

SR 432 Realignment Feasibility Study

Technical Advisory Committee (TAC)

Meeting Summary #2

Meeting Date: April 10, 2007

Location: Kelso Area Engineer Office, Kelso WA

Attendees: *Technical Advisory Committee*

Rosemary Siipola – CWCOCG, Transportation Planner/Manager
George Cress – Port of Longview, Planning and Development
John Bean – City of Longview, Engineer
Craig Bozarth – City of Longview, Engineer
Denys Tak – WSDOT Southwest Region, Engineer
Karyn Anderson – WSDOT Southwest Region, Project Manager
Gerald Smith – David Evans and Associates, Inc. (DEA), Consultant
Neal Christensen - DEA, Consultant
Charles Burnham - DEA, Consultant
Amy Hamlin, CWCOCG, Transportation Planning

**Welcome and
Introductions**

Rosemary Siipola, Cowlitz Wahkiakum Council of Governments (CWCOCG), thanked everyone for attending and kicked off the second Technical Advisory Committee (TAC) meeting for the SR 432 Realignment Feasibility Study and introduced herself. Rosemary updated the group on Jack Shambaugh's departure and introduced Karyn Anderson, Washington State Department of Transportation (WSDOT) as his current replacement. Self introductions of TAC members then took place.

**Stakeholder
Interview
Updates**

Gerry Smith, David Evans and Associates (DEA), thanked everyone for coming and provided an update regarding the recently conducted stakeholder interviews. As mentioned at the first TAC meeting, the project management team (PMT) had created a questionnaire to conduct interviews with stakeholders along the corridor. Its' main purpose, to gather valuable information about the types of commodities being shipped; volumes shipped by rail and by truck, and expected growth in all traffic by 2030.

The questionnaire would also help the PMT gather information including (but not limited to) the type of the businesses located along the corridor, manufacturing or shipping information, business hours, volumes (current/expected), operational concerns, rail services, and any foreseen changes in growth and service.

Gerry shared the list of stakeholders that had been interviewed to date. Gerry explained that DEA conducted the formal interviews and BST Associates/Brian Winningham was in the process of conducting the phone interviews. The list of stakeholders interviewed is as follows:

Stakeholder interviews completed:

City of Longview
Diking District #1
Longview Fibre
Weyco
Pacific Fibre/Lemmons Trucking
Port of Longview
Longview Switching
Swanson Bark
Waste Control

Telephone interviews held:

Koppers (port-Rowley Ind.)
Northwest Hardwoods
Daybreak Dispatch
British Petroleum
Brown-Strauss Steel
Equa-Chlor

Gerry then passed out a handout to the TAC committee that bulleted the responses received during the interview process. (Inserted below) Gerry shared their findings they gathered regarding highway and rail concerns, highway and rail suggestions, truck growth, rail growth, and mode choice information. See the following Draft Stakeholder Interview Executive Summary:



Microsoft Word
Document

SR 432 Stakeholder Interviews - Exec Sum 1

Denys Tak, WSDOT, commented on the rail growth section of the Draft Stakeholder Interviews – Executive Summary and generated discussion regarding rail projections:

- The rail section of the draft states that “stakeholders interviewed were asked their existing rail volumes and their projected 2030 volumes. Those interviewed had good estimates for today but are not at all sure about 2030”.
- Charles Burnham, DEA, stated that rail traffic growth projections out to 2020 or 2025 do exist.
- Rosemary offered to check with Andrew Wood, WSDOT, regarding obtaining information that should exist as a result of the Kelso-to-Martin’s Bluff Project.

Gerry expressed that overall; the interviews are forthcoming, have been providing valuable information and that they are on schedule. Brian w/ BST, has only two or three more interviews and should be completed by the end of this month.

