



Date: January 6, 2024

To: Joint Committee on Transportation, Special Subcommittee on Transportation Planning

From: Clackamas County Business Alliance

RE: I-205 tolling in the Oregon City/West Linn/Gladstone area

Co-Chair Frederick, Co-Chair Nathanson and Members of the Joint Committee on Transportation, Special Subcommittee on Transportation Planning

The Clackamas County Business Alliance (CCBA) is a non-profit association of business, community and government 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.

In general, CCBA supports transportation projects that provide efficiency and those that have multi-modal recommendations that move people and freight as well as serve the workforce region. CCBA seeks to ensure that the projects carry out their missions with fiscal responsibility.

CCBA appreciates the time that you have all spent listening to the region and looking at all the funding options. While we support the investment in infrastructure and the opportunity that it provides to encourage businesses to locate and grow within Clackamas County, CCBA's largest concern is how these funding mechanisms will affect current businesses on the congestion corridors. These businesses have already been hit hard by the pandemic and its aftermath and the goal should be to encourage new business to come to Clackamas County. Further, once traffic patterns change, ODOT is responsible for mitigation and recommended public transit as the solution but has not yet provided a funding plan.

The businesses that make up CCBA have largely been concerned about the following aspects in the current tolling proposal:

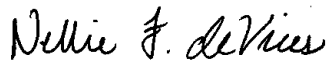
- The impact to commuters that work across the region and recruiting employees that may not be able to afford increased expenses in the region, etc.
- Low- and middle-income commuters that do not choose the times they travel.
- The lack of alternative travel options in Clackamas.
- The lack of clarity that proposed tolling, without improved infrastructure, will deliver on the promise of congestion relief. Getting goods (and buyers) to market should be a top priority. Trucks must move for this to be successful, which is why we supported the I-205 Bottleneck Improvements. ODOT says congestion will improve by 2045 because of tolling, but businesses and drives need to see improvements now.
- Businesses (my membership) are tasked with finding the bottom line, creating efficiencies, and delivering products that customers want. As Oregon considers new revenue streams like tolling, we invite you to think like a business:
 1. Is this an efficient revenue model for the projects being discussed?

2. Will it actually benefit the customer (aka, the drivers and business)?
3. If this is need, does your customer believe it?

We're anxious to learn about alternatives to congestion pricing and hope that your recommendation helps alleviate some of our concerns.

Thank you for the opportunity to provide testimony.

Sincerely,

A handwritten signature in black ink that reads "Nellie F. DeVries". The script is cursive and fluid.

Nellie deVries
Executive Director
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