

CRC HISTORY REMARKS

Henry Hewitt

December 6, 2011

Introduction

I am going to provide a brief overview of the history of the Columbia River Crossing Project. Before doing so, however, I would like to set the framework with a few opening observations:

- Much of the public commentary about the project has been focused on the number of lanes on the bridge, tolling, whether Clark County will support light rail, bridge aesthetics, etc.
- Frequently lost in these discussions is the importance of the total project, and specifically the interchanges on both sides of the Columbia, to the economic vitality, jobs and economic growth of our region.
- The project location is uniquely situated to facilitate the economic growth opportunity provided by the Ports of Vancouver and Portland resulting from the intersection of rail, shipping and truck transportation modes.
- Much of the cost and complexity of the project results from the proximity of the interchanges to the bridge and the need to permit safe, efficient flow of trucks and other vehicles in a compact area.
- If the project were only about a bridge, it would be much simpler and cost much less.
- As I will describe, several groups have studied the issues in depth and all have come to essentially the same conclusions. All have concluded that the project is extremely important to the future economy of the region.

I-5 Portland/Vancouver I-5 Trade Corridor Freight Feasibility and Needs Assessment January 2000

In early 1999, ODOT and WASHDOT initiated the I-5 Trade Corridor Freight Feasibility and Needs Assessment. As Chair of the Oregon Transportation Committee, I became a member of the Policy Committee for the Study. The Policy Committee appointed a Leadership Committee consisting of fourteen business and community leaders from Oregon and Washington. Vern Ryles of Oregon chaired the Committee. Oregon members included Margaret Carter, Ken Novack and Keith Thomson. The Leadership Committee was asked to address five questions:

- Is there a congestion freight mobility problem in the corridor; if so, what is the magnitude of the problem?
- What are the costs of inaction?
- What improvements are needed?
- How can improvements be funded?
- What are the next steps?

The Leadership Committee retained consultants and technical experts to assist with its work. Leadership Committee findings were approved unanimously.

Leadership Committee Findings Included the Following:

- Without improvements, future congestion in the I-5 corridor threatens the economic promise of the Portland/Vancouver region.
- The I-5 Trade Corridor is critical to the regional, state and national economies.
- The corridor is congested now and will get worse.
- Doing nothing is not an option.
- There are no silver bullets.
- The Portland/Vancouver region needs to develop a strategic plan for transportation improvements in the I-5 corridor.
- The need is for a multi-faceted solution including demand management techniques, and improvements to the highway transit and rail system.

**I-5 Portland/Vancouver Transportation and Trade Partnership
Task Force
June 2002**

In 2000, the Governors of Oregon and Washington appointed the 26-member I-5 Transportation and Trade Partnership Task Force to develop a strategic plan and make recommendations about transportation investments needed in the I-5 corridor. Members of the Task Force were equally divided between Oregon and Washington residents and broadly represented civic, business, neighborhood, freight and community interests. I served as the Oregon Co-Chair for the Task Force. The work of the Task Force included extensive community outreach and consideration of work performed by nationally recognized consultants and contractors with specific expertise in relevant areas. The Task Force voted 25 to 1 in favor of specific recommendations.

Trade Partnership Task Force Recommendations Included the Following:

- Improvements in the I-5 Trade Corridor are necessary to meet transportation, economic, and livability needs of the Portland/Vancouver Region.
- Light rail and express bus should be part of the solution.
- New vehicle and transit capacity should be added. Three through lanes, plus two auxiliary lanes and light rail in each direction; an EIS should be undertaken; items to be considered further in EIS noted; consider aesthetics; consider safety.

- A Bi-State Land Use Accord should be implemented.
- Strong TDM/TSM measures for the corridor should be adopted.
- The Region should commence and Environmental Impact Statement process for the corridor.

**Columbia River Crossing
Task Force
June 2008**

In 2005, the Governors of Oregon and Washington appointed the Columbia River Crossing Task Force to oversee the CRC process for preparing an Environmental Impact Statement for transportation improvements in the I-5 corridor in what was defined as the Columbia River Bridge influence area. The Task Force members were equally divided between Oregon and Washington residents and represented public agencies, local governments, environmental organizations, neighborhood associations, trucking and freight interests, chambers of commerce, economic development and community organizations. I served as the Oregon Co-Chair for the CRC Task Force. The Task Force met 23 times and considered numerous alternatives and possible solutions to address the purpose and need statement for the project. The work of the Task Force was informed by the work of the CRC staff and nationally recognized consultants and contractors in areas of required expertise. The project received extensive public input and conducted extensive community outreach. The Task Force submitted a final report to the Governors in June 2008. The CRC Task Force voted 37 to 2 in favor its recommendations:

CRC Task Force Recommendations:

- A replacement bridge should be constructed with three through lanes in each direction.
- Light rail transit should be included in the project.
- Strong TDM and TSM measures in the corridor are needed
- Outstanding bike and pedestrian facilities should be included.

