what was in her recent email to Fran. It gave hands on accounts of accidents on 175th, traffic, and a plea for safety and traffic controls. She even mentioned the monument to the person that died at the blind hill at the dog park entrance a few years back. After her talk the Commissioners comments showed that they appeared to all be aware of the recent battle for safety and the most recent refusal to reduce the speed. The administrator also got a copy of her speech.

After the meeting Mr. Dyck took specific time to talk to all of us on the side. He said in so many words.... "they are all for a work around cooper mountain." He said very adamantly that our best clout will be with the Federal Government. The Federal Government is the only ones to arrange a pass thru and drive around Cooper Mountain. He hinted strongly that we must use Environmental Corridor issues when pushing for a work around Cooper Mountain. He specifically gave us the name of the person with the most clout at the State Government level. The dollars available to help us may be at the Federal level, but the State Legislator is the one to work to get the funds from Federal. The person to contact is Oregon Representative John Davis (District 26 Wilsonville). It appears he is the man to talk to and will give us support while using environmental corridor concerns as our driving force.

After the meeting a reporter with the Valley Times met with John T, Roger, and Kay to get their statements. Let's look for an article that will be forthcoming to hopefully give us the press we so need.

Summary; **In my opinion**

Should we join hands with the 90+ Aloha Business Association working closely together to create an overall group of over 240 participants? In fact; can we consider getting John Tyner to be our advocate and spokesperson? He is very connected, respected and has our identical agenda and is an attorney. I believe he is already educated in the processes of advocating change at the state level. Also we were told that the restrictions surrounding a Clark Hill route need to be worked at the state level due to the zoning designations.

We need to contact John Davis (Oregon State Representative) and see what we can accomplish thru him as a resource to design a new North/South route and a person to solicit State or Federal funds (Washington County doesn't seem to have any).

Should we educate our Save175th members on what the 1960 proposed North/South route around Cooper Mountain was? (ie Cornelius Pass to Rosedale, to Farmington, to Clark Hill, to Scholls Ferry, to Elwert in Sherwood). Does anyone have the proposal mapped? Can we advocate better if we know the work around route to advocate?