

WASHINGTON STATE TRANSPORTATION COMMISSION

Special Meeting Summary Columbia River Crossing Briefing Vancouver, Washington November 15, 2011

The Special Meeting of the Washington State Transportation Commission was called to order at 9:00 a.m., on Tuesday, November 15, 2011, at Vancouver City Hall, Council Chamber, Vancouver, Washington.

CHAIR WELCOME AND INTRODUCTIONS

Chair Ford opened the meeting noting that there will be no public comment received at this briefing on the Columbia River Crossing Project. Commissioners introduced themselves.

KEEPING FREIGHT MOVING IN THE CRC CORRIDOR

Nancy Boyd, CRC Project Director, WSDOT and CRC Staff opened the briefing with a presentation on the CRC Project. The CRC Project includes a five-mile long corridor from approximately SR 500 in Washington down to approximately the Delta Park area in Portland. One thing to note is that the Port of Vancouver and the Port of Portland connect at the interstate bridge. There are critical I-5 problems that we are trying to solve with this project. There are 400 crashes per year with an expectation that they will increase to 750 over the next 20 years. The corridor is congested about 4-6 hours per day. This is not just a commuter issue it's a reliability issue that impacts the economic stability of the area. One in five Oregon jobs are trade dependent and freight was 8 percent of the traffic in 2005 and will reach 11 percent by 2030. There are limited transit options and poor bike and pedestrian access. The current bridge is built on wooden pilings that do not reach solid footing which makes it at risk to earthquakes.

She noted that 75 percent of the freight traffic crossing the bridge uses an interchange within the project area. Trucks traveling in this area are more likely to be involved in a crash.

In 2001 the I-5 Transportation and Trade Partnership was created to look at all of the different ideas. In 2005 a 39-member Task Force was created to look at a preferred alternative. In 2008 to present a project Sponsors Council and Citizen Advisory Groups along with WSDOT and ODOT looked at a lot of different things. In total more than 29 thousand people engaged at over 1,000 events.

The long-term solution is to replace the bridge and make improvements to closely-spaced highway interchanges to improve safety and reduce congestion. Light rail would be extended to Vancouver along with pedestrian and bicycle facility improvements.

The benefits of the project are improved safety, reduction in congestion, increased travel reliability for freight and business. The project supports economic growth and access to ports, provides travel options and environmental benefits.

The remainder of the briefing provided detailed information on interchanges and traffic volumes and the preferred alternative

[A Long-Term Comprehensive Solution](#)

Action/Follow-up: None.

The meeting adjourned at 10:30 a.m. Commissioners, Commission staff and CRC staff boarded a bus for a tour of the CRC project.

TRANSPORTATION COMMISSION

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Secretary of Transportation

ATTEST:

REEMA GRIFFITH, Executive Director

DATE OF APPROVAL