The Task Force recognized that additional issues would need to be considered and resolved in the context to developing the final Environmental Impact Statement. It recommended formation of an oversight committee (later formed by appointment by the Governors of a Project Sponsors Council) to resolve of the remaining issues.

**Columbia River Crossing
Project Sponsors Council
August 2010**

In June 2008, the Governors of Oregon and Washington appointed the Project Sponsors Council consisting of ten members. Eight members represent local governments and public agencies and two members were the designated co chairs. I served as the Oregon

Co-Chair. The work of the PSC has been supported by an Integrated Project Staff comprised of lead staff persons from the CRC and the local governments and agencies interested in the project. Issues identified for consideration by the Project Sponsors Council included the following:

- Completion of the Environmental Impact Statement.
- Determination of the appropriate number of auxiliary lanes.
- A plan for community enhancements and mitigation.
- Design of a plan for interchanges in the corridor that operate safely and accommodate the needs of both freight and other traffic.
- A strategy for tolling to contribute to financing the facility and to be used as an element in the demand management plan.

The Projects Sponsors Council voted unanimously to support its recommendations:

Project Sponsors Council Recommendations:

- The project should move forward with at two-bridge replacement structure.
- The bridge should be designed to accommodate five lanes in each direction (three through lanes and two auxiliary lanes), with light rail.
- Bicycle and pedestrian facilities should be located below the main.
- Modified configurations for the Hayden Island and Marine Drive interchanges and highway design should be incorporated into the EIS.
- A draft plan for a mobility council should be advanced.
- Performance measures to be used for assessing post construction operations.
- Plans for post construction demand management measures should be implemented
- Revised plans to lower project costs should be incorporated.

Matters identified in the PSC report to the Governors requiring further study were the following:

- Governance (pre-construction, construction and post construction phases)
- Project financing and tolling.
- Final EIS preparation and submission.
- Project phasing.
- Bridge type and design.

The Governors of Oregon and Washington appointed an expert bridge review panel to review the bridge type and design. The Governors received the report of the panel and determined the bridge type and design for the project.

The Final EIS for the project was published in September 2011.

Work continues on work relating to governance, project phasing and project financing.

Conclusion

The Columbia River Crossing project is extremely important to the economies of both Oregon and Washington. Its significance extends far beyond the bridge influence area. For project to be realized it will need the support of the region's political leadership and funding from both states, the federal government and users of the bridge. The adverse consequences to the region's economy of not getting it done are immense.

Testimony to the **Legislative Oversight Committee on the Columbia River Crossing**
Wednesday, December 7, 2011 / Metro Council Chambers, Portland, Oregon

Martin Callery, Chief Commercial Officer
Oregon International Port of Coos Bay

Co-chairs Bentz, Beyer and Read, and members of the Committee, I am Martin Callery, Chief Commercial Officer of the Oregon International Port of Coos Bay, and I appreciate the opportunity to provide testimony about the Columbia River Crossing to this committee.

I also have the privilege of serving on the Oregon Freight Advisory Committee, the Southwest Area Commission on Transportation, and the Lane Area Commission on Transportation. Additionally, I am actively involved in several other transportation and trade advocacy groups throughout the state.

While the Columbia River Crossing is geographically separated from southern Oregon by several hundred miles, it is as critically important to our region as any of our state highways, because it is a vital component of the Interstate 5 trade corridor which provides for the timely and competitive movement of goods to markets north, south and internationally.

You are all acutely aware that Oregon is a trade-dependent state, and even though portions of southern Oregon have rail access, and the Port of Coos Bay provides some international and domestic marine shipping access, the majority of freight movements throughout the region are by truck, which use the state and federal highway system. And even as the Port of Coos Bay is working to increase utilization of both rail and marine modes, the Interstate 5 corridor, from Mexico to Canada, will remain a critical link in the multimodal system that benefits shippers in southern Oregon and statewide.

