

COLUMBIA CORRIDOR  
A S S O C I A T I O N

Susan Whitney  
ODOT Environmental Project Manager  
123 NW Flanders Street  
Portland, OR 97209-4037

31 January 2006

Re: I-5 Delta Park Project

Dear Susan:

I am writing to express the support of the Columbia Corridor Association for the I-5 Delta Park widening project and recommend Alternative 2 (Argyle on the Hill).

The Columbia Corridor Association (CCA) represents 2,000 diverse companies, employing 55,000 people, located in the Regionally Significant Industrial Area along the south shore of the Columbia River. The Columbia Corridor stands at the intersection of Class 1 railroads, interstate highways, an international seaport and international airport. Freight transportation is the primary economic driver of the Corridor. CCA sits on the Portland Freight Advisory Committee and the Columbia River Crossing Freight Working Group.

After reviewing the four alternatives, we are of the opinion that Alternative 2 is a relatively simple solution with the least impact on current traffic patterns and businesses in the area. In addition, it is the lowest cost alternative.

We suggest that some of the cost savings be used to include a few excellent design ideas in the other alternatives:

1. Improvements to both Denver bridges over the slough would be a better long-term investment than rebuilding only one bridge.
2. We also recommend aligning Schmeer Road near the northern Denver bridge. This would allow a more functional intersection and might keep the container yard a larger, more valuable lot.
3. Alternatives 3 and 4 included a railroad improvement and grade separation. This would be an excellent improvement to freight movement in the area. If these improvements cannot be included with Alternative 2, we recommend that any projects in the area be compatible with these future rail improvements.

This project is urgently needed. We suggest Phases One and Two be constructed at the same time or as close together as possible.

We ask that any HOV lanes should be linked to additional capacity beyond this bottleneck improvement. While HOV lanes can be an excellent tool to reduce congestion, this part of I-5 has so few lanes and such high use that we need to use every lane at maximum efficiency. Furthermore, this particular section of highway is critical freight access to the Port of Portland, the Columbia Corridor industrial areas, the Portland International Airport, rail lines, and the Port of Vancouver. Creation of an HOV lane would increase congestion in the lanes available to trucks. This further increase in travel time would have serious impacts on the region's industrial needs.

In closing, the Columbia Corridor Association thanks you and your staff for excellent project management. You have been informative and receptive to comments. The planning process has been thorough and professional.

Sincerely,

A handwritten signature in black ink that reads "Corky Collier". The signature is written in a cursive, slightly slanted style.

Corky Collier  
Executive Director

cc: Mayor Tom Potter  
Commissioner Sam Adams  
Sue Keil, Director, Portland Office of Transportation