



Date: May 15, 2019

To: Joint Committee on Transportation

From: Nina Carlson, Government Affairs Committee Chair
Clackamas County Business Alliance

RE: Please support HB 3209 and SB 1021

Co-Chair Beyer, Co-Chair McKeown and members of the Joint Committee on Transportation,

The Clackamas County Business Alliance (CCBA) is a non-profit association of business and community members that are committed to the economic strength of Clackamas County. CCBA directly affects policy making by leveraging the strengths of the public and private sectors to ensure the economic vitality of Clackamas County.

CCBA supports HB 3209, which authorizes the issuance of general obligation bonds for Interstate 205 from Stafford Road to the State Highway 213 Project. CCBA also supports SB 1021, which directs ODOT to commence the I-5 Wilsonville Facility Plan for Boone Bridge Southbound Auxiliary Lane and Seismic Resilience Retrofit Project. With a total estimated cost of \$120 million, the project adds a crucially needed one-mile-long southbound auxiliary lane between from Wilsonville Road I-5 on-ramp (Exit 283) to State Highway 551 Canby-Hubbard off-ramp (Exit 282A) to accommodate large traffic flows, and seismically retrofits the I-5 Boone Bridge over the Willamette River.

As a result of HB 2017, the Legislature identified the I-205 bottleneck between Stafford Road and OR 213 as a signature congestion relief project for the state. With ODOT's subsequent investment of \$53.7 million for planning and design, the project is expected to be shovel ready in early 2020 at a cost of \$460 million. Unfortunately, under current plans, construction will be delayed until 2026 at the earliest due to a lack of funding. And each year that we wait, the estimated project cost increases by \$15 million. We believe it's our duty to act now to protect this important lifeline by funding these essential upgrades to I-205 in the 2019 Legislative Session.

If you have driven I-205 or I-5 near the Boone Bridge in recent years, you have undoubtedly experienced the severe congestion plaguing this corridor. This is an important link on the west coast interstate system as I-205 provides freight movement along the I-5 corridor that extends from Mexico to Canada. Yet with only two lanes in each direction, and a seismically-unstable Abernethy Bridge spanning the Willamette River, the corridor is impacting the economic competitiveness of the region and state.

Our organization, and the over 40 businesses that we represent, firmly believe that this project will provide significant improvements to our operational costs, employee satisfaction, and business growth potential. It is essential that ODOT be given the resources this session to address this need in order to keep our freight and goods moving. Without these improvements being made in the near future, congestion will only continue to worsen and harm the state's commerce.

SB 1021 corrects a highway design deficiency of the interchange of I-5 at the Boone Bridge with Oregon Route 99E connector State Highway 551 that serves Canby, Molalla and Woodburn, and seismically upgrades I-5 Boone Bridge over the Willamette River to withstand a Cascadia 9.0 earthquake.

Thank you for your consideration of this very important issue and we urge your support of HB 3209 and SB 2021 to provide a funding solution of I-205 and a significant bottleneck on I-5.