Agricultural commodities such as cranberries, milk, organic food products, and animal feed, seafood products including salmon, tuna and Dungeness crab, manufactured forest products, high value mineral commodities, structural steel bridge components, and even consumer products such as flowers and books – all produced in or distributed from southern Oregon – move north to Washington, Canada and to connections with other transportation modes in Portland and Puget Sound. And right now the existing Interstate 5 crossing of the Columbia River between Portland and Vancouver is an ever increasing bottleneck to the efficient flow of those products, eroding the competitiveness of Oregon business.

During my time serving on the Oregon Freight Advisory Committee – OFAC, the membership has closely monitored the slow but steady progress of the Columbia River Crossing. OFAC has provided letters of support for the project, and comments pertinent to discussions of the physical infrastructure and various components of the project. However, it is really past time for additional comments and discussions. The Columbia River Crossing must move forward now, so that the Portland/Vancouver metropolitan region, the Columbia/Snake River trade corridor and State of Oregon are prepared to accommodate and benefit from increases in domestic and international trade.

Additionally, all jobs created for the Columbia River Crossing will be an incremental factor in the recovery of the Pacific Northwest economy, and will eventually result in an upturn of economic opportunity throughout Oregon.

You have heard or will hear from others about the local issues resulting from increased use of the Interstate 5 corridor between Oregon and Washington; roadway congestion, increasing travel delays, rising transportation costs and environmental impacts. Without immediate action to move the Columbia River Crossing project forward, the impacts from these local issues are just going to get worse, and the solutions are all going to cost more.

The State of Oregon has made commitments to improving livability and quality of life for all of us, and much of the focus of the proposed efforts involve reducing environmental impacts from transportation. The longer the Columbia River Crossing project is delayed, the more difficult it will be for Oregon to achieve meaningful reductions in green-house gas emissions and reductions in fuel consumption for the region.

Thank you for the opportunity to comment on the importance of moving forward with the Columbia River Crossing, and thanks to all the committee members for their perseverance and hard work on this increasingly important component of the multimodal transportation system serving Oregon and the Pacific coast.

OIPCB/MC/07-12-2011

Ann-Marie Lundberg
Consultant
Port of Morrow
Testimony to the Legislative Oversight Committee on the Columbia River Crossing
December 7, 2011
Metro Council Chambers

Co-chairs Bentz, Beyer and Read, members of the Committee, thank you for the opportunity to testify our support of the Columbia River Crossing project. My name is Ann-Marie Lundberg and I am here representing Gary Neal and the Port of Morrow.

Our port is the largest upriver port in terms of volumes handled and the amount of developed and developable industrial lands we have available. Our business portfolio includes; food processing industries, grain exports, various biofuel manufacturers, power generation and most recently data farms. Last summer the town of Boardman – population 3,200 – had 150 job openings almost all of them with firms located on Port developed property. An economic impact study commissioned by the Port in 2008 states that the Port of Morrow activities contribute approximately \$850 million to the local and State economy.¹

One key element to the success of these and future businesses is an efficient transportation network. Our Port handles containers by barge and large volumes of trucked products. We are directly connected to the Ports of Portland and Vancouver Washington. We handle approximately 22,000 containers per year by barge of solid waste from Vancouver, Washington which goes to the Finley Butte landfill in Morrow County. This business provides much needed tax revenue to our county and jobs in our community. We also handle grain products which are barged to the export elevators in Portland and Vancouver. Port of Morrow provides the link between truck and barge in the export logistics chain. The safety and efficiency of the barging network into the future is critical for our local agricultural community and for the county.

Food processing and agricultural companies such as Con-Agra, Lamb Weston, Oregon Potato Company, Boardman Foods, Morrow Cold Storage, Columbia River Processing, Oregon Hay, Western Alfalfa and Cascade Specialties transport products to national and international markets. Timely and cost effective truck delivery to hub facilities in Portland such as the international container terminal and truck distribution facilities makes a difference in the competitiveness of the products which are manufactured in Morrow County. Portland is the transportation and economic hub for Oregon and Southwest Washington and our connectivity to the hub network is a cornerstone of our

