

December 9, 2010

TO: Project Sponsors Council
FROM: Richard Brandman and Don Wagner
SUBJECT: Status Report on Meeting the Conditions Identified by the Task Force and Partner Agencies for the Locally Preferred Alternative

Background

On June 24, 2008, the CRC Task Force adopted a final resolution supporting a replacement I-5 bridge with light rail transit to the Clark College area as the CRC Locally Preferred Alternative (LPA). The resolution was accompanied by a series of issues or conditions to help guide the project as it advances toward construction and in some instances after construction. During July 2008, the six local agency partners, Vancouver, Portland, C-TRAN, TriMet, SW Washington Regional Transportation Council, and Metro, followed suit with adoption of their own resolutions in support of a replacement I-5 bridge and light rail transit to the Clark College area as the LPA. Due to the unique nature of each agency's procedures and format, the resolutions' structure and wording vary. However, each agency included a series of conditions in or attached to their resolutions. For the purposes of this memorandum, the key issues identified by the agencies are referred to as "conditions."

There is a degree of commonality of the conditions offered by the agencies, but also some that are specific to each agency's role and responsibilities. In some cases, the conditions are fairly general while in others they are more specific.

Status of Conditions

Input from local agency staff members and the Integrated Project Sponsor Council Staff (IPS) is being used to assemble a report summarizing progress on the conditions from each agency. The status of each condition is being classified according to the following categories:

- Issue is settled or on track to be settled with the conclusion of the Final Environmental Impact Statement (EIS) and Record of Decision (ROD).
- Issue is settled or on track to be settled with the conclusion of the Final EIS and ROD, but further refinement and decision-making after the FEIS/ROD will be required.
- Conflict; or issue is unresolved; or issue needs additional work.

At a future meeting we will provide an explanation of the status of the work for each condition and, in some cases, references will be provided to documents on the CRC's website for those seeking more detailed information.

Settled Issues or On-Track to be Settled

A significant number of important issues have been settled since the conditions were established in July 2008 or they are on track to be settled in the near future.

Examples of settled issues include the selection of light rail transit and its termination near Clark College; the confirmation of the number of lanes on the bridge; the independent analysis of induced demand and greenhouse gas emissions; the configuration of the Hayden Island and Marine Drive interchanges; the use of Metroscope to assess regional growth issues; and many elements of the project associated with mitigation.

Confirmation of some of these items will be established with the publication of the Final EIS and the release of the ROD.

Settled Issues or On-Track to be Settled, but Needing Refinement or Decision-Making

A majority of the conditions offered by the local partners appear to fall into this broad classification of being “on track,” but needing refinement or decision-making. Significant progress has been made on addressing these conditions, but some issues are so specific they cannot be fully answered until the project enters into the final design phase or even operation of the facility.

Examples of conditions that will require decision-making include major categories such as the final design of the bridge structure and its appearance, the financial plan and tolling decisions.

Examples of conditions where major decisions have been concluded, but where refinement work is needed during the remaining planning efforts and the final design phase include, for example, the transit station designs and the connections for the bicycle and pedestrian facilities.

The extent of the future effort required varies among the conditions, but for conditions in this category, it is apparent that much progress has been made and that the direction is fairly well established.

Conflict, Unresolved, or Issues Needing Additional Work

Two conditions may fall into this category. Staff is still working to determine whether or how these conditions can be met.

Issues for Regional Consideration

In June 2008, the Task Force included a number of issues for “regional consideration” as a supplement to those directly associated with the project. These regional issues will be summarized for reference and use by others in addressing regional transportation planning needs.

Summary and Conclusion

Significant progress has been made in resolving issues associated with the conditions offered by the local partners when they adopted resolutions related to the Locally Preferred Alternative in July 2008. Several have been completely resolved and clear direction has been established on most. The conditions will continue to inform the decisions made during the final design process. Other conditions, such as those relating to the financing package and tolling, will require on-going work and decisions at key points.

Two conditions are still being discussed at the IPS level to determine the category into which they will ultimately be classified. We anticipate completing this work soon.

We expect to complete a report with details on the progress and status for each of the local agency's conditions and to present it at the next PSC meeting for review and discussion.