



March 16th, 2021

Joint Transportation Committee on Transportation
Oregon State Legislature
900 Court St. NE
Salem, Oregon 97301

RE: -5 amendment to House Bill 3065

Honorable Co-Chairs Senator Beyer, Representative McLain, and committee members,

Good morning, my name is Jon Isaacs, and I am the Vice President of Government Relations for the Portland Business Alliance.

The Portland Business Alliance (the Alliance) is greater Portland's Chamber of Commerce and represents the largest, most diverse network of employers in the region. The Alliance advocates for the employer community at all levels of government to create opportunity and advance well-being for all who live and work in our region and to support a healthy and resilient business ecosystem. We represent over 2,000 members, from 27 counties, 13 states and virtually every industry sector. More than 80% of our members are small businesses.

I am here to testify in support of the -5 amendment to HB 3065, but with a few comments.

The Alliance supports transportation investments that reduce carbon emissions, keep the region moving, invests in historically underserved communities, and supports multiple modes of transportation to reduce congestion. That is why we support the -5 amendment to HB 3065.

Portland and the interstate system that runs through it are critical to the economy of Oregon and the entire Pacific Northwest Region. When diverse stakeholders came together to develop the historic 2017 transportation package we heard one consistent theme from communities around the state - bottlenecks in the Portland region are bottlenecks to the entire state's economic progress. The state must continue its commitment to completing all of the projects to relieve the worsening congestion on I-205 and I-5, including completion of the critical Rose Quarter Project.

We also support a comprehensive congestion management plan. We know that the key to reducing congestion for the long term and meeting the State's emission reduction goals is the completion of these critical projects combined with a regional congestion pricing demand management system. The -5 amendment provides ODOT the appropriate tools to implement a tolling system that both funds critical projects and allows for a comprehensive regional congestion pricing and demand management program.

PBA also supports investments that ensure a resilient economy and an equitable transportation system that will benefit all communities, especially those that have been historically underserved. This is why we strongly support the jurisdictional transfer of 82nd Ave to the City of Portland so this critical street can work for the diverse communities that have grown up around it. However, we agree with others that the deferred maintenance must be completed by the state prior to transfer. 82nd Avenue and other highways still under ODOT jurisdiction, have been neglected for maintenance and safety as the community around it grew. There are significant safety and maintenance improvements needed, and we would like to see the state make the needed investments prior to transfer.

We look forward to continuing to work with the committee to ensure all of the projects funded in the 2017 transportation package are completed. Thank you again for the opportunity to testify today.

Jon Isaacs (*he/him*)

Vice President, Government Affairs

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