¹ Economic Impact of the Port of Morrow Industrial Park, April 2008

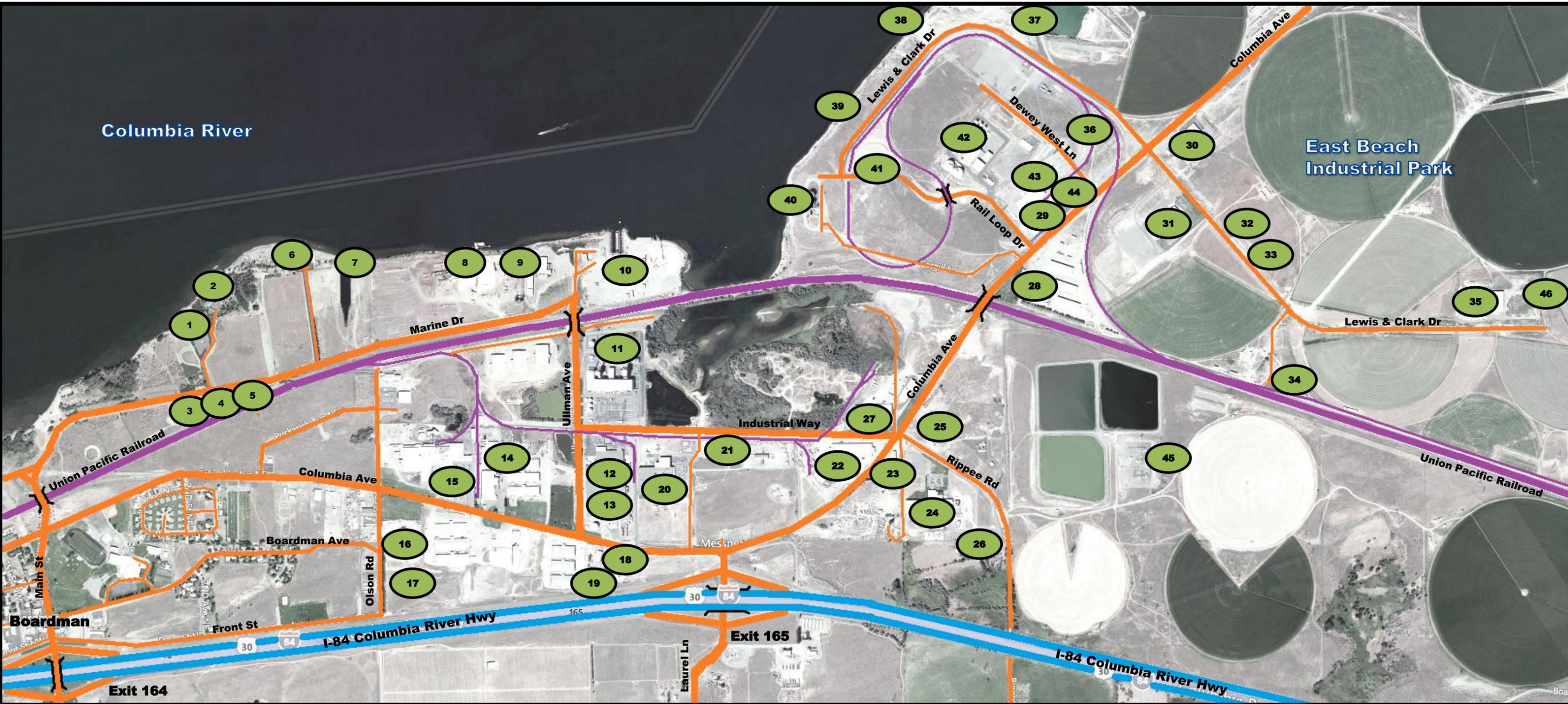
economic success moving forward. Congestion on the roads to and from marine terminals such as Marine Drive adds cost and time to the products we manufacture and with that renders them less competitive in the international and domestic markets.

Port of Morrow strives to build on our past success. We are targeting additional food processing and biofuel companies among many other industries. Our future and our ability to continue to be the economic engine for our area is heavily dependent on our connection to the transportation facilities in the Portland metropolitan.

Port of Morrow has invested approximately \$50 million in infrastructure improvements during the past 10 years. We have built roads, rail, water systems, warehouses and improved our barge facilities. This investment has leveraged approximately \$300 million in private investments by companies such as Pacific Ethanol, RDO Calbee, Zechem, Reclaim Technologies and the owners of the data centers. We have played our part in ensuring that our region will be competitive in this new century. We need the same commitment from our partners in other regions, Morrow County cannot be competitive into the future without modern and efficient connections to ports, rivers and roads. We urge you to move forward with the CRC project.

