



April 27, 2023

Joint Transportation Committee  
The Honorable Lew Frederick, Co-Chair  
The Honorable Susan McLain, Co-Chair  
The Honorable Brian Boquist, Co-Vice Chair  
The Honorable Shelly Boshart Davis, Co-Vice Chair

**RE: Support Funding for Interstate Bridge Replacement Program (HB 2098 -2 amendment)**

Co-Chairs Frederick and McLain, Co-Vice Chairs Boquist and Boshart Davis, and members of the committee,

The below signed organizations and employers urge you to support HB 2098 and take this critical step to ensure that the most important regional infrastructure project of our generation finally moves forward.

On Tuesday, April 18<sup>th</sup>, we collectively met with 14 members of the Pacific NW congressional delegation, and all four United States Senators representing Oregon and Washington, as part of the joint Portland Business Alliance/Seattle Metro Chamber regional advocacy trip to Washington, DC.

Our top advocacy priorities for the Pacific Northwest were two vital transportation projects – replacement of the antiquated Interstate 5 bridge and Cascadia high speed rail between Portland and Vancouver, BC.

We are pleased to report that we heard unequivocal bi-partisan support for the federal funding that will be necessary to complete the I5 bridge replacement project. It was also clear that this funding and the continued support of our federal delegations is contingent upon Oregon meeting its commitment to provide its \$1 billion share of this project.

The I-5 Bridge Replacement is a critical corridor link for the entire Pacific Northwest, West Coast and the nation. Along with other key projects (e.g. the Rose Quarter, West Seattle Bridge, Cascadia High Speed Rail), the I-5 bridge needs urgent replacement due to its seismic vulnerability, and its present design does not meet our region's growing demands from daily users, commuters, pedestrians, bikers, freight and mass transit users.

The Portland Business Alliance and many of our members and partners have been engaged in the Community Advisory Group and worked closely with our local elected officials and respective regional transportation bodies in planning and approving the Locally Preferred Alternative. There are many factors which we know are important to our region, such as, but not limited to, expanded capacity, a robust community benefit agreement, environmental impact and climate resiliency, commuter and visitor mobility, pedestrian and bicycle accessibility, congestion mitigation, and more. None of these

questions or conversations can be finalized or the federal funding share be secured until HB 2098 is approved.

For these reasons, for our long-term sustainability of our region's economy, and to avoid the collapse of this essential transportation structure, **we strongly urge support of HB 2098 and the -2 amendment.** Thank you for your time and consideration.

Portland Business Alliance  
Oregon Business and Industry  
Black American Chamber of Commerce  
Black Business Association of Oregon  
National Association of Minority Contractors Oregon Chapter  
Port of Portland  
Sport Oregon  
Greater Vancouver Chamber of Commerce  
Identity Clark County  
Clark County Transportation Alliance  
SW Washington Freight and Commerce Task Force  
Brown and Brown Insurance  
Kimco  
Miller Nash LLP  
Portland General Electric  
Schnitzer Steel Industries  
Summit Strategies  
Willamette Technical Fabricators