

November 30, 2009

TO: CRC Project Sponsors Council
FROM: CRC Freight Working Group
SUBJECT: FWG Endorsement of Draft Recommendation of Design Refinements

Background

The Columbia River Crossing Freight Working Group has been meeting since January 2007 to provide ongoing review and input as project designs are developed and evaluated. The 13-member group includes representatives from small and large businesses in Oregon and Washington, as well as the ports of Portland and Vancouver. As a group, we are committed to improving freight mobility and safety on I-5.

Endorsement of Draft Recommendation for Design Refinements

Our November 12, 2009 meeting focused on the project's draft recommendation for design refinements throughout the five-mile project area. The draft recommendation includes \$650 million in cost savings, including provision of a 10-lane bridge over the Columbia River. After a thorough presentation by CRC staff, attendees asked questions and discussed the recommendation. Members recognized the need for the cost-savings and expressed appreciation for the well-thought out and comprehensive recommendation that maintained safety and freight mobility goals.

As noted in our February 4, 2009 memo addressed to the PSC, the Freight Working Group believes that a 12-lane bridge would provide the greatest efficiency and safety for freight movement. However, the newly designed 10-lane bridge with 12-foot wide shoulders could accommodate two additional lanes in the future, if necessary, and would substantially improve safety and freight mobility. Although some members would prefer an initial 12-lane bridge, the group accepts the 10-lane bridge element of the recommendation.

The Freight Working Group also supports ultimate construction of braided ramps as proposed as part of the original design, as well as the Marine Drive flyover ramp. We understand that anticipated funding levels may not make these elements affordable in the near future, but that their construction in the long-term would not be precluded by the design of the refined project.

The Freight Working Group members experience the congestion; short merge, weaving and diverge areas; bridge lifts and collisions within the project area's seven closely spaced interchanges on a daily basis. We urge the Project Sponsors Council to move forward quickly with project planning and design. Construction couldn't start soon enough for us.

CRC Freight Working Group Members

Steve Bates, Redmond Heavy Hauling
Bryan Bergman, Georgia Pacific
Katy Brooks, Port of Vancouver
Mark Cash, G&M Trucking
Corky Collier, Columbia Corridor Association
Ken Emmons, United Road Service
Jerry Gaukroger, Boise Building Supply

Bob Hillier, City of Portland
Lee Johnson, Jet Delivery Systems
John Leber, Swanson Bark
Deborah Redman, Metro
Tracy Whalen, ESCO Corporation
Kathryn Williams, Port of Portland