



**THOMPSON METAL FAB, INC.**

3000 SE HIDDEN WAY • P.O. BOX 5276 (98668) • VANCOUVER • WA 98661  
PH 360.696.0811 PORTLAND 503.283.4494 • FX 360.693.1017

Governor Kitzhaber  
Oregon State Legislature

February 12, 2014

The Columbia River Crossing (CRC) is critical to our region and we cannot let this opportunity to build a bridge to our future slip away. The Oregon Legislature is now considering an Oregon led option; business and labor on both sides of the river support their efforts. Oregon stands to gain the most from this major infrastructure improvement and Oregon leadership can get it done.

Thompson Metal Fab, Inc. has consistently supported the need for CRC with appropriate mitigation. Negotiations between impacted businesses are complete and mitigation accomplished what was intended; to mitigate effected parties based on CRC's real or potential impact on existing river navigation capacity.

The reality is that the citizens of both states would not want to live with a bridge high enough to accommodate our clearance requirement without a lift span. Bridge touch downs as a result of a higher bridge clearance would require major transitions to existing arterials at a substantial cost; a cost far greater than the negotiated mitigation. Likewise, the cost of a lift span would be substantially greater and continue the current disruption to traffic flow and ongoing maintenance and operational expenses.

The proposed bridge height is the right choice for the majority of citizens and business in both states. For those of us who need a higher bridge clearance, mitigation allows investment to preserve our businesses and save family wage manufacturing jobs.

We need a new and safer bridge now. There is no logical reason to wait. Redesign will yield no real significant difference and the cost will only increase. At almost 100 years old, the existing Interstate Bridge has served its purpose. The opportunity for Federal funding and commitment from Washington DC may not come again for decades.

This project has bipartisan support from both labor and business. Both recognize the importance of infrastructure investment and our critical dependence on transportation to sustain our current economic base and attract future growth.

The vast majority of citizens in Washington support the bridge. Opposition to light rail by a few very organized SW Washington politicians is puzzling. How is opposing CRC because you oppose allowing Vancouver residents access to "Light Rail", representing your constituent's best interest? Now is the time to show real leadership and recognize the opportunity to leverage a major public transportation system. Traffic is not going away and failure to get a head of the growth curve will prove a tragic missed opportunity. Now is the time to support the Oregon led effort to build the Columbia River Crossing.

John B. Rudi

A handwritten signature in black ink, appearing to read "JBR", written over a faint, larger version of the same signature.

President

Thompson Metal Fab, Inc.



4P-0087

ISO 9001:2008

ASME SEC. VIII



ACTIVE  
MEMBER