



**BOARD OF COUNTY COMMISSIONERS**

**PUBLIC SERVICES BUILDING**  
2051 KAEN ROAD | OREGON CITY, OR 97045

February 12, 2014

Tobias Read, Chair  
House Committee on Transportation & Economic Development  
900 Court Street, Room 453  
Salem, OR 97301

Dear Chair Read & Members of the Committee:

On behalf of the Clackamas County Board of Commissioners, I would like to address the proposed amendments to HB 4113 as they relate to I-205. As you consider this legislation today, we implore you to recognize I-5 and I-205 as a unified system and to ensure that a plan is in place to mitigate any impacts to I-205 resulting from the tolling of the I-5 Bridge.

As you know, the economy of Oregon is highly dependent on trade. A considerable portion of the freight traffic upon which the regional economy depends funnels through I-5 and I-205. These freeways are part of a unified transportation system that is vitally important to the efficient movement of freight, as well as commuters and other traffic, through the greater Portland metropolitan area. The symbiotic relationship of I-5 and I-205 means that any significant change on one will greatly impact efficiency and reliability of the other.

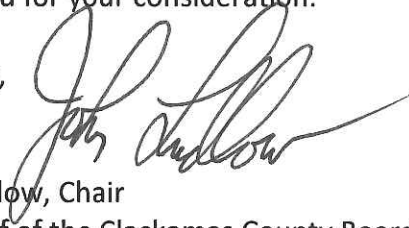
With that in mind, on December 5, 2013, the Clackamas County Board of Commissioners unanimously passed a resolution stating that, before approval of any CRC financing plan that includes tolls, there should be a plan in place to mitigate projected traffic diversions to I-205. One month later, our concerns were validated by the Investment Grade Analysis, which projected substantial impacts to I-205 as a result of tolling the I-5 Bridge. Most notably, the CDM Smith study showed new congestion would begin a full six years earlier than originally anticipated, in 2016. This will divert roughly 27,000 vehicles from I-5 to I-205 – or an increase of 22% – further threatening efficient freight mobility and travel reliability for our local businesses and residents.

Further complicating matters in Clackamas County, a 6-mile stretch of the south I-205 Corridor – between the Abernethy Bridge and Stafford Road – is one of the last two-lane in each direction freeway sections in the Portland metropolitan area. This stretch, in particular, experiences frequent failures and is at considerable risk if tolling is implemented on I-5 without appropriate mitigation measures on I-205. Without additional travel lanes, this portion of I-205 will be overwhelmed by forecasted traffic volumes and negatively impact regional freight mobility.

Clackamas County relies heavily on the I-205 Corridor, which is the backbone of our economy. The gridlock caused by shifting tens of thousands more vehicles over to I-205 will have a debilitating effect on the commerce of Oregon and the region as a whole. In your consideration of this project, we advocate strongly that you ensure that **a plan is already in place to mitigate the projected impacts to I-205 resulting from any tolling of the I-5 Bridge.**

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "John Ludlow". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

John Ludlow, Chair

On behalf of the Clackamas County Board of Commissioners