



OREGON
TRUCKING
ASSOCIATION

To: Co-Chair McLain and Members of the Committee

From: Jana Jarvis, President & CEO

Subject: HB 2098 -2 amendments

Date: April 14, 2023

Co-Chair McLain, and Members of the Committee, thank you for the opportunity to speak tonight in favor of HB 2098 and the -2 amendments. I'm Jana Jarvis, President & CEO of the Oregon Trucking Association.

We need a new I-5 bridge. The current aging infrastructure has portions that are over 100 years old built on wooden timbers that don't extend to bedrock. This bridge is likely to collapse in a major seismic event and already presents significant safety hazards with narrow lanes and lack of shoulders. It is dangerous for active transportation users, and transit options are limited to the same unpredictability that the significant congestion on the bridge holds for passenger vehicles and freight.

This I-5 corridor is extremely important to Oregon's economy. Freight that is moving through Oregon utilizes the I-205 bypass to avoid congestion in the I-5 Bridge and Rose Quarter bottlenecks. But freight that brings raw materials to manufacturers in the Portland Metro region or ships products through the ports along the Columbia River use this corridor and the significant congestion along this route only adds to the cost of products and the climate cost of this congestion. This section of roadway does more than serve the local region – it is a vital trade route for regional, national and international economies.

The American Transportation Research Council lists the nation's 100 top bottlenecks annually, and the I-5 Bridge has had the distinction of climbing this list over the past several years. For 2023 it is listed as #31, only slightly behind the bottleneck at the Rose Quarter which is listed at #28. OTA is pleased to see in HB 2098 a renewed commitment to this project as well.

Recent analysis by the I-5 Bridge Replacement Project team shows that about 10% of the daily traffic over this bridge is freight, or about 13,500 trucks daily. The daily value of this freight is over \$70M and expectations are that this will double by 2040. It should be noted that three quarters of the freight in this region is moved by truck – emphasizing again the importance of reducing congestion in this region. Congestion increases the cost of goods, creates unpredictability, and increases the emissions of both cars and trucks. It is imperative that we improve the mobility in this region.

While this bill is only the first step in the process of building a new I-5 Bridge, it is an important first step. The unprecedented availability of federal funds necessitate moving forward with Oregon's portion of the funding now in order to apply for federal funds in a timely manner. Much work is still to be done around bridge access and design and OTA remains committed to this work as we strive to build a bridge that will serve this community for the next 100 years.

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