

April 14, 2006

Stuart Foster, Chair
Oregon Transportation Commission
355 Capitol Street, NE, Room 101
Salem, OR 97301

Re: Wilsonville Freeway Interchange Improvements (Exit 283)

Dear Mr. Foster:

My brother, Tom, and I own a golf course and surrounding property immediately south of the City of Wilsonville city limits. We support the additional investment of funds for interchange improvements at Interchange 283 in Wilsonville.

Our property is just west of Charbonneau and south of the Willamette River. While additional interchange improvements are likely warranted due to the traffic levels using Interchange 283, my brother and I have some additional thoughts and comments about the continued funding for such improvements and the use of the regional transportation system in the Wilsonville area.

Wilsonville traffic will continue to put pressure on Wilsonville interchanges as long as Wilsonville continues to de-emphasize the use of the Canby-Hubbard Interchange. That interchange provides significant transportation opportunities for areas south of the Willamette River. It accesses our property and south Clackamas and north Marion Counties. Our property is bordered by I-5 and Airport Road and bisected by State Highway 51. These are major roads.

Wilsonville has voiced concerns for years about ever-increasing trips using the Boone Bridge and the two interchanges inside the City. The reality is that the Charbonneau area is basically required to utilize the Wilsonville interchanges for shopping, services and jobs. This is also true for Canby and North Marion County residents who work or patronize the businesses in the Wilsonville Town Center or the areas west of I-5. This traffic gets focused on Interchange 283. More pressure will be placed on this interchange as Wilsonville grows. Notwithstanding, Wilsonville seems unwilling to look at alternatives to relieving some of this pressure. What is occurring is a large number of local trips using the interstate system. This has resulted because Wilsonville has chosen to direct growth and development requiring extensive local use of the two Wilsonville interchanges.

This situation reflects the political choices made by the City, which refuses to recognize the opportunities for business, services and employment (if not residential use) that can access the Canby-Hubbard Interchange to at least make use of the property between Wilsonville's southern boundary and the Clackamas-Marion County line. Because of these political decisions, the state's investment in the road system immediately south of Wilsonville is under-utilized and additional traffic instead congests the two Wilsonville interchanges.

The area south of Wilsonville to the County line is fully serviceable and has been reviewed several times by the Port of Portland and found by the Port to be excellent industrial acreage, capable of supporting employment and other business uses. The Governor's "Shovel Ready" Task Force specifically pointed to this area as a prime future employment location. It is inconsistent for Wilsonville to continue to seek more state money to rebuild existing Wilsonville interchanges when, at the same time, Wilsonville objects to better utilization of the Canby-Hubbard Interchange area and surrounding road system. That system is the equal of Wilsonville's street system. It is capable of

Stuart Foster
April 14, 2006
Page 2

accommodating more intensive levels of traffic at little additional public cost. Its usage will mitigate the demand at Interchange 283.

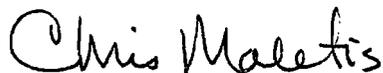
At some point, a Wilsonville request for more interchange money to deal with traffic caused by growth approved by Wilsonville, becomes counterproductive to the best use of transportation funds. As ODOT staff well know, the right-of-way and improvements for the road system south of Wilsonville represent perhaps the most cost-effective freeway-based system with abundant capacity, along I-5 in the Portland metro area.

Wilsonville's request for additional interchange money represents advancing politics over both good planning and the efficient use of current and future public investment in the transportation system. The area south of the Willamette River has already been urbanized with Charbonneau, the job base associated with the Aurora Airport and the industry located in the vicinity of Arndt Road, as well as our golf course. Wilsonville's refusal to recognize the appropriate planning opportunity, taking advantage of not only I-5 but the Canby-Hubbard interchange and road system, ignores both the reality of existing development and the opportunities for using the existing, under-utilized infrastructure.

It is unfair to those who are forced to use these interchanges to not have them function properly. That is why we support the present request. Conversely, it is unfair to taxpayers and property owners for Wilsonville to continue to demand scarce transportation money when other alternatives for a better-served community exist, immediately adjacent to Wilsonville, at an existing, under-utilized interchange. We hope a longer view and more cost-effective set of decisions can be taken from this point forward.

Thank you for the opportunity to comment.

Very truly yours,



Chris Maletis

cc: OTC Members
Mathew Garrett, Director,
Oregon Department of Transportation
ODOT Region I STIP Coordinator ✓
David Bragdon, President,
Metro
Mark Ottenad, Executive Director,
Wilsonville Chamber of Commerce
Pat Egan, Governor's Office
Mike Salsgiver, OECDD
Bill Wyatt, Port of Portland