Thank you for your time and attention regarding this important project. The Port of Morrow looks forward to working with you to see it through to conclusion.

Port of Morrow



1	Port of Morrow Office
2	River Lodge and Grill
3	Devin Oil
4	Vector Control
5	Boat Patrol
6	Mk. 40 Beach
7	T-1 Barge Slip

8	T-2 Boardman Chip
9	Barenbrug USA
10	T-3 Tidewater
11	Coyote Springs
12	Morrow Cold Storage
13	Watts Bros
14	Oregon Potato Co.

15	ConAgra Foods L-W
16	Les Schwab
17	Sage Center
18	Port of Morrow Shop
19	A&S Pump
20	ConAgra Line 5
21	JSH Mint

22	Boardman Foods
23	LTI
24	CRP
25	Peaker
26	VA Data 4
27	Upper Columbia Mill
28	Oregon Hay

29	Cascade Specialties
30	ReKlaim
31	RDO Calbee
32	Watts Bros. / ConAgra
33	Tredit Tire
34	NW Container
35	VA Data 1

36	UP Distribution
37	CEMEX
38	T-5 Tidewater Petrol.
39	Coyote Is. Coal
40	Cargill
41	Zeachem
42	Pacific Ethanol

43	Pierce Co.
44	Shearer
45	GreenWing
46	Boardman Aq. LLC

Kathryn Williams

CRC Project Manager

Port of Portland

Testimony to the Legislative Oversight Committee on the Columbia River Crossing

December 7, 2011

Co-Chairs Bentz, Beyer and Read, members of the Committee, my name is Kathryn Williams and I am the Columbia River Crossing project manager at the Port of Portland. I appreciate the opportunity to be here today. Earlier this fall, I attended the first meeting of this committee and hope this brief presentation from several Ports around the state today will help answer some of the questions that Rep. Doherty and others raised about the importance of this project to Oregon Ports and the future of trade and transportation.

The convergence of surface transportation and port facilities in the I-5 corridor, between I-84 in Oregon and I-205 interchange in Washington, are the crossroads for freight flows by all modes into, through and around the metro region.

Marine Drive

The Marine Drive Interchange, the southern-most interchange within this project area, is the most critical freight interchange within the state of Oregon. It provides direct access from the Interstate to the state's only intermodal container terminal – Terminal 6 – and the freight logistics center in Rivergate. It provides access for companies like Columbia Sportswear, Georgia Pacific, Keen Footwear, Rodda Paint, Nordstrom, Les Schwab Tires, and many others. The interchange also provides access to the Portland International Airport, for passengers and the many tons of air cargo moving through the PDX AirTrans center each year.

Truck counts showed that between the hours 6:00 A.M. to 5:00 P.M. 4392 trucks move through the Marine Dr. interchange, which is an average of 6.1 trucks every minute, or a truck every ten seconds. (Regional Truck Data Collection Study, 2006)

To get a better sense of the volume of freight moving through this interchange, one need only visit the Marine Drive Interchange around 10:00 a.m., just after the AM commuter peak. The truck to auto mode split at this time of day demonstrates that many transportation providers have already shifted their operations to try and avoid the "peak of the peak" period. This midday window is shrinking, however, as congestion begins to bleed into the midday period.

Why I-5 matters

A question I am often asked is why is this particular project so critical for the Port of Portland. Quite simply, strategic investments in transportation infrastructure, like the Columbia River Crossing, are important not only to the Port and other freight facilities in the region, but to the entire state.

The reason is, and this will not be a surprise to many, is that Oregon's economy is largely dependent upon our ability to move goods within our borders to domestic and international markets. The interstate system provides overnight access for many products moving to national markets up and down the West Coast and the deep draft ports on the river system and air cargo facilities like PDX provide the

connection to the international markets. Our primary international trading partners are the Far East and Canada. Our primary domestic trading partner is the state of Washington followed by California.

To a significant extent air, sea and rail shipments tend to involve trucks at some point, so roadway congestion affecting truck travel times has repercussions for all other modes. Within the I-5 corridor, trucks currently carry about 60% of the region's freight. With the projected doubling of freight by 2025 (*Trade Capacity Analysis, 2009*) trucks are projected to carry an even larger share (73%) of the region's products.

