

MEETING TITLE: Freight Working Group

DATE: Thursday, March 20, 2008

INVITEES: Distribution

LOCATION: 10:00 AM to 11:30 PM at the CRC Project Office, North Conference Room

AGENDA:

1. Marine Drive interchange concepts	60 minutes
2. Update on DEIS	10 minutes
3. Other topics	20 minutes

Meeting: CRC Freight Working Group Meeting

Meeting Date: January 17, 2008

Attendees:

Corky Collier	Columbia Corridor Association	503-287-8686
John Leber	Swanson Wood & Bark Products	360.414.9663
Deena Platman	Portland Metro	503.797.1754
Bob Hillier	Portland DOT	503.823.7567
Katy Brooks	Port of Vancouver	360.992.1198
Kathy Williams	Port of Portland	503.944.7018
Tracy Ann Whalen	ESCO Corporation	503.778.6252
Ron Anderson	CRC	360.816.2171
Gavin Oien	CRC	360.816.2176
Claudia Hirschey	CRC	425.227.5144
David Parisi	CRC	360.816.2165
Peter Ovington	CRC	360.816.4034

Review of Meeting Agenda:

- Update on Task Force Meeting presentation in November.
- Freight Performance Review (not covered).
- Update on project status – milestones, decisions, costs (added).
- Next Steps and other items.

An update on the Light Rail Transit (LRT) and Bus Rapid Transit (BRT) decision was requested. Katy Brooks stated that the Port of Vancouver is still concerned with the capacity of the east-west movement to carry heavy and oversize truck freight with LRT alignments.

Project Update:

Process/Schedule: A comprehensive PowerPoint presentation was given by Ron Anderson to discuss the status, schedule, project funding, and new issues. The Draft Environmental Impact Statement (DEIS) is at the federal review level including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The major agencies have reviewed the DEIS and provided formal comments. The DEIS will be published about the second week of March, followed by a 60-day public comment period. Soon after publication there will be two open houses that include the formal public hearing for the project.

The Task Force is expected to approve the Locally Preferred Alternative (LPA) in April 2008. The six sponsoring agencies are expected to adopt a decision by June 2008. The most important deadline driving the project is the New Starts application due August 15, 2008. (New Starts is the FTA process for approval and funding of transit projects). The schedule presented to the FWG is attached to these meeting minutes.

Decisions: There are three decisions to be made in order to select a preferred alternative:

1. To keep or replace the bridge. CRC staff is expecting that the bridge replacement alternative would be selected.
2. To build LRT or BRT facilities. LRT outperforms BRT. BRT requires everyone to transfer at Expo because Portland's MAX will reach Expo. Although BRT has a lower capital cost, the LRT capital costs are funded by the FTA. There would be higher operation and maintenance costs with BRT. Therefore, the LRT option is actually less expensive for the region.
3. Where to locate the transit alignment in downtown Vancouver. How far the LRT can reach is part of the alignment decision. Another choice would be to turn the LRT onto East 16th Street or East McLoughlin Boulevard and extend it to Clark College on the east side of I-5. The CRC staff, in evaluating alignments, has reached the conclusion that the alignment decision, after the LRT (or BRT) comes across the bridge, should be a local decision rather than a Task Force decision.

Preliminary Cost Estimate: The total project cost is estimated at \$3.1 to 4.2 billion. There will be pressure to bring costs in at the lower level. The two primary cost escalators are:

- Schedule delay
- Additional demands for enhancements to the project

Ron presented the range of cost for the freeway component including replacement and supplemental bridge costs, and the BRT or LRT component. Expected funding sources include: FHWA, FTA, State DOTs, tolls, and local transit agencies. PowerPoint slides presenting a summary of the preliminary cost estimates and funding scenarios are attached. The FWG asked what the tolls would be for the estimated revenues of \$910 to \$1,350 million. Tolls are expected to be approximately \$2.00 per crossing during the peak hours, \$1.50 off-peak, and \$1.00 minimum at night.

The conclusion is that the project is very fundable. From a federal perspective this is the perfect project because it has everything – general purpose capacity, freight mobility, transit, non-motorized improvements, tolls, and a strong economic component.

There is a relatively new task force called the Urban Design Advisory Group (UDAG). They are looking at the aesthetics of the project and the communities. They have explored a few interests. For example, they want a Main Street extension to Columbia Way and the waterfront. The new freeway will go over the alignment leaving the space under the railroad open to an extension of Main Street. This would require realignment of Columbia Way.

Another recent idea is a realignment of Marine Drive to open up the waterfront for public access. While a very interesting idea, the design is not feasible from an engineering standpoint and would be inefficient for truck mobility. The UDAG will continue after selection of the preferred alternative when the design continues to be developed and refined. It was concluded that the FWG should continue periodic meetings to monitor the design and provide feedback. Using the expertise and the experience of the FWG was particularly beneficial during predesign for preparation of the design alternatives in the DEIS.

