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February 10, 2015

Chair Andre Baugh  
Planning and Sustainability Commission  
1900 SW Fourth Avenue, Suite 7100  
Portland, Oregon 97201

Dear Chair Baugh and Commission Members:

The Portland Business Alliance appreciates the opportunity to comment on the city of Portland Transportation System Plan (TSP). The Alliance is committed to improving the region's multi-modal transportation infrastructure, advocating for strong transportation policies and projects that encourage job growth and prosperity. A strong transportation network is absolutely critical to growing middle-income jobs for our region's residents. Our transportation system needs to promote the efficient movement of goods in order to support our traded-sector economy. Our Value of Jobs studies have found that traded-sector jobs produce higher wages that in turn raise more revenue for critical public services such as education and law enforcement.

We understand that, as our population grows, the capacity of our city's transportation system will be tested. There will be increased demand for all transportation options including bike/ped, transit, freight and auto. With limited system capacity and funds, we need to be strategic when crafting transportation policies and investing in projects to ensure a well-functioning multi-modal system. Projects and policies must be evaluated holistically and trade-offs considered when making investment decisions among a variety of modes. We, therefore, appreciate the addition of economic benefit criteria for opportunity access, freight access and freight mobility to help prioritize projects that provide the greatest return on investment and offer the greatest opportunity for quality middle-income jobs.

We understand that the demand for transportation improvements continue to far exceed existing funding resources. As a result, those projects that demonstrate the greatest potential return for the least investment should be prioritized. For example, projects that add traffic lights and synchronize signals help improve traffic flow at a comparatively low cost and should therefore be prioritized (e.g. project numbers 20002, 20016, 20017, 20018, 20073, 20104, and 20105).

Another example is the comparison of project numbers 20068 and 20077. The former project would replace an existing bridge that serves trucks, cars, pedestrian, and bikes for \$9.7 million versus the estimated \$8.3 million to build a new bridge serving only pedestrian and bicycles. The additional \$1.4 million for the former project is a better return on investment given that it serves trucks, cars, pedestrian, and bikes versus only two active transportation modes.

These projects will increase access to vacant and underutilized industrial lands, including traded-sector facilities, while increasing access to middle-income jobs. They also provide capacity for auto and freight mobility and include seismic upgrades that are fundamental for system integrity.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink, reading "Sandra McDonough". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Sandra McDonough  
President & CEO

cc: Mayor Charlie Hales  
Commissioner Steve Novick  
Leah Treat, Portland Bureau of Transportation  
Susan Anderson, Bureau of Planning and Sustainability