Highway Traffic Forecast

Gerry and Rosemary shared with the group that they are making progress regarding the highway traffic forecast update. Rosemary mentioned that John Bean, City of Longview, obtained physical counts that they're putting into the model. As mentioned in February, DEA has agreed to provide a Synchro Analysis of 12 intersections, such as the RDP provided. The TAC agreed on the following intersections back in February:

1. SR – 432 / Prudential Blvd. (#5)
2. SR – 432/ Washington Way (#7)
3. SR – 432/ Weyerhaeuser –Norpac (MP 4.72) (#8)
4. SR – 432/ Weyerhaeuser – Norpac (MP 5.95) (#10)
5. SR – 432/ Oregon Way (#11)
6. SR – 432/ Columbia Blvd. (#12)
7. SR – 432/ International Way (#13)
8. SR – 432/ Fibre Way (#14)
9. SR – 432/ California Way (#15)
10. SR – 432/ Tennant Way EB (#17)
11. SR – 432 / Tennant Way WB (#18)
12. SR – 432/ Dike Road
13. SR – 432/ Fibre Way – East Mill (additional)
14. SR – 432/ West port way – by Port (additional)

Rosemary shared with the group that one location still needed to be counted. They missed # 14, West Port Way by the Port of Longview. John agreed to count this location. TAC group discussion occurred regarding the exact location of where the counts should occur at West Port Way. Rosemary also briefly described the effort with Employment Security and the Transportation Analysis Zone (TAZ) work that was in progress. She mentioned they were waiting for information from Employment Security.

Rail and Freight Update & Discussion

Gerry explained to the group that a model for rail and roadway will be available at the next TAC meeting. This, and the Stakeholder Interviews – Executive Summary handout, generated discussion regarding rail and truck traffic in the area. Following are comments during the TAC group discussion:

- George Cress, Port of Longview, explained that it costs a dollar a minute for Weyerhaeuser log trucks to sit and wait for a train.
- Rail improvement suggestions, need more rolling stock, more track and need to organize this to make it work.
- One of the challenges of this project is a governance scenario on how the rail could work.
- Buy-in will be a big challenge.
- Truck Growth ranged from fairly flat, to 4 xs in the next few years. About 3300 truck today, 5300 trucks in 2030, approximately 2 % annual growth, which results in 60% increase in trucks.
- Model for Urban Areas is 1.5% annual growth.
- FHWA is predicting 2% Annual Growth over next 30 years.

- Most rail users can't project where they'll be in the future.
- Charlie mentioned that people who ship in large 30-40 cars at a time own their own cars.
- Railroads (coal companies) actually own cars, its' their single largest business line. So, bottom line it depends on the business.
- Gerry mentioned that union crews will be a big issue.
- Gerry mentioned that Elected Officials need to know what some of the issues are going to be. This is a plan that gets us to the next point.

**RDP
improvements
discussion**

Neal Christensen, DEA, provided the group an update on the 432 Route Development Plan (RDP) 2000/2001 and the work that is in progress. As mentioned in February's meeting, the past RDP study outlined recommendations to address existing and likely future traffic operational and safety issues along the state highway facility. For purposes of this study, it was not the PMT's intent to conduct *another* RDP along SR 432. Rather, the purpose of this study would be to review the recommendations provided in the RDP, update those recommendations as needed, and make additional recommendations in a report that best fit the corridor from 2007 forward.

Neal shared the progress they'd made regarding mapping and exhibit work that would show intersection improvements. He mentioned that they were working through some mapping issues. He also shared the geotechnical data provided by Brian McMullen at WSDOT. He mentioned that the material is not great material to build on and will be challenging, but it can be done. He plans to use some of the CRC Project data to update the cost projections. Those used in the 2000/2001 RDP were dated.

Denys Tak stated that it would be useful to put this geotechnical document information on the project website. Some of the TAC members expressed that they did not know there was a project website. Karyn Anderson, WSDOT, explained that it is kept current, that she would include the project website information in the meeting summary and that the meeting summaries are also posted on the project webpage. The project web site is as follows: (<http://www.wsdot.wa.gov/projects/SR432/RailStudy/>)

Craig Bozarth, City of Longview, then updated the group regarding the SR 433/432 intersection project the City has been working on, in conjunction with WSDOT and that it was moving forward.

**Project
Schedule**

Gerry expressed to the group that the project is on schedule and budget. He explained that there was an agreement made with Brian McMullen, WSDOT, to spend half of the money this biennium and the remainder over the next biennium. Gerry reminded the group that at February's meeting, George Cress, Port of Longview offered to host the next TAC meeting. (The meeting location and directional information will be emailed to TAC members)

**Next Meeting
Date**

Gerry wrapped up the meeting, thanked everyone for coming and providing valuable input. The next Technical Advisory Committee meeting will be held at the Port of Longview, on June 12, 2007 from 10:30 a.m. to 12:00 p.m.