Finally, in terms of new issues, it is interesting to note that the Build alternative could be carbon neutral compared to the No Build alternative with cleaner fuels, higher fuel efficiency standards, 20% transit mode share, and tolling.

Next Task Force Meeting and Key Decisions:

The next Task Force meeting is January 22, 2008. At that meeting the Task Force will receive updated environmental information and funding information. Staff will pose the two key questions for the Task Force – to keep or replace the bridge, and to implement BRT or LRT for transit. The LPA will be identified in the DEIS. The next Task Force meeting will be approximately two weeks following sunset after the 60-day comment period. The meeting should be scheduled within the first two weeks of May. The plan is to sunset the Task Force after this meeting.

There are four key committees that will remain to assist with the design phase of the project.

- Community and Environmental Justice.
- Freight Working Group.
- Pedestrian and Bicycle Advisory Committee.
- Urban Design Advisory Group.

It was suggested that the FWG provide feedback to the Task Force at their January 22 meeting. John Leber volunteered to speak during public comment and asked for input from the FWG regarding the comments.

Public Involvement and Outreach

The October 2007 Communications Summary was provided to the FWG. There were two open houses in October and 220 people attended. The key questions were posed to the public. Of those providing comment, 71% were in favor of bridge replacement and 65% were in favor of LRT. Peter Ovington welcomed more ideas and contacts for outreach to the freight community. The FWG has been very helpful with outreach.

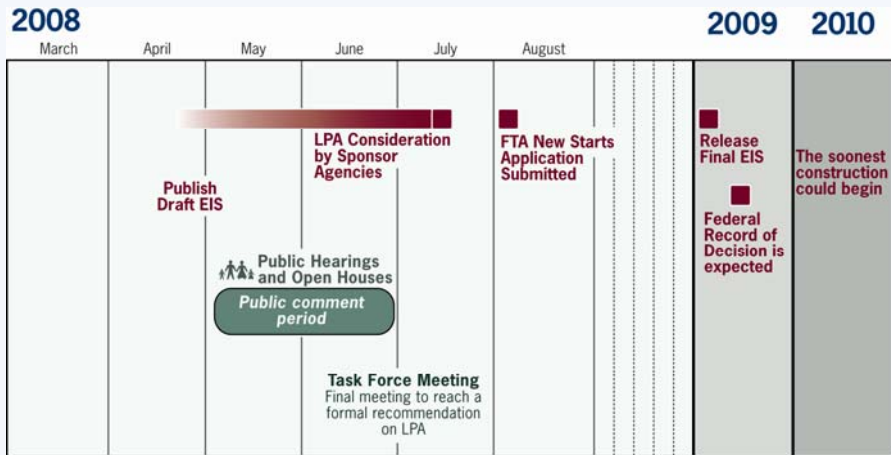
Requests:

John Leber requested suggestions for the FWG comments to the Task Force on January 22, 2008. Peter Ovington requested additional ideas for outreach to freight interests.

Schedule:

The **FWG** agreed to meet next on **Thursday, March 20, 2008** following publication of the DEIS. The next **Task Force** Meeting to be scheduled will be scheduled within the first two weeks of May.

Project Schedule



03/11/08



Current Choices



Three key choices will be made in the upcoming months:

Bridge

- Supplement Interstate Bridge with an additional structure, or
- Replace Interstate Bridge



Transit Mode

- Bus rapid transit with express bus service, or
- Light rail with express bus service

Transit Alignment

- Near I-5, or
- Offset from I-5, on local streets



Draft EIS Cost Risk Assessment Results

PRELIMINARY COST ESTIMATE **\$3.1 – 4.2 billion**
(year of expenditure dollars)*

Cost Breakdown by Component

- Total I-5 Highway Related Costs**

Replacement	\$2.85 to \$3.01 billion
Supplemental	\$2.66 to \$2.81 billion

- High Capacity Transit**

Bus Rapid Transit	\$0.52 to \$0.98 billion
Light Rail	\$0.60 to \$1.15 billion



*Year of expenditure assumes construction would take place between 2010 and 2017.

Potential Funding Sources

Federal: **\$920-1,550 m**

- Discretionary \$400-\$600 m
- New Starts \$520-\$750 m
- Other \$0-\$200 m

Tolls: **\$910-\$1,350 m**

State and Regional: **\$880-\$1,950 m**

- State/Local \$880-\$1,550 m
- TriMet \$0-\$40 m
- C-TRAN/Local \$0-\$360 m

Private: **???**