In late 2009, 92 shippers who move products in, out and/or through Oregon were interviewed to better understand how they use and perceive Oregon's multimodal transportation network. What we learned was that approximately 90% of the businesses surveyed use the I-5 bridge to move cargo to or from Washington, and 51% of the motor carriers employed by these companies use the bridge on a daily basis, with many companies indicating that multiple trips per day are made.

As the map behind me illustrates, this includes companies located far from the Portland metropolitan region, which indicates the CRC is a vital element in the transportation system for many businesses. Several companies stated that they have been adversely affected by congestion at the crossing, forcing them to make changes to their production, pickup or delivery schedules.

A few facts to consider...

- Oregon businesses export over \$17.7 Billion worth of goods annually (*2010 US Department of Commerce, Foreign Trade Division – Origin of Movement Series Data*)
- In Oregon, over 400,000 jobs or 1 in 9 substantially rely on the transportation system as a key component of their operation
- Value of shipments crossing the I-5 bridge has been estimated at \$30.6 billion (*Commodity Flow Survey, 2007*)
- Oregon is the 7th most trade dependent state in the US by value (*2008 Census GSP; US Department of Commerce, Foreign Trade Division – Origin of Movement Series Data*) and the Portland-Vancouver area is the 15th largest metropolitan exporting area in the United States – larger than Atlanta and Phoenix. (*2009 Department of Commerce - International Trade Administration*)

A data point that you've likely heard from the project team that I'd like to reinforce is that roughly three-quarters of all vehicles using the Interstate bridge enter and/or exit at an interchange within the bridge influence area. This is noteworthy, particularly for trucks, as it means that a significant amount of merging and weaving as well as acceleration and deceleration occurs within this five-mile corridor.

This regional freight network map helps explain this as a large percentage of the region's freight facilities...a business along the supply chain where a truck needs to either pick up or deliver a good...are located within the industrial districts shaded in blue. (METRO, Regional Freight Network map, 2010)

Over 96% of the region's consolidation and distribution facilities are located in the industrial areas surrounding the I-5 corridor. (Note that Columbia Blvd is not a full interchange so Marine Drive is the only full access interchange serving Rivergate.)

A few examples:

Fred Meyer...A Hanjin ship arrives at Terminal 6, Fred Meyer sends trucks from their Clackamas County facility, to Rivergate to pick up a container full of patio furniture, take to a facility in Rivergate and transload those materials...then back on a truck going north to their DC in Chehalis or south on I-5 to DC in Clackamas County

Oregon Transfer Company has two facilities located in Rivergate...they leave their facility, full of goods like soap, sugar, or spaghetti sauce and use Marine Drive to access I-5 and head north or south to their next destination.

Chin's Imports...local, family run business that employs 20 people, Chin's imports compostable utensils and other packaging through T6 and distributes their products throughout Portland and SW Washington.

What are the risks of not moving forward with CRC:

- Congestion will spread into the midday period, which as I mentioned is already the preferred travel period for trucks
- Reliability – the ability to hit delivery windows predictably – will decrease
- Annual vehicle hours of delay on truck routes in the I-5 corridor will increase by 93 percent from 13,400 hours in 2000 to 25,800 hours by 2020
- Congested lane-miles on truck routes will increase by 58 percent
- The cost of truck delay will increase by 140 percent to nearly \$34 million
- Without investments like CRC, the region's industrial districts, from Rivergate to the west to the Columbia Corridor to the east, will essentially become stranded assets.

After considerable input and analysis, particularly around the operations of the proposed Marine Drive and Hayden Island interchanges, the Port of Portland believes that the project embodied in the FEIS will provide safer travel, modal choice, improved freight mobility, and an opportunity to create a sustainable, visual signature that models the environmental and community ethics of our state.

Today, as much as was the case in the past, our ability to produce something that someone else wants to buy is a key source of regional prosperity and should be part of a strategy to grow jobs for the future. The Portland/Vancouver region is an established distribution area and we reap the benefits of a market area larger than our jurisdictional boundaries and population base due largely to the transportation network serving it.

In closing, from the Port of Portland's perspective the CRC should not be viewed as a discrete element – just a bridge. It is a critical link in a transportation network that connects our local area with the region, state, the nation and ultimately the world. It does this from many perspectives, not the least of which is the economic connection.

Thank you for your hard work and careful attention to this project. We look forward to working with committee members and other partners to continue moving this project forward.

